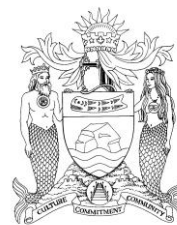


**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2511**



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. Section 1. Purpose and Scope of this Official Community Plan, Sub-Section 1.1 Purpose & Relationship to Other Plans, is amended as follows:**

**Delete in its entirety:**

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

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

**Then insert:**

*“OCPs are living documents that are flexible and fluid by nature, and are intended to evolve over time to address changing conditions in the community. **As White Rock’s first OCP from 1958 explains, “city planning cannot be a ‘once and for all’ matter. Any plan needs constant modification to meet the community’s changing needs.”***

*An OCP is a document with objectives and policies that guide decisions on planning and land use management. As the overarching city-wide policy for White Rock, this OCP is the guiding framework for all departments and decision-making within the City. It informs higher-level strategies like Council’s Strategic Priorities and is shaped in part by different legislative requirements. This includes the incorporation of a Regional Context Statement, which indicates how the City’s OCP aligns with the goals of Metro 2050.*

*Additionally, the Provincial Government's Housing Supply Act and Housing Statutes Amendment Acts, introduced in 2022 and 2023, have altered municipal planning frameworks, and amongst other changes, require the OCP to take into consideration the community's latest assessment of its housing needs, as determined by the Housing Needs Report. The Province now requires that municipalities review and update their Official Community Plans and Zoning Bylaws to ensure that statements, maps, and land use designations permit the number of housing units identified as needed in each community's unique Housing Needs Report (HNR).*

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

**2. Section 1. Purpose and Scope of this Official Community Plan, Sub-Section 1.2 Plan Organization & Scope is amended as follows:**

**1) Delete in its entirety:**

*"This OCP includes policy areas identified in the Local Government Act in Section 473 ("content and process requirements"), Section 474 ("policy statements that may be included") and Section 488 ("designation of Development Permit Areas")."*

**Then insert:**

*"This OCP includes policy areas identified in the Local Government Act in Section 473 ("content and process requirements"), Section 473.1 ("Official Community Plan and housing needs reports"), Section 474 ("policy statements that may be included") and Section 488 ("designation of Development Permit Areas")."*

**2) Delete the following text in its entirety:**

*“; and articulating a Regional Context Statement”*

**3) Insert the following bulletin points directly after this bullet point “Part D outlines guidelines for the City’s Development Permit Areas.”:**

*“Appendix A articulates a Regional Context Statement.  
Appendix B presents the various maps relating to the different parts within the OCP.”*

**3. Section 4. Context & Projections, Sub-Section 4.2 Population Growth, is amended as follows:**

**1) Delete in its entirety:**

*“The South Surrey/White Rock Federal Electoral District (Figure 3) grew from 94,678 people in 2011 to 104,051 people in 2016, an average growth rate of about 2.0% per year. The pace of population growth in White Rock has been slower, with an average growth rate of about 0.6% per year over the same period as the population increased from 19,339 to 19,952. This reflects a long term trend in which White Rock’s population has grown at a moderate rate, as presented in Figure 4. Based on recent*

and long term trends, as well as BC Stats projections, the population of the City of White Rock is expected to reach between 23,900 and 27,300 people by 2045”.

**Then insert:**

“ The South Surrey–White Rock Federal Electoral District (Figure 3) grew from 104,051 people in 2016 to 119,672 people in 2021, reflecting an average annual growth rate of approximately 2.9%. These figures are based on the boundaries defined by the 2013 Federal Electoral Boundary, which remains in use for census reporting until the next federal election. A new Federal Electoral Boundary was proclaimed in 2023, but it will only take effect for the next Census, as per Statistics Canada.

In contrast, the City of White Rock experienced more modest growth, increasing from 19,952 people in 2016 to 21,939 people in 2021, corresponding to an average annual growth rate of about 1.9%. This continues a long-term trend of moderate population growth in White Rock, as shown in Figure 4.

According to Metro Vancouver’s medium growth scenario, White Rock’s population is projected to increase to approximately 32,249 residents by 2051. Statistics Canada’s national projections support similar growth trajectories.”

**2) Delete Figure 4 in its entirety**

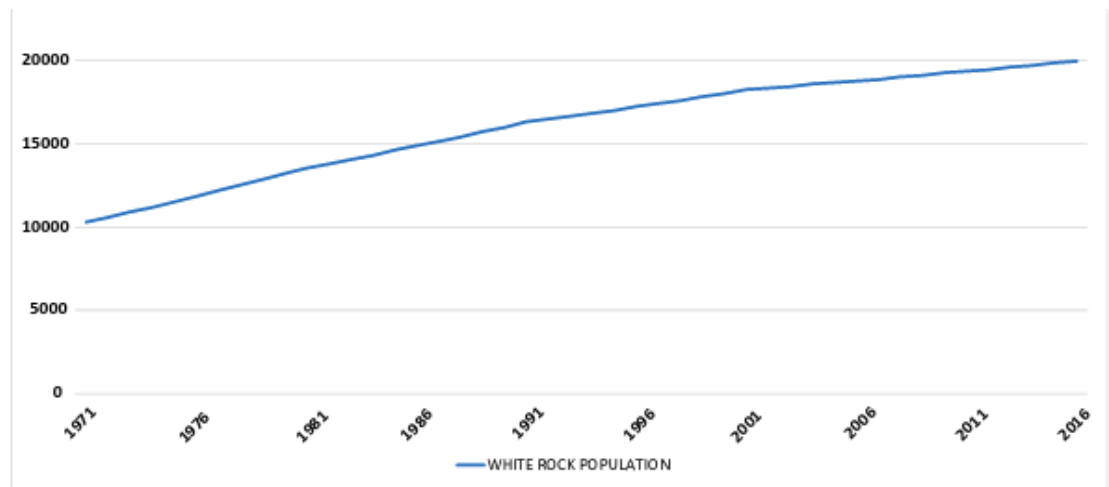


Figure 4 Census Population for White Rock, 1971 to 2016

**Then insert:**

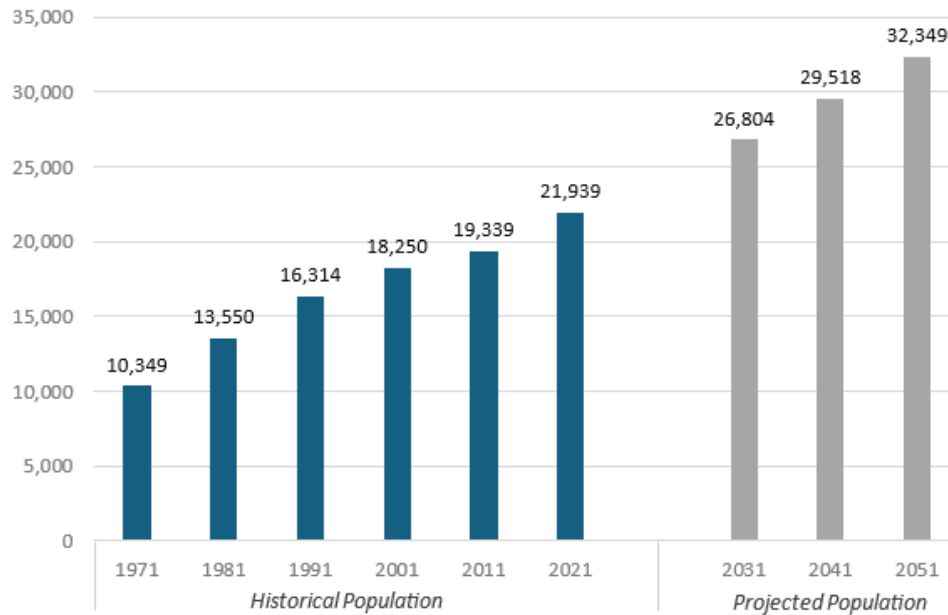


Figure 4: Historical Population, 1971 to 2021; Projected Population, 2031 to 2051 for White Rock

4. **Section 4.0 Context & Projections, Sub-Section 4.3 Housing Growth**, is amended as follows:

**Delete in its entirety:**

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

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

**Then insert:**

*“Between 2020 and 2024, the City of White Rock recorded a total of 1,043 new housing starts, averaging about 209 units per year. Of these, apartment units accounted for 84% (879 units), while single-detached houses made up 15% (157 units). Duplexes and row homes represented a very small share, with only 4 semi-detached and 3 row units built over the five-year period. These figures reflect a continuation of White Rock’s shift toward higher-density residential development.*

Based on projected population growth, White Rock’s housing stock is anticipated to increase from approximately 11,322 dwelling units in 2024 to about 16,406 units by 2051, representing an addition of roughly 5,080 new dwellings over the planning horizon. This growth in housing stock is projected to occur primarily in apartment and multiplex housing forms. Apartment units are expected to increase from 6,771 units in 2024 to approximately 10,533 units by 2051, an increase of 56%, while multiplex units are projected to increase by 74%, from 2,137 to 3,709 units over the same period. Row housing is projected to increase modestly by approximately 29%, from 149 to 191 units.

In contrast, the number of single-detached dwellings is projected to decline by approximately 13%, falling from 2,265 units in 2024 to about 1,973 units by 2051. This trend reflects a gradual shift away from lower-density housing, with portions of the existing single-family stock being replaced by other housing forms.

As a result, the city’s housing mix is expected to continue transitioning toward higher-density, multi-family forms, with apartments comprising an increasing share of the overall housing supply. Consideration of rental, non-market, and affordable housing options will support future housing development, aligning with demographic change, affordability needs, and regional growth objectives.”

| <b>Dwelling Structure Types</b> | <b>2024</b>   | <b>2031</b>   | <b>2041</b>   | <b>2051</b>   |
|---------------------------------|---------------|---------------|---------------|---------------|
| Single-detached                 | 2,265         | 2,514         | 2,228         | 1,973         |
| Multiplex                       | 2,137         | 2,642         | 3,171         | 3,709         |
| Row                             | 149           | 166           | 178           | 191           |
| Apartment                       | 6,771         | 8,014         | 9,254         | 10,533        |
| <b>Total</b>                    | <b>11,322</b> | <b>13,336</b> | <b>14,831</b> | <b>16,406</b> |

- Section 4. Context & Projections, Sub-Section 4.4 Employment Projections,** is amended as follows:

**Delete in its entirety:**

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

**Then insert:**

*“White Rock’s employed labour force grew from 8,695 in 2001 to 10,015 in 2021, an increase of approximately 15.2% over two decades. This steady growth reflects broader regional trends and aligns with population increases during the same period. Looking ahead, employment in White Rock is projected to continue growing in parallel with population increases. Under Metro Vancouver’s 2025 Growth Projections Update (medium growth scenario), total employment is anticipated to rise from approximately 8,125 jobs in 2024 to about 11,754 jobs by 2051. This represents an increase of roughly 3,630 jobs, or approximately 45%, over the projection period.”*

- Section 4. Context & Projections, Sub-Section 4.5 Commercial Growth,** is amended as follows:

**Delete in its entirety:**

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

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

**Then insert:**

*“White Rock has a total inventory of approximately 739,000 square feet of retail and service floorspace. The vast majority of this space is located in the Town Centre and Lower Town Centre, with smaller concentrations found in the West Beach and East Beach areas, and a limited amount scattered throughout other parts of the city.*

*The main commercial growth prospect for White Rock is locally-serving retail and service floorspace. Analysis based on the projected population growth for the City suggests that an additional 445,168 square feet of locally-oriented retail and service space could be supported by City residents by 2051, assuming Metro Vancouver medium growth population projections.*

*Grocery stores tend to be anchor tenants in most neighbourhood commercial centres, acting as a strong draw for day-to-day shopping trips that are often combined with other errands. With current demand and a growing population could support up to a total of 48,000 to 64,000 square feet of grocery store space by 2051.”*

7. **Section 4. Context & Projections, Sub-Section 4.6 Office Growth**, is deleted in its entirety.

8. **Section 5. Regional Context Statement** is deleted in its entirety.

**Then renumber** the remaining document in sequential order.

9. **Section 6. Community Character, Overview** is amended as follows:

1) **Delete in its entirety:**

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

*The mixed-use Town Centre and Lower Town Centre have strong character in areas where there are continuous small-scale storefronts, public realm amenities, and mature street trees. Views to the ocean are first experienced along Johnston Road in the Lower*

*Town Centre, which helps reinforce a strong sense of place and identity for White Rock as a seaside community.”*

**Then insert:**

*“White Rock is made up of distinct character areas, each with its own unique urban design qualities. These areas include the Town Centre, Town Centre Transition–Residential, Town Centre Transition–Mixed Use, Lower Town Centre, Health District, Waterfront Village, North Bluff East, Neighbourhood Commercial, Urban Neighbourhoods, and Mature Neighbourhoods.*

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

**2) Delete in its entirety:**

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

**Then insert:**

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

**10. Section 6. Community Character, Policy 6.1.1 is amended as follows:**

**Delete in its entirety:**

*“Character-Sensitive Growth—Focus most growth in high activity areas that are already characterized by medium to high intensities, primarily in the Town Centre and secondarily in adjacent areas and the Lower Town Centre. Require transition areas identified in Sections 7 and 8 to sensitively integrate the edges of the Town Centre with adjacent neighbourhoods, protecting their own established scale and character.”*

**Then insert:**

*“Character-Sensitive Growth—Focus most growth in high activity areas that are already characterized by medium to high intensities, primarily in the Town Centre, Town Centre Transition– Residential, Town Centre Transition–Mixed Use and secondarily in adjacent areas and the Lower Town Centre. Require transition areas identified in Sections 6 and 7 to sensitively integrate the edges of the Town Centre with adjacent neighbourhoods, protecting their own established scale and character.”*

**11. Section 6. Community Character, Policy 6.1.2 is amended as follows:**

**Delete in its entirety:**

*“Commercial Areas—Focus commercial growth in areas characterized by mixed-use and commercial environments, including in the Town Centre, Lower Town Centre, and Waterfront Village areas.”*

**Then insert:**

*“Commercial Areas—Focus commercial growth in areas characterized by mixed-use and commercial environments, including in the Town Centre, Town Centre Transition—Residential, Town Centre Transition—Mixed Use, Lower Town Centre, Neighbourhood Commercial and Waterfront Village areas.”*

**12. Section 7. Growth Management** is amended as follows:

1) **Delete** the following text under **Overview in its entirety:**

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

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

**Then insert:**

*“White Rock’s population has been growing at a moderate rate for decades, with most of the recent growth taking place in the Town Centre, Town Centre Transition-Residential, Town Centre Transition- Mixed Use and adjacent areas. In the last decade, approximately 84% of new housing starts have been in the form of apartments. Over the last 10 years over half of new retail and service development has taken place in the Town Centre, Town Centre Transition- Residential, Town Centre Transition- Mixed Use, and approximately one third has taken place in the eastern commercial portion of Marine Drive. Detailed growth trends for population, housing, and commercial development are outlined in Part A.*

*The general approach to growth management in the City is to reinforce the existing pattern of growth and continue to focus density in the Town Centre, Town Centre Transition—Residential, Town Centre Transition—Mixed Use, as presented in Figure 5. Additional growth is to be located in the Town Centre, Town Centre Transition-Residential, Town Centre Transition- Mixed Use and Lower Town Centre areas. The highest heights and densities are to be concentrated at the intersection of Johnston and North Bluff Roads, with heights and densities generally transitioning down to the south,*

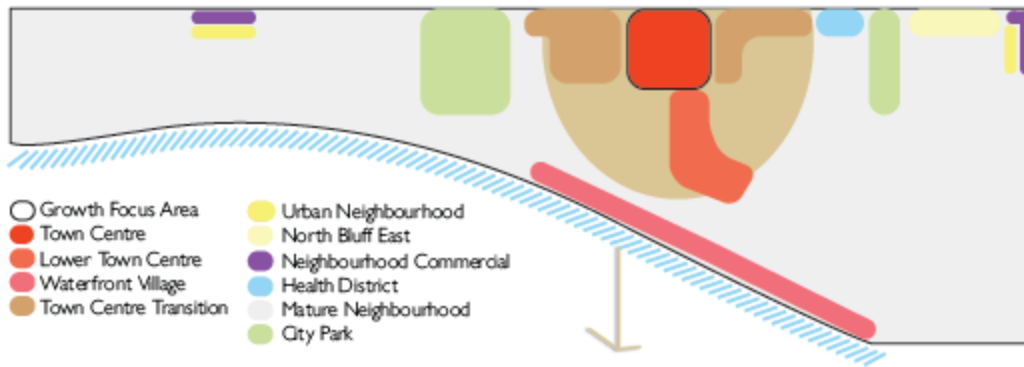
east, and west. The Conceptual Urban Form for the City is highlighted in Figures 6 and 7.”

2) **Figure 6 White Rock Growth Plan** is amended as follows:

**Delete in its entirety:**

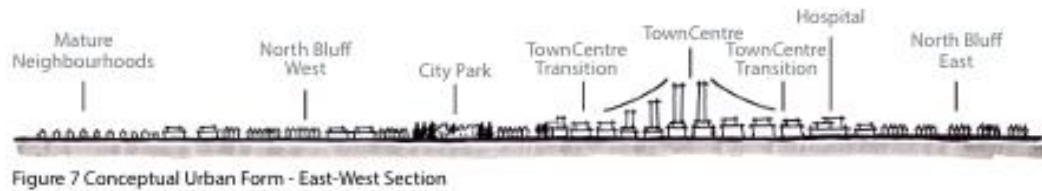


**Then insert:**

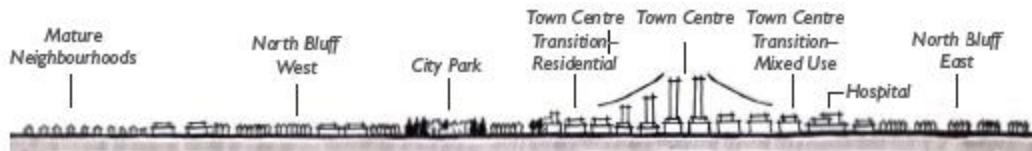


3) **Figure 7 Conceptual Urban Form - East-West Section** is amended as follows:

**Delete in its entirety:**



**Then insert:**



4) **Objective 7.3** is amended as follows:

**Delete in its entirety:**

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

**Then insert:**

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

- 5) **Policy 7.3.1** is amended as follows:

**Delete in its entirety:**

*“Focused Commercial Growth—Focus new commercial growth in the Town Centre, Lower Town Centre, and Waterfront Village land use designations.”*

**Then insert:**

*“**Focused Commercial Growth**—Focus new commercial growth in the Town Centre, Town Centre Transition–Residential, Town Centre Transition–Mixed Use and Waterfront Village land use designations.”*

- 6) **Policy 7.3.2** is amended as follows:

**Delete in its entirety:**

*“Focused Residential Growth—Focus the majority of residential growth and the greatest residential intensities in the Town Centre over the life of this Plan. Additional growth can be accommodated in the Town Centre Transition and Lower Town Centre areas.”*

**Then insert:**

*“**Focused Residential Growth**—Focus the majority of residential growth and the greatest residential intensities in the Town Centre, Town Centre Transition–Residential, Town Centre Transition–Mixed Use over the life of this Plan. Additional growth can be accommodated in the Town Centre Transition and Lower Town Centre areas.”*

- 7) **Policy 7.4.1** is amended as follows:

**Delete in its entirety:**

*“Gentle Infill—Enable moderate residential growth in Mature Neighbourhoods, primarily in the form of secondary suites, and houseplexes.”*

**Then insert:**

*“Gentle Infill—Enable moderate residential growth in Mature Neighbourhoods, primarily in the form of secondary suites, accessory dwelling units, semi-detached residential buildings, rowhouse residential buildings and houseplexes.”*

**13. Section 8. Land Use, Overview** is amended as follows:

1) **Delete** the following under **Overview in its entirety**:

*“The majority of the land area in the City of White Rock is dedicated to single family dwellings in Mature Neighbourhoods. Lowrise multi-unit buildings are the dominant form surrounding the Town Centre and Lower Town Centre, while 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.”*

**Then insert:**

*“The majority of the land area in the City of White Rock is dedicated to single-family dwellings in Mature Neighbourhoods. Low and mid-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 is located in the Town Centre. Commercial development is focused along Johnston Road and Marine Drive, with small-scale neighbourhood commercial developments situated along Stayte Road and North Bluff Road. 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 on the Town Centre as well as the adjacent Town Centre Transition–Mixed Use and Town Centre–Residential and the Lower Town Centre. Allowable densities (Gross Floor Area or Gross FAR) for future development for these four land use designations are highlighted in Figure 8. Maximum heights (in storeys) for the same areas are outlined in Figure 9. Map A indicates the land use designation that applies to each property in the City.”*

2) **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)** is amended as follows:

**Delete in its entirety:**



Then insert:



- 3) **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)** is amended as follows:

Delete in its entirety:



**Then insert:**



**14. Section 8. Land Use, Objectives and Policies, is amended as follows:**

**1) Town Centre**

- Deleted in its entirety.
- **Then insert** as shown on Schedule “1” attached herein and forming part of this bylaw.

**2) Town Centre Transition - Mixed Use**

- **Insert** as shown on Schedule “2” attached herein and forming part of this bylaw, directly after *Town Centre*.

**3) Town Centre Transition**

- Delete in its entirety.
- **Then insert** *Town Centre Transition -Residential* as shown on Schedule “3” attached herein and forming part of this bylaw.

**4) Urban Neighbourhood**

- **Amend** in its entirety as shown on Schedule “4” attached herein and forming part of this bylaw.

**5) Mature Neighbourhood**

- **Amend** in its entirety as shown on Schedule “5” attached herein and forming part of this bylaw.

**6) Neighbourhood Commercial**

- **Amend** in its entirety as shown on Schedule “6” attached herein and forming part of this bylaw.

**7) Health District**

- **Insert** as shown on Schedule “7” attached herein and forming part of this bylaw, directly after *Neighbourhood Commercial*.

8) **Policy 8.12.3 is amended as follows:**

**Delete in its entirety:**

*“Land Dedications and Density—Calculate allowable gross FAR prior to any land dedications that may be required with new developments.”*

**Then insert:**

*“Land Dedications and Density—Calculate the allowable gross FAR following any land dedications that may be required with new developments.”*

15. **Insert** “Gross” before FAR throughout the document.

16. **Section 9. Town Centre, Overview**, is amended as follows:

**Delete in its entirety:**

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

**Then insert:**

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

17. **Section 9. Town Centre, Objectives and Policies**, is amended as follows:

1) **Delete Policy 9.2.2 City Hall** in its entirety.

18. **Section 11. Housing** is deleted in its entirety.

**Then insert** as shown on Schedule “8” attached herein and forming part of this bylaw.

19. **Section 12. Environmental Management** is amended as follows:

1) **Delete Policy 12.5.4 Energy Step Code** in its entirety.

2) **Delete Policy 12.5.7 Electric Vehicles** in its entirety.

20. **Section 13. Transportation & Mobility, Overview**, is amended as follows:

**Delete in its entirety:**

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

*Transportation policies in this OCP are consistent with the City’s Strategic Transportation Plan, with a mode hierarchy in which transportation investments, new space allocation,*

*and public realm improvements are made based on the following order of priorities: walking (including accessibility devices), cycling, transit, goods movement and commercial vehicles, and personal vehicles. This Section addresses transportation systems and highlights that streets are for much more than movement. Streets are for resting, socializing, shopping, playing, and generally participating in public life.”*

**Then insert:**

*“White Rock’s compact urban form, fine-grained street grid, and diverse land use patterns create a strong foundation for sustainable transportation. These characteristics support short travel distances and high connectivity, making walking, cycling,*

*and transit viable and attractive options for many residents. However, steep topography, fragmented sidewalk networks, and limited pedestrian amenities in some areas hinder walkability and accessibility. Addressing these barriers is essential to achieving a transportation system that is inclusive and universally accessible.*

*Transportation policies outlined in this OCP are guided by the City’s Integrated Transportation & Infrastructure Master Plan (ITIMP), which envisions a safe, efficient, and environmentally responsible multi-modal network prioritizing transportation investments and public realm improvements necessary to enhance walking, cycling and traffic safety while complementing our unique seaside and hillside community. These facilities aim to connect the Waterfront, the Town Centre, and residential neighbourhoods in a way that is comfortable for people of all ages and abilities, promoting and encouraging an active life to inspire a dynamic, sustainable community for current and future generations.*

*This section reflects White Rock’s commitment to creating a transportation system that is not only functional but also enriching to daily life. By prioritizing active and sustainable modes, enhancing safety and accessibility, and designing streets as vibrant public spaces, the City aims to foster a connected, inclusive, and resilient community. This approach supports a healthier population, reduces environmental impact, and strengthens the social and economic fabric of White Rock—ensuring that mobility contributes meaningfully to the quality of life for all residents, now and into the future.”*

**21. Section 13. Transportation & Mobility, Objectives and Policies, is amended as follows:**

**1) Insert the following as a new policy directly after Policy 13.1.10:**

*“**Health District**—Prioritize patient safety and accessibility by implementing streetscape improvements such as sidewalks, marked crosswalks, shorter crossing distances, enhanced lighting, and clear “Health District” signage and pavement markings.”*

**2) Insert the following as a new policy directly after Policy 13.2.5:**

*“**Strengthen Active Transportation Links to Transit**—Collaborate with TransLink and the City of Surrey to establish safe, convenient pedestrian and cyclist connections between the proposed Semiahmoo Town Centre Bus Rapid Transit (BRT) exchange and the North Bluff Road Corridor Area.”*

**3) Insert the following as a new policy directly after Policy 13.3.1, and then renumber policies under Objective 13.3 in sequential order:**

*“Enhance Transit Passenger Amenities—Work with TransLink to improve passenger amenities at all bus stops within the Study Area by providing bus shelters, benches, Garbage and Recycling bins, and Safe Transitions to Floating Bus Stops.”*

- 4) **Insert the following** new policies **directly after Policy 13.3.6** in sequential order:

*“Transit Advocacy—Advocate for expanded transit service from TransLink to better serve the Study Area and its growing population.”*

*“Transportation Demand Management—Require Transportation Demand Management (TDM) strategies as part of all new developments to encourage transit use and reduce reliance on private vehicles. Consider implementing a TDM bylaw to require measures such as:*

- *Developer-funded transit passes*
- *Car share memberships*
- *Additional secure bike parking*
- *Micromobility charging stations and storage”*

- 5) **Policy 13.4.2 Truck Routes** is amended by **deleting the word “existing”**.

- 6) **Insert the following as a new objective with associated policies directly after Policy 13.5.5** in sequential order:

*“Objective 12.6 North Bluff Road Corridor Improvements*

*Policy 12.6.2 Complete Street Coordination—Support the implementation of the complete street cross-section for North Bluff Road/16th Avenue in coordination with the City of Surrey by removing on-street parking and acquiring additional right-of-way to accommodate all users.*

*Policy 12.6.2 Corridor Safety Upgrades—Implement upgrades to North Bluff Road to improve safety and align with the ITIMP.*

*Policy 12.6.3 Emergency Route Designation—Designate and maintain emergency routes within the North Bluff Road Corridor Area to ensure effective and safe travel for emergency vehicles at all times.*

*Policy 12.6.4 Greenway Network—Develop a connected, safe, and inclusive greenway transportation network on North Bluff Road to help support more sustainable travel choices while improving safety, comfort, and convenience for residents, workers, and visitors in alignment with the ITIMP.”*

22. **Section 16. Infrastructure, Objectives and Policies,** is amended as follows:

**Insert the following as a new objective and associated policies directly after Policy 16.3.2** in sequential order:

*“Objective 15.4 To ensure there is appropriate infrastructure capacity and stormwater management systems are in place to support both new and existing development within the North Bluff Road Corridor Area.*

*Policy 15.4.1 Utilities Servicing Plan—Develop a utilities servicing plan to enable implementation of the North Bluff Road Corridor Plan.*

*Policy 15.4.2 Coordination with Metro Vancouver—Engage with Metro Vancouver to assess their asset capacity and explore opportunities for how their funding policy can support potential upgrades.*

*Policy 15.4.3 On-Site Drainage Standards—Develop standards for on-site drainage management for new development, and incorporate these standards into a Subdivision & Development Servicing Bylaw.*

*Policy 15.4.4 Development Cost Charge Review—Regularly review and update the City’s Development Cost Charge Bylaw to ensure growth-related projects are sufficiently funded.”*

**23. Section 19. Plan Administration & Alignment, Subsection 19.1 Consistency with Other Plans, is amended as follows:**

**Delete the following in its entirety:**

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

**Then insert:**

- *Zoning Bylaw*
- *Subdivision & Development Servicing Bylaw*

**24. Section 20. Plan Administration & Alignment, Subsection 20.2 Actions, is deleted in its entirety.**

**Then insert** as shown on Schedule “9” attached herein and forming part of this bylaw.

**25. Section 22. Development Permit Areas (Form/Character/Sustainability), Subsection 22.1 Overview / Authority, is deleted in its entirety.**

**Then insert** as shown on Schedule “10” attached herein and forming part of this bylaw.

**26. Section 22. Development Permit Areas (Form/Character/Sustainability), Subsection 22.2 Development Permit Exemptions, is amended as follows:**

**Delete in its entirety:**

*“One-unit residential and houseplexes up to four (4) dwelling units are exempt from Form and Character Development Permits.”*

**Then insert:**

*“One unit residential and small-scale multi-unit housing development up to four (4) dwelling units are exempt from Form and Character Development Permits.”*



30. **Section 22.8 Mature Neighbourhood House-Plex Development Permit Area** is amended by deleting the following:

- “house-plex”,
- “house-plexes,
- “plex house”

**Then insert with** “*small-scale multi-unit housing units*”.

31. Insert directly after Section 22.5 Environmental (Watercourse) Development Permit Area, **Appendix A Regional Context Statement** as shown on Schedule “13” attached herein and forming part of this bylaw.

32. **Appendix: Maps and Schedules** is amended as follows:

- 1) **Delete** the word “**Schedule**” in its entirety.
- 2) **Delete Schedule A – Land Use Map** in its entirety.

**Then insert Map A – Land Use Plan** as shown on Schedule “14” attached herein and forming part of this bylaw.

- 3) **Delete Schedule B – Form and Character Development Permit Areas** in its entirety.

**Then insert Map B – Form and Character Development Permit Areas** as shown on Schedule “15” attached herein and forming part of this bylaw.

33. This Bylaw may be cited for all purposes as the “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 3, 2025, No. 2511 (Provincial Legislation alignment and North Bluff Corridor Plan related updates)”.

|  |                  |        |                |
|--|------------------|--------|----------------|
| RECEIVED FIRST READING on the                                    | 12 <sup>th</sup> | day of | January, 2026  |
| RECEIVED SECOND READING on the                                   | 12 <sup>th</sup> | day of | January, 2026  |
| RESCINDED SECOND READING on the                                  | 9 <sup>th</sup>  | day of | February, 2026 |
| RECEIVED SECOND READING as amended on the                        | 9 <sup>th</sup>  | day of | February, 2026 |
| PUBLIC HEARING held on the                                       | 2 <sup>nd</sup>  | day of | March, 2026    |
| RECEIVED THIRD READING on the                                    |                  | day of | 2026           |
| Regional Context Statement accepted by Metro<br>Vancouver on the |                  | day of | 2026           |
| RECONSIDERED AND FINALLY ADOPTED on the                          |                  | day of | 2026           |

---

Megan Knight, Mayor

---

Tracey Arthur. Director of Corporate Administration

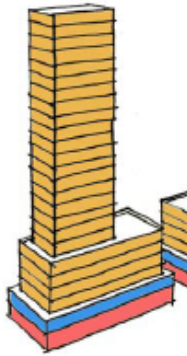
# Schedule “1”

## Objectives & Policies

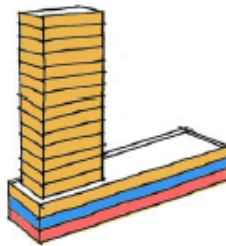
The objectives and policies in this section are organized by the following Land Use Designations.

### TOWN CENTRE

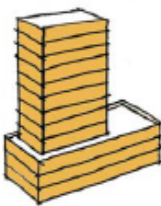
The Town Centre is the centre for cultural, civic, economic, and public life in the City. It is characterized by a diverse mix of uses, and it is focus for the majority of future growth over the life of this Plan.



Town Centre mixed-use  
(North Bluff Road)



Town Centre mixed-use  
(Johnston Road)



Town Centre residential

**Objective 7.1** 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 7.1.1** **Uses and Building Types**—Allow mixed-use (commercial/residential/ civic), multi-unit residential, and civic uses in a range of mid-rise to high-rise buildings.

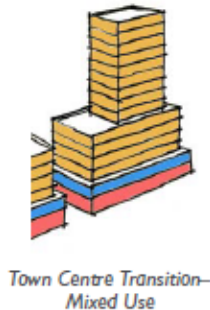
**Policy 7.1.2** **Density and Height**—Concentrate the highest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street. Maximum allowable heights are generally up to 16 storeys and maximum densities up to 4.0 gross FAR, with limited opportunities for a height and density bonus of up to 22 storeys and up to 5.0 gross FAR where a significant amenity contribution is provided. Figures 8 and 9 will specify the maximum gross FAR and building height for individual parcels. Guidelines for transitional maximum allowable densities (gross FAR) are provided in Figure 8, while transitions for maximum building height (in storeys) are illustrated in Figure 9.

**Policy 7.1.3** **Affordable Housing Bonus**—Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 12 storeys or higher.

**Policy 7.1.4** **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 7.1.5** **Urban Design**—Enhance the built and public realms through policies identified in Section 8 and guidelines in the Town Centre Development Permit Area in Part D.

## Schedule “2”



### TOWN CENTRE TRANSITION–MIXED USE

The Town Centre Transition–Mixed Use designation is characterized by a mix of residential, civic and commercial uses in a walkable, community-oriented setting and is intended to provide a gradual transition in built form and character between the higher-density Town Centre and adjacent residential areas, promoting a cohesive and livable urban environment.

**Objective 7.2** This designation is intended to facilitate ground-level retail and active commercial uses with additional storeys located above the ground-level up to a maximum of 4 storeys above street-level may contain singularly or in combination the following uses: a mixture of office, passive commercial, civic uses and residential uses.

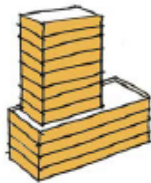
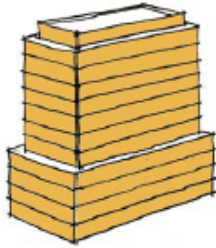
**Policy 7.2.1** **Uses and Building Types**—Allow multi-unit residential uses, with mixed-use (commercial/residential) on George Street and adjacent to the hospital. Allow residential with or without ground-level retail and active commercial uses on the ground with additional storeys located above the ground-level up to a maximum of 4 storeys above street-level may contain singularly or in combination the following uses: a mixture of office, passive commercial, civic uses and residential uses. All storeys above the 4th storey can only contain residential use, as well as amenity uses associated with the residential use.

**Policy 7.2.2** **Density and Height**—Allow a maximum height (in storeys) of 6 storeys and a maximum density of 2.5 gross FAR, with a height and density bonus up to 15 storeys and up to 4.0 gross FAR where a significant amenity contribution is provided. Any portion of a building within 15 metres of a road is not to exceed four storeys in height. Figures 8 and 9 will specify the maximum gross FAR and building height for individual parcels. Guidelines for transitional maximum allowable densities (gross FAR) are provided in Figure 8, while transitions for maximum building height (in storeys) are illustrated in Figure 9.

**Policy 7.2.3** **Affordable Housing Bonus**—Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 10 storeys or higher.

**Policy 7.2.4** **Urban Design**—Enhance the built and public realms through policies identified in Section 8 and guidelines in the Town Centre Transition Development Permit Area in Part D.

## Schedule “3”



Town Centre Transition–  
Residential

### TOWN CENTRE TRANSITION–RESIDENTIAL

Town Centre Transition–Residential designation is to enhance the existing character of the Town Centre to the east and west, featuring building heights and densities that both support the city centre and create a gradual transition to adjacent low- to mid-rise residential neighbourhoods.

**Objective 7.3** 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 Town Centre Transition–mixed use, and the transit corridor on North Bluff Road, and to provide a transition to surrounding low- to mid-rise residential areas.

**Policy 7.3.1** **Uses and Building Types**—Allow multi-unit residential uses. 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 high-rise.

**Policy 7.3.2** **Density and Height**—Allow a maximum height (in storeys) of 6 storeys and a density 2.5 gross FAR, with a height and density bonus up to 15 storeys and up to 4.0 gross FAR where a significant amenity contribution is provided. Any portion of a building within 15 metres of a road is not to exceed three storeys in height. For properties bounded by Russell Avenue, Thrift Avenue, George Street and Best Street, allow a maximum height (in storeys) of 4 storeys and a maximum density of 1.5 gross FAR, with a height and density bonus up to 6 storeys and up to 2.5 gross FAR where an affordable housing component is included. Figures 8 and 9 will specify the maximum gross FAR and building height for individual parcels. Guidelines for transitional maximum allowable densities (gross FAR) are provided in Figure 8, while transitions for maximum building height (in storeys) are illustrated in Figure 9.

**Policy 7.3.3** **Affordable Housing Bonus**—Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 10 storeys or higher. For properties bounded by Russell Avenue, Thrift Avenue, George Street and Best Street, rental and non-market housing contributions are expected for projects that include buildings that are over 4 storeys.

**Policy 7.3.4** **Urban Design**—Enhance the built and public realms through policies identified in Section 8 and guidelines in the Town Centre Transition Development Permit Area in Part D.

## Schedule “4”



Low-rise residential



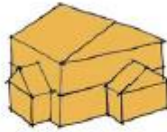
Townhouse

### 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 area.

- Objective 7.6** 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 7.6.1** **Uses and Building Types**—Allow multi-unit residential uses in townhouses and low-rise buildings.
- Policy 7.6.2** **Density and Height**—Allow a density of up to 1.5 gross FAR in buildings up to four storeys in height. For properties located at 1081 Martin Street and 1153-1169 Vidal Street, the maximum building heights is three storeys.
- Policy 7.6.3** **Urban Design**—Enhance the public and built realms as outlined in the Multi-Family Development Permit Area guidelines in Part D.
- Policy 7.6.4** **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 7.6.5** **Design and Context**—Encourage designs that respond to the form of adjacent development, particularly when abutting Mature Neighbourhood areas.
- Policy 7.6.6** **Lot Consolidation**—Encourage a minimum consolidation of two parcels for new development within areas designated as Urban Neighbourhood. Development proposals must demonstrate that no adjacent parcel will be orphaned or rendered undevelopable as a result of the consolidation.

## Schedule “5”



Houseplex



Ground Oriented Townhouse



Rowhouse

### MATURE NEIGHBOURHOOD

Mature Neighbourhoods are comprised largely of White Rock’s existing single-family housing stock. These areas will continue to be characterized by a mix of low-scale residential uses and small-scale multi-unit housing.

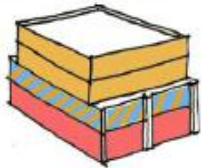
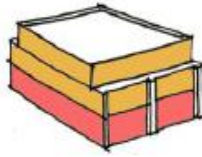
**Objective 7.8** To enable single-detached, semi-detached buildings, rowhouses and houseplexes through gentle infill opportunities, to protect the character of existing mature single-family neighbourhoods while supporting housing choice and affordability.

**Policy 7.8.1** **Uses and Building Types**—Allow single-family homes, semi-detached, rowhouses and houseplexes.

**Policy 7.8.2** **Density and Height**—Allow density and height maximums for semi-detached buildings, rowhouses and houseplexes and single-family homes as outlined in the City’s Zoning Bylaw.

**Policy 7.8.3** **Urban Design**—Enhance the public and built realms, and maintain the existing residential character of established neighbourhoods with gentle infill (houseplexes), as per the Mature Neighbourhood SSMUH Development Permit Area guidelines in Part D.

## Schedule “6”



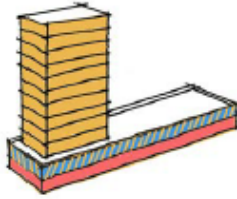
Mixed-use

### NEIGHBOURHOOD COMMERCIAL

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

- 
- Objective 7.9** To enable limited, small-scale, neighbourhood-serving commercial uses that provides services and amenities in largely residential commercial uses that provide services and amenities in largely residential areas.
- Policy 7.9.1** **Uses and Building Types**—Allow commercial uses and mixed-uses (commercial/residential) in low-rise buildings.
- Policy 7.9.2** **Density and Height**—Allow a density of up to 1.0 gross FAR in buildings, and buildings between 2 to 4 storeys.
- Policy 7.9.3** **Urban Design**—Enhance the built and public realms as outlined in the Neighbourhood Commercial Development Permit Area in the Neighbourhood Commercial Development Permit Area guidelines in Part D.
- Policy 7.9.4** **Lot Consolidation**—Encourage a minimum consolidation of two parcels for new development within Neighbourhood Commercial areas. Development proposals must demonstrate that no adjacent parcel will be orphaned or rendered undevelopable as a result of the consolidation.
- Policy 7.9.5** **Design and Context**—Encourage designs that respond to the form of adjacent development, particularly when abutting Mature and Urban Neighbourhood areas.

## Schedule “7”



Health District

### HEALTH DISTRICT

The Health District is a specialized land use designation intended to support the delivery of health services and the development of a complete, integrated health precinct. It encourages a mix of medical, wellness, and supportive residential uses in proximity to major health institutions.

**Objective 7.10** To support the development of a health-focused district that integrates Hospital, medical services, wellness facilities, and housing for health workers and patients.

**Policy 7.10.1** **Uses and Building Types**—Permit a range of health-related uses including clinics, medical offices, outpatient facilities, wellness centres, childcare centres and mixed-use buildings that incorporate residential units above ground-floor health services.

**Policy 7.10.2** **Incentives for Health Uses**—Support the inclusion of health-related uses through density bonusing and Development Cost Charges (DCC) waivers for projects that deliver medical services, non-profit health facilities, or affordable housing for health workers.

**Policy 7.10.3** **Density and Height**—Allow a maximum height of 6 storeys and a maximum density of 2.5 gross FAR, with a height and density bonus as illustrated in Figures 8 and 9, for projects that deliver medical services, non-profit health facilities, or affordable housing for health workers. Any portion of a building within 15 metres of a road is not to exceed 4 storeys in height.

**Policy 7.10.4** **Streamlined Approvals**—Prioritize development applications that include health-related uses or housing for health sector employees through an expedited review process.

**Policy 7.10.5** **Urban Design**—Encourage vertical integration of uses and high-quality public realm design that supports accessibility, healing environments, and active transportation, as outlined in the Health District Development Permit Area guidelines in Part D.

## Schedule “8”

### 10. 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, which housing costs are well beyond a price-to-income ratio that justifies the price of housing. Regionally, 29.8% of households spent greater than 30% of their income on housing in 2021. In White Rock, this value was slightly higher at 32.4%.

Supporting new Secure Market Rental and various types of affordable housing, including 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 2021 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.

Table 1. Household Income Group, Percent of Median Income, and Income Range

| Household Income Group | Percent of Median Income | Income Range (2021 Census) |
|------------------------|--------------------------|----------------------------|
| Very Low Income        | Less than 50%            | Less than \$36,500         |
| Low Income             | 50% to 80%               | \$36,500 to \$58,400       |
| Moderate Income        | 80% to 120%              | \$58,400 to \$87,600       |
| Above Moderate Income  | 120% to 150%             | \$87,600 to \$109,500      |
| High Income            | More than 120%           | More than \$109,500        |

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.

## Housing Needs Report

In April 2019, the Ministry of Municipal Affairs and Housing introduced amendments to the Local Government Act requiring that all municipalities complete Housing Needs Reports (HNR) for their communities by April 2022, and that such reports be updated every five (5) years thereafter. The purpose of the HNR was to:

1. Enable the province to gain an understanding of changes in demographics and housing to plan for future housing needs;
2. Enable municipalities to better understand their current and future housing needs; and,
3. Assist local governments in implementing policies and bylaws that respond to current and projected housing needs.

The Housing Needs Report (HNR) recognizes six (6) key areas of local housing need and includes a summary of demographic and housing-related data, as well as the results of a series of public engagement activities held between January and July 2021. The six areas of local housing need recognized in the HNR include Affordable Ownership Housing, Rental Housing, Special Needs Housing, Seniors Housing, Family Housing and Shelters and Housing for People at Risk of Homelessness.

Beginning in 2023, municipalities are required to use the HNR Method to complete an HNR every five years, which will identify the housing needs of the community over the 5- and 20-year horizon.

Under Bill 44 *Housing Statutes (Residential Development) Amendment Act, 2023*, all local governments were required to complete an Interim Housing Needs Report (HNR) by January 1, 2025. The Interim Housing Needs Report only included three new, additional items:

- The number of housing units required to meet current and anticipated needs for the next 5 and 20 years, as calculated using the HNR Method provided in the Regulation;
- A statement about the need for housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation; and,
- A description of the actions taken by the local government, since receiving the most recent Housing Needs Report, to reduce housing needs.

**White Rock's Interim Housing Needs Report identified the City's 5-year need as 2,780 new dwelling units and its 20-year need as 8,816 new dwelling units.** The table below shows the results of the HNR calculations and the area of need with the required number of new units to address each.

Table 2. Interim HNR 5-year and 20-year Needs by Component

| Component                         | 5-year Need | 20-year Need |
|-----------------------------------|-------------|--------------|
| Extreme Core Housing Need         | 206.19      | 824.78       |
| Persons Experiencing Homelessness | 45.28       | 90.56        |
| Suppressed Household Formation    | 195.52      | 782.07       |
| Anticipated Household Growth      | 1,979.81    | 5,706.89     |
| Rental Vacancy Rate Adjustment    | 22.57       | 90.26        |
| Additional Demand                 | 330.31      | 1,321.24     |
| <b>Total New Units—5 years</b>    |             | <b>2,780</b> |
| <b>Total New Units—20 years</b>   |             | <b>8,816</b> |

The Interim Housing Needs Assessment was calculated using the HNR Calculator which is an online tool developed by UBC's Housing Assessment Resource Tools (HART) that is called the HNR Calculator.

Section 7 Land Use provides the land use policies that will facilitate the required new units. Section 10 Housing details the objectives and policies that the City will use to achieve the number of new units for each area of need as identified in the 2024 Interim House Needs Report.

## Objectives & Policies

---

**Objective 10.1** 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 10.1.1** **Family-Friendly Housing**—Increase the attractiveness and affordability of housing in White Rock for families by:

- a) Encouraging applicants to provide ground floor units with front door access to the street in all rezoning applications for residential developments greater than three storeys in height;
- b) Encourage townhouse podiums in residential buildings to create more family-friendly options at street level;
- c) Providing a mix of two- and three-bedroom units in all rezoning applications for residential and mixed-use developments with more than 20 dwelling units, as follows:
  - i) Residential strata developments: a minimum of 15% of units as three bedrooms and a minimum of 35% of units as two bedrooms; and/or
  - ii) Rental developments: a minimum of 10% of units with three bedrooms, and a minimum of 30% with two bedrooms;
- d) Establishing outdoor amenity space requirements for multi-unit residential developments.

**Policy 10.1.2** **Housing Choices Everywhere**—Diversifying housing choices helps meet the evolving needs of residents, supports affordability goals, meets anticipated household growth, and ensures people can live, work, and stay in their communities by:

- a) Focusing residential densities in the Town Centre and Town Centre Transition areas but ensuring that housing choices are distributed throughout the city in all neighbourhoods;
- b) Encourage a range of housing types within each of White Rock's neighbourhoods, including small-scale multi-unit, missing middle, seniors-oriented, rental, affordable, family-sized, and housing with supports;
- c) Exploring density bonusing, where permitted, to encourage market rental, affordable rental housing and non-market housing for development particularly, but not limited to, over 6 storeys.
- d) Monitoring the uptake of small-scale multi-unit housing (SSMUH) typologies to ensure they continue to align with the City's need for Missing Middle Housing;
- e) Encourage new multi-unit and mixed-use developments to include usable open space and play areas on-site, especially in locations without nearby parks or recreation facilities;
- f) Support innovative or non-traditional forms and models of housing, such as modular housing, adaptive re-use, co-ops or cohousing.

---

**Objective 10.2** To support rental housing and a range of non-market housing options and needs along the housing spectrum.

- Policy 10.2.1** **New Non-Market and Rental Housing**—Support new non-market and affordable rental housing, 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) Developing a target non-market and/or affordable rental housing contribution policy for new developments in the Town Centre and Town Centre Transition areas;
  - c) Requiring developments that result in the loss of existing rental units to provide tenant compensation in accordance with the City's Tenant Relocation Policy, or Tenant Protection Bylaw once adopted, in addition to ensuring a minimum of 5% of the new units are delivered as Affordable Rental Housing;
  - d) Maintaining and periodically reviewing the City's Tenant Relocation policy, or Tenant Protection Bylaw once adopted;
  - e) Waiving community amenity contributions for affordable rental residential floor space in new developments;
  - f) Encouraging the creation of seniors-focused housing opportunities in transit-accessible areas that are adaptable and affordable;
  - g) Considering making City-owned land available to non-profit organizations for use in affordable housing developments;
  - h) Facilitating and supporting development of new non-market and affordable rental housing, housing with supports, and housing for groups with specific needs on lands owned by community groups, non-profit associations, and faith-based organizations;
  - i) Identifying opportunities to work with senior levels of government and other partners to assist in increasing the supply of permanent, affordable, and supportive housing units for persons at risk of and/or experiencing homelessness;
  - j) 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
  - k) Reviewing parking requirements to determine the extent to which they can be relaxed for non-market housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

- Policy 10.2.2** **New Market Rental Housing**— Support the creation of new market rental housing and protect existing rental stock by:
- a) Encouraging the retention, renewal, expansion and creation of purpose-built rental housing;
  - b) Requiring new purpose-built rental housing to be secured for 60 years or the life of the building, whichever is greater;
  - c) Developing a Rental Protection mechanism to preserve existing rental housing, reduce redevelopment impacts on rental supply, and support the creation of new rental and affordable housing to meet community needs;
  - d) Maintaining and periodically reviewing the City's *Tenant Relocation policy*, or Tenant Protection Bylaw once adopted;

- e) Considering community amenity contribution reductions for developments that include secure market rental units;
- f) Supporting the addition of ancillary rental housing on institutional sites, such as places of worship, where additional development can be accommodated;
- g) 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
- h) Reviewing parking requirements to determine the extent to which they can be relaxed for new rental housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

**Policy 10.2.3 Existing and Previously Approved Developments**—Despite the present definition of affordable rental housing in Section 10, zoning applications which have received third reading under a prior determination of affordable rental housing may be considered for approval. Additionally, Projects with applications submitted prior to 2021 may be approved with at least 5% of the affordable rental units secured at average rents for a period of 10 years, instead of 20% below average for the life of the building.

**Policy 10.2.4 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 gross FAR and an additional 20 units per acre beyond the maximums allowed under current zoning.

**Policy 10.2.5 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.



## Schedule “9”

### 19. Monitoring, Evaluation, & Actions

#### 19.1 Monitoring & Evaluating Success

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

#### 19.2 Actions

It is not possible to list all of the actions likely to be undertaken by the City through the life of this OCP. However, Table 3 identifies priority action items and anticipated time frames. An annual review will outline progress that is being made.

Table 3. Priority Action Items and Timelines

| <b>Short Term (1–2 years)</b>  |
|--|
| Update Zoning Bylaw (Policies 10.1.1, 10.1.2, 10.2.1, 10.2.2, 12.5.5, 14.2.5)                                    |
| Develop an Amenity Cost Charges (ACC) Bylaw in accordance with Bill 46 (Policy 18.2)                             |
| Develop Rental Protection Mechanisms (Policies 10.2.2, 10.2.4)   |
| Developing a target non-market and/or affordable rental housing contribution policy (Policy 10.2.1)              |
| Review and update the Density Bonus/Community Amenity Contribution Policy (Policies 7.13.1, 10.2.2, 8.4.3, 18.2) |
| Review and update the Subdivision & Development Servicing Bylaw (Policies 15.3.1, 15.4.3)                        |
| Develop a Utilities Servicing Plan for the North Bluff Road Corridor Area (Policy 15.4.1)                        |
| <b>Medium Term (3–4 years)</b>   |
| Develop Incentives for Health Uses Policy (Policy 7.10.2)  |
| Review and update the Development Cost Charge Bylaw (Policy 15.4.4)  |
| Develop a Development Cost Charge (DCC) Waivers Policy (Policy 7.10.2)   |
| Develop an expanded wayfinding system (Policies 9.1.1, 9.2.1, 9.3.2, 12.1.10, 12.5.3)                            |
| Implement a people movement system between the Waterfront and the Town Centre (Policies 9.1.1, 12.3.6)           |
| Develop public realm design guidelines for Marine Drive (Policy 9.4.3)   |
| Establish outdoor amenity space requirements for multi-unit developments (Policy 10.1.1)                         |
| Develop a Tenant Protection Bylaw (Policies 10.2.2, 10.2.5)  |
| Assess municipal infrastructure to determine the level of risk associated with sea level rise (Policy 11.4.1)    |
| Develop a Green Building Strategy (Policy 11.5.3)  |

**Medium Term (3–4 years) cont.**

Update the Water Master Plan (Policies 15.1.1, 15.1.2)

Update the Sewer Master Plan (Policies 15.1.1, 15.1.2)

Update the Parks Master Plan (Policy 17.3.2)

Develop new GHG emission reduction targets (Policy 11.5.1)

**Long Term (5+ years)**

Develop a Transportation Demand Management Bylaw (Policy 12.3.9)

Relocate the rail line away from the Waterfront (Policies 9.2.3, 12.4.3)

Conduct a feasibility study for a multi-use recreation facility that includes public art space (Policy 16.2.4)

Update the Drainage Master Plan (Policies 11.1.5, 15.1.1, 15.1.2)

Update the Integrated Stormwater Management Plan (Policies 11.1.5, 15.2.4)

Develop a new Urban Forest Management Plan (Policies 5.2.2, 11.2.2, 14.2.4)

**Ongoing**

Construct parking structures to provide additional capacity away from the surface lots on the Waterfront (Policies 9.2.2, 9.3.2)

Monitor the net increase in total secured market rental units and affordable rental units (Policies 10.2.1, 10.2.2)

Monitor the area of additional public space in the City (Policies 8.2.1, 8.3.1, 8.3.2, 12.1.1, 12.1.8, 14.1.1/2/3/4/, 14.2.2, 17.3.2)

Monitor significant improvements to the pedestrian realm (Policies 12.1.1/2/3/4/5/6/7/8/9, 16.2.3/5/6/8/9)

Monitor significant improvements to the cycling network (Policies 12.2.1/2/3/4/5/6)

Monitor significant improvements to transit infrastructure (Policies 12.3.1/2/3/4)



## Schedule “10”

### 21. Development Permit Areas (Form/Character/Sustainability)

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

#### 21.1 Overview/Authority

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

- Town Centre [Section 488(1) (d), (h), (i), and (j)]
- Town Centre Transition [Section 488(1) (d), (f), (h), (i), and (j)]
- Lower Town Centre [Section 488(1) (d), (h), (i), and (j)]
- Waterfront [Section 488(1) (d), (h), (i), and (j)]
- Health District [Section 488(1)(d), (f), (h), (i), and (j)]
- Multi-Family [Section 488(1) (e), (f), (h), (i), and (j)]
- Neighbourhood Commercial [Section 488(1) (f), (h), (i), and (j)]
- Mature Neighbourhood SSMUH [Section 488(1)(e), (h), (i), and (j)]

The properties subject to the above Development Permit Areas are identified in Map B. All lands zoned to permit and proposed to be developed for assisted living use are defined as “intensive residential development” and designated as Development Permit Area pursuant to Section 488(1)(e), and the Multi-Family DPA guidelines will apply to such developments. The DPA that applies to a given site may need to be revised with development applications that include amendments to the land use designations included in this Plan. This will ensure the appropriate guidelines are being applied to each new proposed development, as different types and scales of development are contemplated and regulated in each DPA, as outlined in the following list:

- **Town Centre:** large-scale mixed-use and residential buildings
- **Town Centre Transition:** moderate to large-scale mixed-use and residential buildings
- **Lower Town Centre:** moderate-scale mixed-use and apartment
- **Waterfront:** small-scale mixed-use and apartment
- **Health District:** moderate to large-scale mixed-use buildings that include health and medical-related services, and residential buildings
- **Multi-Family:** mixed-use, apartment, townhouse, and intensive assisted living use (varying scales)
- **Neighbourhood Commercial:** small-scale commercial and mixed-use buildings
- **Mature Neighbourhood SSMUH:** Small-Scale Multi Unit Housing

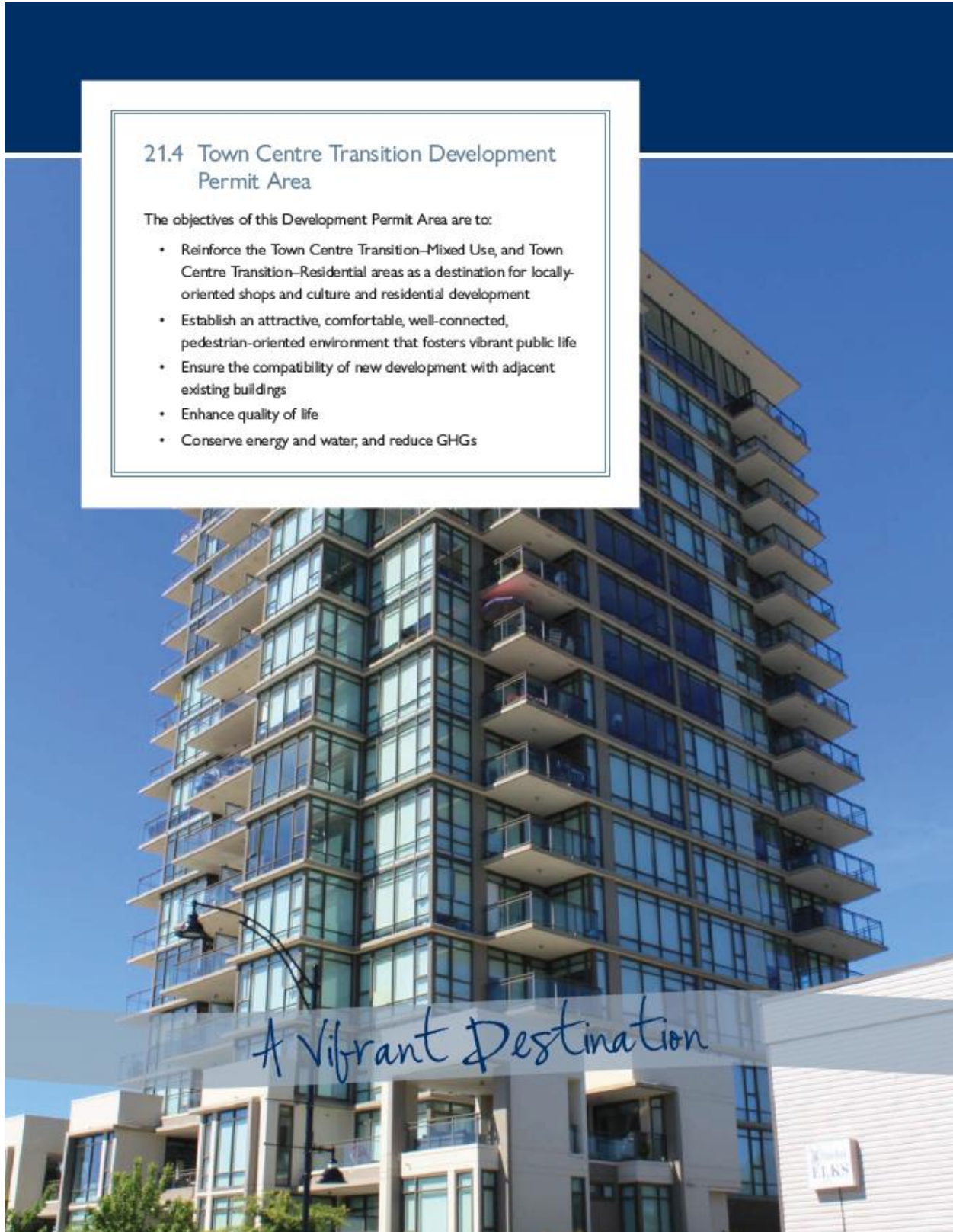
The following Sections include guidelines for the form, character, and sustainability measures for new development. Conditions of development and exemptions are also outlined. The guidelines will be used by the Planning Department and the Advisory Design Panel in evaluating development applications.

## Schedule “11”

### 21.4 Town Centre Transition Development Permit Area

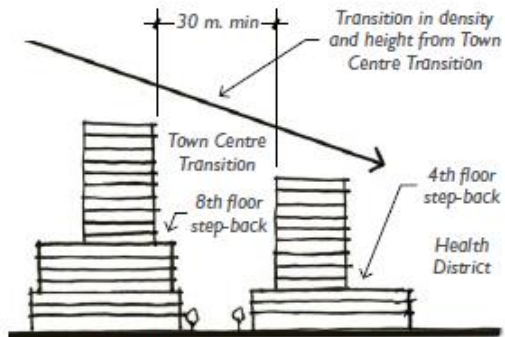
The objectives of this Development Permit Area are to:

- Reinforce the Town Centre Transition–Mixed Use, and Town Centre Transition–Residential areas as a destination for locally-oriented shops and culture and residential development
- 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



## 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 along North Bluff Road, with heights and densities decreasing to the south, east and west as outlined in Figures 8 and 9. Vary heights, rooflines, and massing to minimize impacts to 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. Tower portions of all buildings should be slim and be set back a minimum of 3 metres from the edge of the podium level to minimize view impacts and shading, and to facilitate a minimum separation of 30 metres between towers. Fewer steps in building form may be accepted where the building achieves greater energy efficiency through a streamlined form.
- c) Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non street-facing elevations shall be treated with the same architectural details as the street-facing elevations.
- d) Ensure main entrances of residential and mixed-use buildings are level with the sidewalk. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor should be ground-oriented with entrances directly off of the street.
- e) Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f) Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-



**Guidelines a and b:** Decreasing heights and densities moving from the Town Centre Transition area to the Health District, 30 metre tower separations, and stepping building forms



**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

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



**Guidelines g and k:** Transparency, mullions and frames, and projecting signs create visual interest at the pedestrian scale

## PUBLIC REALM & LANDSCAPE

- a) Provide continuous commercial frontage along North Bluff Road and along portions of George Street, north of Russell Avenue. Bicycle parking adjacent to retail entrances is encouraged.
- b) Improve the public realm with widened sidewalks throughout the Town Centre Transition -Mixed Use and Town Centre Transition -Residential (minimum 1.8-2.5 metres). Provide space for patios adjacent to commercial frontages. Install ornamental street lamps and street furniture, and provide space for patios adjacent to commercial frontages. Curb let-downs are to be designed to accommodate wheelchair and scooter movement.
- c) Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realms that is reflective of the local landscape and heritage.
- d) Site buildings to create outdoor public spaces and through-block walking connections, creating opportunities for a variety of pedestrian-oriented activities and uses.
- e) Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and the urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public to private areas.
- f) Increase the quantity, density, and diversity of trees planted in the Town Centre Transition-Mixed Use and Town Centre Transition-Residential, with both deciduous and coniferous tree species. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Landscape design should employ CPTED principles.
- g) Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought-tolerant and native species requiring minimal irrigation. Use lawn alternatives such as groundcovers or sedums to limit watering requirements and increase biodiversity. The



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



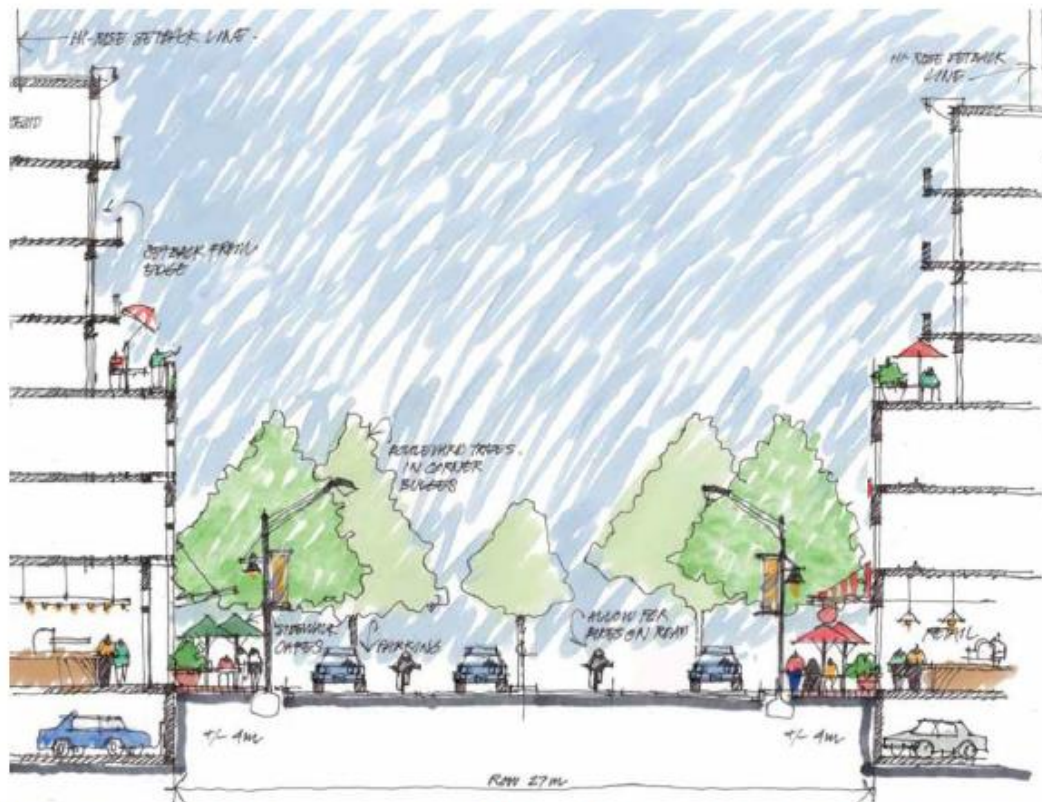
**Guideline e:** Landscaping elements establish a transition from public to private spaces

planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.

- h) Incorporate Low Impact Development Techniques for stormwater management, where appropriate and in accordance with the City's Integrated Stormwater Management Plan (ISMP). This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.
- i) Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid "light spill" onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar power, are encouraged.



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



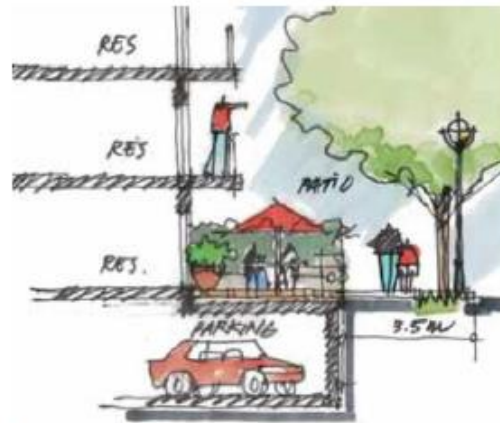
This section illustrates a mixed-use building step-back above the 3rd story, and continuous street-oriented commercial frontage with weather protection over entrances. Street improvements create a cohesive streetscape with furnishings as well as patio spaces. Short term parking is provided on the street, and long term parking is provided underground.

## PARKING & 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:** Parking entrances are designed to be discrete and softened by landscape



**Guideline b:** Below grade, off-street parking

## Schedule “12”

### 21.7 Health District Development Permit Area

The objectives of this Development Permit Area are to:

- Support health-related and compatible land uses, including clinics, wellness centres, supportive housing, childcare centres and allied health services
- Promote walkability, accessibility, and inclusive design for all ages and abilities
- Enhance the public realm with spaces that support physical and mental well-being
- Integrate sustainable design and passive energy strategies
- Foster a cohesive district identity through consistent architectural and landscape character
- Ensure development contributes to a safe, welcoming, and resilient health-focused community



## BUILDINGS

- a) Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design. Locate the tallest and densest developments near key intersections or transit hubs within the Health District, with heights decreasing to the east as outlined in Figure 9.
- 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 unless streamlined forms improve energy performance.
- 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 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 create character and visual interest. Reflective glass or similar material on the ground floor façade of any building facing a street will not be accepted.



**Guideline c:** Visual interest created with a mix of colours, materials, and textures



**Guidelines d and e:** Building entrances are level with the sidewalk and weather protected with architectural detailing along street frontages and walkways



**Guideline g:** Extensive use of glazing with character to create visual interest

- h) Provide common outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged. Incorporate dining and seating areas, outdoor cooking facilities, play areas, 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 the urban heat island effect, and contribute to biodiversity is encouraged.
- i) Follow passive solar design principles and orient buildings to maximize views and solar collection. Design roofs to optimize winter solar gain and control summer solar gain with shading devices or overhangs. Maximize passive ventilation and cooling through building orientation.
- j) Incorporate west coast design elements using natural materials such as brick, stone, concrete, exposed heavy timber, and/or steel. Use rich natural tones reflecting the landscape, with brighter colours only as accents.
- k) Integrate commercial signage with the building and/or landscaping. Signage shall be pedestrian-scaled, coordinated across developments, and compatible with adjacent properties. Use natural materials and projecting signs where possible.



**Guideline j:** Natural tones and materials to reflect the surrounding landscape



**Guideline k:** Pedestrian-scaled, projecting signage coordinated between developments

## PEDESTRIAN REALM & LANDSCAPE

- a) Site new development to create welcoming gateways to the Health District. Design these spaces as plazas and incorporate public art and district signage.
- b) Create central gathering spaces or plazas near key intersections to serve as the 'Heart' of the Health District. Enhance these spaces with public art and opportunities for health-related programming.
- c) Provide continuous active frontages along key corridors, with commercial and health-supportive uses. Bicycle parking adjacent to entrances is encouraged.
- d) Improve the public realm with widened sidewalks (minimum 1.8–2.5 metres), ornamental lighting, street furniture, and patio spaces. Ensure curb let-downs accommodate wheelchairs and scooters.
- e) Ensure consistency in street trees, plant materials, and public art to create cohesive streetscapes. Reflect the district's health and wellness identity.
- f) Site buildings to create outdoor public spaces and through-block walking connections. Establish linear park connections to nearby green spaces and health facilities.
- g) Use light-coloured reflective paving materials to reduce heat absorption. Landscape all non-built areas and use planting to transition between public and private spaces.
- h) Increase the quantity, density, and diversity of trees using native species. Ensure sufficient soil volume and incorporate shrub layers for stormwater interception. Apply CPTED principles for safety.
- i) Select trees and plants that support passive solar gain, ventilation, and cooling. Use drought-tolerant and native species. Avoid hedges adjacent to sidewalks unless screening utility areas.
- j) Incorporate Low Impact Development techniques for stormwater management, such as bioswales, cisterns, and permeable paving. Use narrower lanes and porous asphalt where appropriate.
- k) Provide sufficient on-site lighting for safety and visibility. Highlight entrances and avoid light spill. Use renewable energy-powered lighting systems where feasible.



**Guideline b:** Central gathering spaces with public art promoting health-related topics



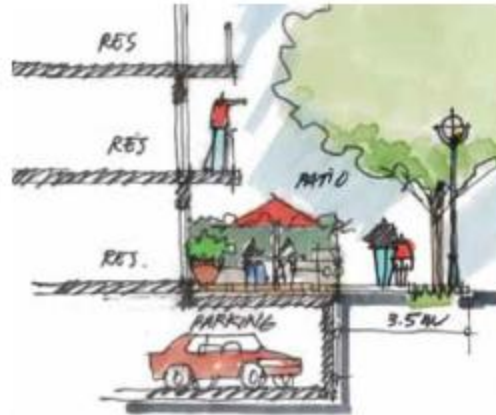
**Guideline c:** Bicycle parking near building entrances

## PARKING & 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:** Parking entrances are designed to be discrete and softened by landscape



**Guideline b:** Below grade, off-street parking

Schedule "13"

Appendix A Regional Context  
Statement



**Metro 2050  
Implementation Guideline  
Regional Context Statement Template**

July 2025

## Regional Context Statement Checklist

This checklist is for staff use, not to be included in the Regional Context Statement.

### *Mapping Requirements*

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the Member Jurisdiction whenever applicable.

- Regional Land Use Designations
  - General Urban
  - Industrial
  - Rural
  - Employment
  - Agricultural
  - Conservation and Recreation
  
- Regional Overlays
  - Urban Centres
  - Frequent Transit Development Areas
  - Trade-Oriented Lands Overlay
  - Natural Resource Areas Overlay (Maintained by Metro Vancouver)
  
- GIS digital file for Metro Vancouver

### *Population, Dwelling Unit and Employment Projections Requirements*

- [Section 1.1.9\(b\)](#) of *Metro 2050* requires Member Jurisdictions adopt RCSs that “provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB.” An RCS should illustrate efforts to align the OCP with the Member Jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.
  
- [Section 1.2.23\(a\)](#) of *Metro 2050* requires Member Jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the Member Jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”
  
- [Section 6.2.7](#) of *Metro 2050* provides Member Jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

### *Official Community Plan Consistency with Metro 2050*

- Demonstrate how the OCP or equivalent contributes to reaching the regional federation’s targets using the Regional Context Statement template included on the following pages.

## METRO 2050 REGIONAL CONTEXT STATEMENT

### Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your Member Jurisdiction's contribution to reaching the regional federation's Regional Growth Strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; Member Jurisdiction local context is expected.

| Metro 2050 Regional Targets   |   |   |
|---|---|---|
| Goal 1 Create a Compact Urban Area Targets  |   |   |
| Policy with Target  | Applicable OCP Policies   | Supplementary Information   |
| <p>1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary</p> | <p>The Urban Containment Boundary is shown on Map 1 – The Land Use Plan identifies White Rock as completely located within the Urban Containment Boundary (UCB); therefore, one hundred percent (100%) of all growth will be within the UCB. See Map 1 land use designations.</p> <p>See Sections 4.2, 4.3 and 4.4 for information on population, Dwelling Units and Employment Projections (estimates) for White Rock (2051), based on Metro Vancouver Growth Projections (medium growth).</p> <p>See Section 6.0 Growth Management. Objective 6.1 states that the City's intent is to manage growth in a way that is consistent with the Regional Growth Strategy.</p> <p>See Section 7.0: Land Use specific policies that guide the management of development in the City.</p> | <p>The OCP includes the findings from the North Bluff Road Corridor Plan.</p> <p>Updates to the OCP policies to include Small-Scale Multi-Unit Housing forms have increased the potential for the creation of housing in the City.</p> <p>White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable.</p> |
| <p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p>                    | <p>White Rock's Municipal Town Centre is shown on Map 1, and Urban Centre mirrors the Municipal Town Centre.</p> <p>With the incorporation of the North Bluff Corridor Plan into the OCP, it is anticipated that the Town Centre Transition Areas will support and</p>  | <p>White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable. All of the projected growth for White Rock will be located within the Urban Containment Boundary, and focused in the Urban Centre and adjacent transition areas.</p>   |

## METRO 2050 REGIONAL CONTEXT STATEMENT

### Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your Member Jurisdiction's contribution to reaching the regional federation's Regional Growth Strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; Member Jurisdiction local context is expected.

| Metro 2050 Regional Targets   |   |   |
|---|---|---|
| Goal 1 Create a Compact Urban Area Targets  |   |   |
| Policy with Target  | Applicable OCP Policies   | Supplementary Information   |
| <p>1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary</p> | <p>The Urban Containment Boundary is shown on Map 1 – The Land Use Plan identifies White Rock as completely located within the Urban Containment Boundary (UCB); therefore, one hundred percent (100%) of all growth will be within the UCB. See Map 1 land use designations.</p> <p>See Sections 4.2, 4.3 and 4.4 for information on population, Dwelling Units and Employment Projections (estimates) for White Rock (2051), based on Metro Vancouver Growth Projections (medium growth).</p> <p>See Section 6.0 Growth Management. Objective 6.1 states that the City's intent is to manage growth in a way that is consistent with the Regional Growth Strategy.</p> <p>See Section 7.0: Land Use specific policies that guide the management of development in the City.</p> | <p>The OCP includes the findings from the North Bluff Road Corridor Plan.</p> <p>Updates to the OCP policies to include Small-Scale Multi-Unit Housing forms have increased the potential for the creation of housing in the City.</p> <p>White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable.</p> |
| <p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p>                    | <p>White Rock's Municipal Town Centre is shown on Map 1, and Urban Centre mirrors the Municipal Town Centre.</p> <p>With the incorporation of the North Bluff Corridor Plan into the OCP, it is anticipated that the Town Centre Transition Areas will support and</p>  | <p>White Rock does not have a Frequent Transit Development Area; therefore, only Urban Centre Policies are applicable. All of the projected growth for White Rock will be located within the Urban Containment Boundary, and focused in the Urban Centre and adjacent transition areas.</p>   |

|   |  |   |
|---|--|---|
| <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> <li>• All Urban Centre Types: 40%</li> <li>• Frequent Transit Development Areas: 28%</li> </ul> <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> <li>• All Urban Centre Types: 50%</li> <li>• Frequent Transit Development Areas: 27%</li> </ul>  | <p>contribute to the Metro 2050 target.</p>  |   |
| <p>1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: <b>focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3</b> (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in <a href="#">Table 2</a> and <a href="#">Action 1.2.12</a></p> <p>1.2.12 <i>Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</i></p> <p>a) <i>focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i></p> <p>b) <i>focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i></p> <p>c) <i>focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i></p> | <p>Section 7.0 outlines White Rock's 'Town Centre' land use designation. The 'Town Centre' permits mixed use development and the highest densities considered in the plan.</p> <p><i>Part B: Policies</i> of the OCP provides the detailed policy framework to guide growth that supports the Regional Growth Strategy, which contributes to regional targets.</p> <p>White Rock does not have a Frequent Transit Development Area, so all of the projected growth for White Rock will be located within the Urban Containment Boundary, which is supported through the policies of the OCP, with significant development in the Urban Centre.</p> | <p>The City of White Rock's Town Centre is part of the Semiahmoo Municipal Town Centre, an 'Urban Centre' in the Regional Growth Strategy, which extends into the City of Surrey. The overall development of the Semiahmoo Municipal Town Centre will require consultation with the City of Surrey.</p> <p>The Town Centre area is identified as the focus for the majority of future growth over the life of this Official Community Plan and is noted as the City's centre for cultural, civic, economic, and public life in the City.</p> <p>The City's North Bluff Road Corridor Plan has been incorporated into this OCP, with the highest growth expected in the Town Centre and along the North Bluff Road Corridor.</p> |
| <p><b><u><a href="#">Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets</a></u></b></p>   |  |   |
| <p><b>Policy with Target</b></p>  | <p><b>Applicable OCP Policies</b></p>  | <p><b>Supplementary Information</b></p>   |
| <p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these</p>  | <p>The City of White Rock's goal for environmental management is to preserve and protect natural areas, features, and habitat, and encourage responsible use of</p>  | <p>The City anticipates presenting targets in future OCP updates, policies, plans, and strategies in order to expand natural area and tree canopy protection to</p>   |

|  |  |   |
|--|--|---|
| <p>targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> <li>increase the area of lands protected for nature <b>from 40% to 50% of the region's land base by the year 2050</b>; and</li> <li>increase the total regional tree canopy cover within the Urban Containment Boundary <b>from 32% to 40% by the year 2050</b>.</li> </ul> | <p>resources through sustainable development. The OCP contains a policy that will contribute to the increase in the protection of land for nature and also contribute to the regional tree canopy within the Urban Containment Boundary. These include <i>Guiding Principle 6</i> of the OCP that supports increasing the quality and amount of green spaces within White Rock, enhancing tree canopy, and protecting natural resources and ecological areas.</p> <p>Goal 7 of Environmental Management – Encourages the preservation and protection of natural areas, features, and habitat, and encourages the responsible use of resources through sustainable development.</p> <p>Section 6.0 Growth Management – Objective 6.1 states that growth will be managed in a way that is consistent with the Regional Growth Strategy.</p> <p>Policy 12.2.2 Tree Preservation contributes to preserving and protecting mature, healthy trees throughout the city.</p> | <p>contribute to Metro Vancouver's aim to increase the area of land protected for nature and tree canopy cover in the Metro Vancouver Region.</p> |
| <p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the <b>regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050</b>;</p>  | <p>Policy 11.5.1 Greenhouse Gas Emissions Reduction Targets: This policy supports undertaking a study to establish updated greenhouse gas emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste. Until such targets are updated, greenhouse gas emissions are to be reduced in accordance with the recommendations of the City of <i>White Rock Community Climate Action Plan</i> at 50% below 2007 levels by 2050.</p> <p>Growth Management Strategies contained in Policy 6.3.2 focus the majority of growth and intensity in the Town Centre. While Policy 6.1.1 supports compactness and</p>  |   |

|  |   |   |
|--|---|---|
|  | <p>completeness throughout White Rock by focusing future residential intensification and new commercial development in the regionally designated Town Centre, which includes areas served by transit.</p> <p>Transportation and Mobility policies 12.2.1, 12.2.2, 12.2.6 support pedestrian, bicycle, transit facilities and infrastructure within the Town Centre to promote alternatives to the automobile.</p>   |   |
| <p><b>Goal 4 Provide Diverse and Affordable Housing Choices Target</b></p>   |   |   |
| <b>Policy with Target</b>  | <b>Applicable OCP Policies</b>  | <b>Supplementary Information</b>  |
| <p>4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p> | <p>All new housing units built will be located within the Urban Containment Boundary. Affordable rental units are identified in the OCP as an important part of housing in White Rock. The following supports the building of affordable rental units, which will contribute to the regional target of having at least 15% of newly completed housing units built within all Urban Centres.</p> <p>Policy 7.1.3 provide opportunities to increase density with affordable rental units being included in development proposals within the Town Centre, which contains the Urban Centre.</p> <p>Policy 10.2.1 supports the development of new non-market and rental housing. While policy 10.2.2 supports the development of new market rental housing, which will contribute to the regional target.</p> <p>In future OCP reviews, additional opportunities to incorporate, objectives and policies to increase the opportunity to incorporate new housing units in developments to be affordable rental housing units.</p> | <p>Through the incorporation of the <i>North Bluff Corridor Plan</i>, greater opportunities for affordable housing are expected to be realized through density bonuses provisions for land use designation in the Urban Centre.</p> |

## Goal 1

| <b>Metro 2050 <a href="#">Goal 1: Create a Compact Urban Area</a></b>   |  |   |
|---|--|---|
| <p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p>White Rock's OCP update 2025 was focused on expanding residential opportunities throughout the city with varying densities from higher density in the Town Centre and lower density in Mature Neighbourhoods.</p>  |  |   |
| <b>Goal 1 Targets</b>   |  |   |
| <b>Policy with Target</b>   | <b>Applicable OCP Policies</b>   | <b>Supplementary Information</b>  |
| <p>1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing <b>98% of residential growth inside the Urban Containment Boundary</b></p>  | <p>The City of White Rock is completely located within the Urban Containment Boundary (UCB); therefore, one hundred percent (100%) of all growth will be within the UCB.</p> | <p>Objective 6.1 in the OCP states the City's intent is to manage growth in a way that is consistent with the Regional Growth Strategy.</p> |
| <p>1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in <a href="#">Table 2</a> (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p> <ul style="list-style-type: none"> <li>• All Urban Centre Types: 40%</li> <li>• Frequent Transit Development Areas: 28%</li> </ul> <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> <li>• All Urban Centre Types: 50%</li> <li>• Frequent Transit Development Areas: 27%</li> </ul> | <p><i>See response in Targets section</i></p>  | <p><i>See response in Targets Section</i></p>   |
| <p>1.2.23 b) iii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with</p>   | <p><i>See response in Targets Section</i></p>  | <p><i>See response in Targets Section</i></p>   |

|  |  |  |
|--|--|--|
| <p>guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and <a href="#">Action 1.2.12</a></p> <p>1.2.12 implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:</p> <p>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</p> <p>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</p> |  |  |
|--|--|--|

**Strategy 1.1: Contain urban development within the Urban Containment Boundary**

|                     | Section                                 | Policy  | Applicable OCP Policies   |
|---------------------|---|---|---|
| <b>Policy 1.1.9</b> | Adopt Regional Context Statements that: |   |   |
|                     | a)                                      | Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)  | The City of White Rock is located entirely within the Urban Containment Boundary - see Map 1.                                 |
|                     | b)                                      | Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary | See response in Targets section   |
|                     | c)                                      | Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers  | White Rock owns its own water system.<br>White Rock commits to liaising with Metro Vancouver regarding liquid waste services. |
|                     | d)                                      | Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize  | There are no ports or airports located within or adjacent to the City boundaries.   |

|   |   |  |  |
|---|---|--|--|
|   |   | potential exposure of residents to environmental noise and other harmful impacts   |  |
| <b>Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas</b> |   |  |  |
| <b>Policy 1.2.23</b>  | <b>Section</b>                          | <b>Policy</b>  | <b>Applicable OCP Policies</b>   |
|   | Adopt Regional Context Statements that: |  |  |
|   | a)                                      | provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)            | See response in Targets section  |
|   | b)                                      | include policies and actions for Urban Centres and Frequent Transit Development Areas that:  | The City of White does not have a Frequent Transit Development Area; thus, only Urban Centre policies are applicable.  |
|   | i)                                      | identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4  | See Map 1 for the location of the Urban Centre.  |
|   | ii)                                     | focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 | See response in Targets section  |
|   | iii)                                    | encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives   | Objective 7.1 and Policy 7.1.1 support a concentrated mix of multi-unit residential and commercial.<br><br>Objective 8.1 and Policy 8.1.1 aim to attract office and employment-generating uses that reinforce the Town Centre as the primary employment hub. |
|   | iv)                                     | support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums  | The OCP supports and encourages alternative automobile uses for all people within White Rock.<br><br>Policies 10.2.1 through 10.2.2 encourage review of parking standards for New Non-Market and Affordable Rental Housing                                   |

|       |   |   |
|-------|---|---|
|       |   | and secured Market Rental Housing.  |
| v)    | consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity) | <p>The City has a Tenant Relocation Policy in effect, and the OCP lists the development of a Tenant Protection Bylaw as a future action item.</p> <p>Objective 10.1 and Policies 10.1.1, 11.1.2 support expanding housing choices for existing and future residents and increasing diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences.</p> <p>Objective 10.2 and policies 10.2.1 through 10.2.5 support rental housing and a range of non-market housing options and needs along the housing spectrum.</p> |
| vi)   | consider support for the provision of childcare spaces in Urban Centres and Frequent Transit Development Areas  | Policies 7.13.3 encourage childcare use in areas with higher concentrations of housing, including in multi-family and mixed-use areas.  |
| vii)  | consider the implementation of green infrastructure   | Policies 11.1.5 and 15.2.5 encourage the use of green infrastructure.   |
| viii) | focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors   | <p>Objective 8.2 and Policies 8.2.1 through 8.2.4 support the establishment of civic and community uses around the Town Center, which is located within the Urban Centre.</p> <p>Policy 14.1.4 supports a Town Square at Russell Avenue and Johnston Road, to strengthen a community focal point in the heart of the Town Centre.</p>   |
| ix)   | support the provision of community services and spaces for non-profit organizations   | <p>Objective 17.1 supports the effective delivery of essential community and emergency services.</p> <p>Policy 17.1.1 encourages the continued support and</p>  |

|      |  |   |
|------|--|---|
|      |  | coordination with and between local community service providers, including Sources Community Resource Centres, to optimize programs available to the residents of White Rock.   |
| x)   | consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial  | Does not apply.   |
| xi)  | take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas   | Objective 11.3 and Policies 11.3.1 through 11.3.3 encourage the protection of environmental and human health.   |
| c)   | Include policies for General Urban lands that:   | See below.  |
| i)   | identify General Urban lands and their boundaries on a map generally consistent with Map 2   | See Map 1.  |
| ii)  | exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas | Does not apply.   |
| iii) | encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;  | Objective 6.1 and Policy 6.1.1 support the management of growth in a way that is consistent with the Regional Growth Strategy.  |
| iv)  | encourage neighbourhood-serving commercial uses  | Policy 6.4.2 supports Neighbourhood-Serving Retail in specific areas within the City to service local needs.<br><br>Objective 7.9 and Policy 7.9.1 provide the land use details to support neighbourhood commercial uses. |

|   |   |  |   |
|---|---|--|---|
|   | d)                                      | with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of “non-residential Major Trip Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues | Objective 8.1 and Policy 8.1.1 support White Rock to attract office and employment-generating uses that reinforce the Town Centre as the primary employment hub.<br><br>Policy 13.2.2 encourages White Rock to work with the Business Improvement Association to improve and promote retail and amenity areas, including along Marine Drive and Johnston Road, by focusing on the city as a “full day destination” and on the waterfront as a “year-round destination.” Explore the possibility of expanding programming on the waterfront and actively promote the development of new hotel space and related uses in this area. |
|   | e)                                      | consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives  | Does not apply.   |
|   | f)                                      | consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions  | Policy 13.3.2 encourages White Rock to work with the City of Surrey, the City of Blaine, and the Semiahmoo First Nation to promote economic development opportunities.  |
| <b>Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities</b> |   |  |   |
| <b>Policy 1.3.7</b>   | <b>Section</b>                          | <b>Policy</b>  | <b>Applicable OCP Policies</b>  |
|   | Adopt Regional Context Statements that: |  |   |

|    |   |   |
|----|---|---|
| a) | support compact, mixed-use, transit, walking, cycling, and rolling-oriented communities | <p>Objective 6.3 and Policies 6.3.1 and 6.3.2 try to maximize the proportion of residents who can access transit and meet daily needs within walking distance of home, and to reinforce a “City of Centres” with the Town Centre, Lower Town Centre, and Waterfront Village as the focal points of public, economic, and cultural life.</p> <p>Objective 6.4 and Policies 6.4.1 and 6.4.2 support new housing choices and the ability of residents to meet more daily needs within walking distance of home within Mature Neighbourhoods.</p> <p>Objective 12 and policies 12.1.1 through 12.1.11 encourage the improvement of safety, comfort, convenience, and enjoyment of walking in White Rock, encouraging it as the first choice for short trips.</p> <p>Objective 12.2 and policies 12.2.1 through 12.2.6 support the improvement of the safety, comfort, convenience, and enjoyment of cycling within and through White Rock.</p> <p>Objective 12.3 and policies 12.3.1 through 12.3.9 support the utilization of land use and design tools, and work with transit service providers, to improve the frequency, comfort, and convenience of transit use.</p> |
|----|---|---|

|    |   |   |
|----|---|---|
| b) | locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit   | <p>Policy 7.13.3 encourages childcare uses in areas with higher concentrations of housing, including in multi-family and mixed-use areas.</p> <p>Objective 16.1 and Policies 16.1.1 and 16.1.2 support the protection and reinforce White Rock's heritage.</p> <p>Objective 16.2 and Policies 16.2.1 through 16.2.10 support and reinforce cultural inclusivity, cultural involvement, and the arts and artistic expression in White Rock.</p> <p>Objective 17.1 and Policies 17.1.1 through 17.1.5 support the effective delivery of essential community and emergency services.</p> <p>Objective 17.3 and Policies 17.3.1 through 17.3.2 aim to meet the diverse needs of the community and provide access to civic facilities, spaces, and programs.</p> |
| c) | provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement | <p>Policy 17.3.2 works towards improving access to open space so that all residents live within a 5-minute (400 metre) walk of a park, green space, or other civic space.</p> <p>Policy 17.3.3 encourages the incorporation of universal design principles in new buildings, civic facilities, parks, and public realm upgrades.</p> <p>Policy 17.4.2 supports the establishment of urban agriculture in White Rock.</p>  |
| d) | respond to health and climate change-related risks by providing equitable access to:  | <p>Objective 17.4 and policies 17.4.1 through 17.4.5 support the improvement of food security and enhance access to all facets of the local food system, from production and processing to sales and nutrient recovery.</p>   |

|      |   |  |
|------|---|--|
| i)   | recreation facilities   | Objective 17.2 and Policies 17.3.1 and 17.3.2 encourage access to civic facilities, spaces, and programs to meet the diverse needs of the White Rock.  |
| ii)  | green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)  | Objective 17.2 and policies 17.3.1 and 17.3.2 encourage access to civic facilities, spaces, and programs to meet the diverse needs of the White Rock.  |
| iii) | safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities  | Objective 9.1 and Policy 9.1.1 support the improvement of comfortable and convenient access to the Waterfront.<br><br>Objective 9.2 and policies 9.2.1 through 9.2.3 encourage the improvement as well as the comfort, safety, and delight of pedestrian spaces at the Waterfront. |
| e)   | support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services | Objective 17.4 and policies 17.4.1 through 17.4.5 support the improvement of food security and enhance access to all facets of the local food system, from production and processing to sales and nutrient recovery.   |
| f)   | consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments                           | Social and health impacts were considered in the creation of the North Bluff Corridor Plan, which resulted in the development of the Health District land use designation, which is found in <i>Section 7. Land Use</i> .  |
| g)   | provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community          | Objective 7.13 - To utilize land use efficiently and in a manner that provides social, economic, and ecological benefits across the city.  |
| h)   | consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres   | Objective 16.1 and policies 16.1.1 and 16.1.2 support the protection and reinforcement of White Rock's heritage.   |

| Strategy 1.4: Protect Rural lands from urban development |   |  |   |
|--|---|--|---|
|  | Section                                 | Policy   | Applicable OCP Policies   |
| Policy 1.4.3   | Adopt Regional Context Statements that: |  |   |
|  | a)                                      | identify Rural lands and their boundaries on a map generally consistent with Map 2   | Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.   |
|  | b)                                      | limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing   | Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.   |
|  | c)                                      | specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation   | Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.   |
|  | d)                                      | prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve   | Not applicable. Metro 2050 does not identify agricultural land, nor is there any Agricultural Land Reserve within the City of White Rock. |
|  | e)                                      | support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change | Not applicable. Metro 2050 does not identify Rural lands within the City of White Rock.   |

Goal 2

| <b>Metro 2050 <u>Goal 2: Support a Sustainable Economy</u></b>  |  |  |   |
|---|--|--|---|
| <p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p><i>The OCP contains policies as described below, which supports economic development within the City, and Metro 2050 Goal 2: Support a Sustainable Economy. The draft economic development strategic plan supports a prosperous and diverse economic base through policies, practices and initiatives enabling the City to be a desirable place to live, work, visit, shop and invest.</i></p> |  |  |   |
| <b>Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live</b>   |  |  |   |
| <b>Policy 2.1.10</b>  | Section  | Policy   | Applicable OCP Policies   |
|   | Adopt Regional Context Statements that:  |  |   |
|   | a)   | include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands   | Policy 7.1.1 supports appropriate economic activities and buildings that are context appropriate.           |
|   | b)   | support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives | Policy 7.1.2 details the density and heights.   |
| c)  | discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas       | Objective 7.1 and Policies 7.1.1 and 7.1.2 encourage and support commercial and institutional uses within the Urban Centre.<br><br>Policy 7.10.1 through 7.10.3 supports commercial and institutional uses outside of, but adjacent to, the Urban Centre.  |   |
| <b>Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land</b>   |  |  |   |
| <b>Policy 2.2.9</b>   | Section  | Policy Text  | Applicable OCP Policies   |
|   | Adopt Regional Context Statements that:  |  |   |
|   | a)   | identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| b)  | identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.  |   |

|       |  |   |
|-------|--|---|
|       | needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted  |   |
| c)    | include policies for Industrial lands that:  | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| i)    | consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted  | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| ii)   | support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| iii)  | exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary                                      | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| iv)   | encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| v)    | review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking  | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| vi)   | explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning  | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| vii)  | provide infrastructure and services in support of existing and expanding Industrial activities   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| viii) | support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses  | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |
| ix)   | consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock. |

|      |   |   |
|------|---|---|
| x)   | do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.   |
| d)   | include policies for Employment lands that:   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.   |
| i)   | support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/intensification of Industrial activities, where appropriate   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.   |
| ii)  | allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy   | Not applicable. Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.   |
| iii) | support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas  | Not applicable.<br>Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.  |
| iv)  | support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere  | Not applicable.<br>Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.  |
| v)   | do not permit residential uses, except for: <ul style="list-style-type: none"> <li>• an accessory caretaker unit; or</li> <li>• limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.</li> </ul> | Not applicable.<br>Metro 2050 does not identify Industrial and Employment lands within the City of White Rock.  |
| e)   | include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems   | Objective 11.5 identifies the need to conserve energy and reduce greenhouse gas emissions.<br>Policy 11.5.1 Greenhouse Gas Emissions Reduction Targets supports undertaking a study to establish updated greenhouse gas |

|   |   |   |   |
|---|---|---|---|
|   |   | emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste. Until such targets are updated, reduce greenhouse gas emissions in accordance with the recommendations of the City of White Rock Community Climate Action Plan at 50% below 2007 levels by 2050.  |   |
|   | f)                                      | include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)   |   |
|   |   | Policy 11.5.2 through 11.5.5 support buildings and structures to incorporate green building strategies, on-site energy generation and district energy.  |   |
| <b>Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability</b> |   |   |   |
| <b>Policy 2.3.12</b>  | <b>Section</b>                          | <b>Policy</b>   | <b>Applicable OCP Policies</b>  |
|   | Adopt Regional Context Statements that: |   |   |
|   | a)                                      | specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8   | Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.                                      |
|   | b)                                      | consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents   | Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock.                                      |
|   | c)                                      | include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:  | Not applicable.<br>Metro 2050 does not identify Agricultural lands within the City of White Rock.                                   |
|   | i)                                      | assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability  | Not applicable.<br>Metro 2050 does not identify Agricultural lands within the City of White Rock.                                   |
|   | ii)                                     | encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land  | Not applicable.<br>Metro 2050 does not identify Agricultural lands within the City of White Rock.                                   |
|   | iii)                                    | support climate change adaptation including: <ul style="list-style-type: none"> <li>• monitoring storm water, flooding, and sea level rise impacts on Agricultural land,</li> <li>• implementing flood construction requirements for residential uses, and</li> <li>• maintaining and improving drainage and irrigation infrastructure that support Agricultural production,</li> </ul> | Policy 15.2.4 encourages an integrated stormwater management approach.<br>Policy 14.2.5 encourages the use of green infrastructure. |

|                      |                |   |   |
|----------------------|----------------|---|---|
|                      |                | where appropriate and in collaboration with other governments and agencies  |   |
|                      | iv)            | protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements       | Not applicable. Metro 2050 does not identify Agricultural lands within the City of White Rock, nor is it adjacent to any agricultural lands.  |
|                      | v)             | demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the <i>Agricultural Land Commission Act</i> | Not applicable.<br>Metro 2050 does not identify Agricultural lands within the City of White Rock.   |
|                      | vi)            | align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations  | Not applicable.<br>Metro 2050 does not identify Agricultural lands within the City of White Rock.   |
| <b>Policy 2.3.13</b> | <b>Section</b> | <b>Policy</b>   | <b>Supplementary Information</b>  |
|                      |                | In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences      | Objective 17.4 supports the improvement of food security and enhances access to all facets of local food systems, from production and processing to sales and nutrient recovery.<br><br>Policies 17.4.1 through 17.4.4 support the food systems, production, processing, and sales. |

Goal 3

| <b>Metro 2050 <a href="#">Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards</a></b>   |   |  |                                |
|---|---|--|--------------------------------|
| <p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p><i>The City's OCP has policies that protect the environment, address Climate Change, and respond to Natural Hazards. The City's Tree Protection Bylaw includes policies to support the protection and preservation of tree canopies. The City's Integrated Transportation and Infrastructure Master Plan (ITIMP) has policies that will also help contribute to the City's environmental goals by reducing transportation-related greenhouse gas emissions by encouraging sustainable forms of transportation, such as walking, cycling, and transit and promoting emerging technologies, such as non-polluting electric vehicles.</i></p> |   |  |                                |
| <b>Goal 3 Targets</b>   |   |  |                                |
| <b>Policy with Target</b>   | <b>Applicable OCP Policies</b>          | <b>Supplementary Information</b>   |                                |
| <p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> <li>increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and</li> <li>increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.</li> </ul>  | See response in Targets section.        | See response in the Target section.  |                                |
| <p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>  | See response in Targets section.        | See response in Targets section.   |                                |
| <b>Strategy 3.1: Protect and enhance Conservation and Recreation lands</b>  |   |  |                                |
|   | <b>Section</b>                          | <b>Policy</b>  | <b>Applicable OCP Policies</b> |
| <b>Policy 3.1.9</b>   | Adopt Regional Context Statements that: |  |                                |
|   | a)                                      | identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2   | See Map 1                      |
|   | b)                                      | include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: | See below                      |
|   | i)                                      | drinking water supply areas  | Not Applicable.                |

|       |   |  |
|-------|---|--|
| ii)   | environmental conservation areas  | Not Applicable.  |
| iii)  | wildlife management areas and ecological reserves   | Not Applicable.  |
| iv)   | forests   | Policy 11.2.2 supports preserving and protecting mature, healthy trees throughout the City.<br><br>The OCP identifies as a future action item the development of Urban Forest Management Plan.   |
| v)    | wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)   | Policy 11.1.4 continues to support shoreline restoration measures and the protection of the foreshore from erosion.  |
| vi)   | riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)   | Policy 11.2.1 supports the protection of ecologically sensitive areas and retains natural landforms in White Rock, including bluffs and ravines.   |
| vii)  | ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities   | Policy 11.2.1 supports the protection of ecologically sensitive areas and retains natural landforms in White Rock, including bluffs and ravines.   |
| viii) | uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> <li>o major parks and outdoor recreation areas;</li> <li>o education, research and training facilities, and associated uses that serve conservation and/or recreation users;</li> <li>o commercial uses, tourism activities, and public, cultural, or community amenities;</li> <li>o limited agricultural use, primarily soil-based; and</li> <li>o land management activities needed to minimize vulnerability / risk to climate change impacts</li> </ul> | Objective 14.3 and policy 14.3.1 support protecting the riparian, foreshore, and aquatic habitat and biodiversity in the operation of City parks and open spaces.<br><br>The conservation and recreation lands include Ruth Johnston Park, Memorial Park, Bayview Park, Centennial Park, Marine Drive Linear Park, and Grand Chief Bernard Robert Charles (Pa-Kwach-Tun) Memorial Plaza. |
| c)    | Include policies that:  |  |
| i)    | protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements  | Map C, contained within Appendix B in the OCP, identifies the three Environmental Development Permit Areas, which are Floodplain, Ravine Lands and Significant Trees, and Watercourse. The Development Permit Areas serve to manage how development occurs in these areas to protect and enhance the natural system, as well as avoid natural hazards.                                   |

|  |   |  |  |
|--|---|--|--|
|  |   |  |  |
|  | ii)                                     | encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.  | Generally, the City's conservation lands are consolidated. The city does not have policies that support the fragmentation of these parcels.  |
| <b>Strategy 3.2: Protect, enhance, restore, and connect ecosystems</b> |   |  |  |
| <b>Policy 3.2.7</b>  | <b>Section</b>                          | <b>Policy Text</b>   | <b>Applicable OCP Policies</b>   |
|  | Adopt Regional Context Statements that: |  |  |
|  | a)                                      | identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1   | See the Targets Section  |
|  | b)                                      | refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:   | See below.   |
|  | i)                                      | support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions | <p>Objective 11.1 is to protect the ecological integrity of watercourses and Semiahmoo Bay. Policies 11.1.1 through 11.1.7 provide the policy direction for the protection.</p> <p>Objective 11.3 is to protect environmental and human health. Policies 11.3.1 through 11.3.3 detail how air quality control, public stewardship, and coordination with other levels of government can contribute to this protection.</p> <p>Objective 11.4 is to mitigate the risk of natural disasters and climate change. Policies 11.4.1 and 11.4.2 detail the risk assessments that should be undertaken.</p> <p>Map C within Appendix B in the OCP identifies the three Environmental Development Permit Areas, which are Floodplain, Ravine Lands and Significant Trees, and Watercourse. These Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system, as well as avoid natural hazards.</p> |

|      |  |   |
|------|--|---|
| ii)  | seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network   | <p>Objective 1.2 – To protect and expand habitat and natural areas in the City.</p> <p>Policy 11.2.4 supports enhancements and restoration of ecological links between existing natural areas, increasing connections between isolated habitats.</p> <p>Policy 12.1.1 supports the protection and enhancement of the aquatic environment of Semiahmoo Bay.</p> <p>Policy 12.1.2 supports the protection and enhancement of riparian areas and buffers adjacent to watercourses.</p> <p>Policy 12.1.4 supports the continuing shoreline restoration measures and the protection of the foreshore from erosion.</p> <p>Policy 12.2.4 supports the enhancement and restoration of ecological links between existing natural areas, increasing connections between isolated habitats.</p> |
| iii) | discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity   | <p>Map C within Appendix B in the OCP identifies three Environmental Development Permit Areas, which are Ravine Lands and Significant Trees, and Watercourse aims to protect nature, ecological systems, and wildlife corridors. These Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system.</p> <p>Section 22 in the OCP provides guidelines for these Development Permit Areas (DPAs) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.</p>  |
| iv)  | indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements. | <p>Map C within Appendix B in the OCP, identifies three Environmental Development Permit Areas which are Ravine Lands and Significant Trees, and Watercourse aim to protect nature, ecological systems, and wildlife corridors. These</p>   |

|      |  |  |
|------|--|--|
|      |  | <p>Development Permits Areas serve to manage how development occurs in these areas to protect and enhance the natural system.</p> <p>Section 22 in the OCP provides guidelines for these Development Permit Areas (DPAs) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.</p> |
| c)   | Include policies that:   | See below.   |
| i)   | support the consideration of natural assets and ecosystem services in land use decision-making and land management practices   | <p>Policies 11.1.2, 11.1.3, 11.2.2, 11.2.3 and 11.2.4 speak to the protection of the natural assets ecosystem services in land use decision-making and land management practices.</p> <p>In future OCP updates, the City will explore working towards a natural assets inventory, valuation, and management plans.</p>                 |
| ii)  | enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience | <p>Policies 14.2.3 and 14.2.4 speak to the protection and enhancement of trees and increasing opportunities to protect trees.</p> <p>The City will explore working towards developing an Urban Forest Management Plan, as identified as a long-term action under Section 19 in the OCP.</p>  |
| iii) | reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans   | The following Development Permit Areas, which are sections 21.6, 21.8, 21.9, 21.10, provide guidelines that address and discourage the use of plant material that is considered an invasive species.   |
| iv)  | increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners  | <p>Objective 8.3 and Policy 8.3.1 support the strengthening of permeability of the Town Centre, and the integration of open spaces and connections for walking and cycling.</p> <p>Objective 11.2 and Policy 11.2.4 support enhancement and expansion of habitat and natural areas in the City.</p>                                    |

|    |  |  |
|----|--|--|
|    |  | In future OCP updates, the City will explore working towards policy direction to support the potential to increase green infrastructure along greenways, trails, the Major Transit Network, and other locations as appropriate.                          |
| v) | support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives. | Policy 12.1.3 Watershed Management – Approve only uses, programming, and infrastructure adjacent to the waterfront that are compatible with the Boundary Bay WMA’s management objective of providing priority to fish, wildlife, and foreshore habitats. |

**Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality**

|                     | Section  | Policy  | Applicable OCP Policies  |
|---------------------|--|---|--|
| <b>Policy 3.3.7</b> | <b>Adopt Regional Context Statements that:</b> |   |  |
|                     | a)   | identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050   | <i>See response in Targets section</i>   |
|                     | b)   | <p>identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and</li> <li>community design, infrastructure, and programs that encourage transit, cycling, rolling and walking</li> </ul> | <p>Policy 6.1.1 encourages concentrated development in the regionally designated Town Centre, which includes areas served by transit.</p> <p>Objective 7.1 is to enable concentrated mix of multi-unit residential and commercial uses in the Town Centre which is served by forewent transit.</p> <p>Policies 11.2.3, 11.2.4, and 11.4 have the potential to contribute towards carbon storage.</p> <p>Objective 11.5 is to conserve energy and reduce greenhouse gas emissions.</p> <p>Policy 11.5.1 supports greenhouse gas emission reductions to create targets by undertaking a study to establish updated greenhouse gas emissions.</p> |

|   |   |   |  |
|---|---|---|--|
|   |   |   | <p>Policy 11.5.2 supports the implementation of development permit area guidelines relating to energy conservation and greenhouse gas emissions reductions.</p> <p>11.5.3 supports developing a green building strategy to enhance the environmental and human health performance of buildings.</p> <p>Policy 11.5.4 supports on-site Energy Generation.</p> <p>Policy 11.5.5 supports opportunities to explore the implementation of a district energy system.</p> <p>Policies 12.1.1, 12.2.1, 12.2.2 and 12.2.4 speak to enhancing and creating connectivity through pedestrian networks, greenways, and bicycle networks.</p> <p>Policies 12.3.1 through 12.3.6 support systems and the built environment to improve access to transit.</p> |
|   | c)  | focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors   | <p>Policy 6.1.1 supports focusing future development in the regionally designated Town Centre, which includes areas served by frequent transit.</p> <p>Policy 8.5.1 supports sustainability through water conservation and energy, and reduces greenhouse gas emissions, which is supported by the Town Centre Development Permit Area Guidelines in Part D of the OCP.</p>  |
| <b>Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards</b> |   |   |  |
| <b>Policy 3.4.5</b>   | <b>Section</b>  | <b>Policy</b>   | <b>Applicable OCP Policies</b>   |
|   | <b>Adopt Regional Context Statements that:</b>  |   |  |
|   | a)  | include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies | Policy 11.4.2 relates to floodproofing buildings.  |
| b)  | include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard- | The following policies are to protect and mitigate risk for new development from current hazards:   |  |

|              |                |   |   |
|--------------|----------------|---|---|
|              |                | specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks  | Policy 11.1.2 Riparian Buffers; Policy 11.2.1 Natural Landforms; Policy 11.2.2 Tree Preservation; Policy 11.4.2 Flood Damage Protection<br><br>Section 23 details the requirements for Development Permits Areas (Environmental) that are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.  |
| Policy 3.4.6 | <b>Section</b> | <b>Policy</b>   | <b>Applicable OCP Policies</b>  |
|              |                | Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.  | Section 11 and the policies under this section incorporate climate change and natural hazard risk assessment.   |
| Policy 3.4.7 | <b>Section</b> | <b>Policy</b>   | <b>Applicable OCP Policies</b>  |
|              |                | Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.   | Objective 11.4 seeks to mitigate the risk of natural disasters and climate change.<br><br>Policy 11.4.1 supports risk assessment of city infrastructure to determine the level of risk and impact from rising sea levels, more frequent and larger storms, or other natural disasters and ensure future development implementation measures.<br><br>11.4.2 support flood damage protection by requiring that new buildings within the floodplain areas shown on Map C of the OCP are adequately flood-proofed to standards established by the City and Provincial Government. |
| Policy 3.4.8 | <b>Section</b> | <b>Policy</b>   | <b>Applicable OCP Policies</b>  |
|              |                | Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles. | Policy 11.4.2 relates to flood hazard management.   |

Goal 4

| Metro 2050 <b>Goal 4: Provide Diverse and Affordable Housing Choices</b>   |  |  |   |
|--|--|--|---|
| <p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i><br/> <i>Refer to the applicable policies below, which reference the City's Interim Housing Needs Report and Affordable Housing Strategy, which addresses the needs of the diverse population in the city.</i></p>  |  |  |   |
| Goal 4 Targets   |  |  |   |
| Policy with Target   | Applicable OCP Policies  | Supplementary Information  |   |
| <p>4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p> | <p>See response in Targets section.</p>  | <p>See response in Targets section.</p>  |   |
| Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs   |  |  |   |
| Policy 4.1.8   | Section  | Policy   | Applicable OCP Policies   |
|  | Adopt Regional Context Statements that:  |  |   |
|  | a)   | <p>indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment</p> | <p>The OCP policies contain policies that specifically address the Housing Needs as identified in the 2024 <i>Interim Housing Needs Report</i>, which is contained in Section 10 of the OCP.</p> <p>The OCP indicates ongoing work that will be undertaken to increase housing choices.</p> |
|  | b)   | <p>articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options</p>               | <p>The Goal for OCP Section 10 <i>Housing</i> states, "The City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives."</p>   |
| c)   | <p>identify policies and actions that contribute to the following outcomes</p> | <p>See below.</p>  |   |

|      |  |   |
|------|--|---|
| i)   | increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum  | <p>Policy 7.10.2 supports incentives for health uses through the inclusion of health-related uses through density bonusing and Development Cost Charge (DCC) waivers for projects that deliver medical services to non-profit health facilities, or affordable housing for health workers.</p> <p>Objective 10.1 supports expanding housing choices for existing and future residents and increases diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences.</p> <p>Policy 10.1.2 c) supports exploring density bonus where permitted, to encourage market rental, affordable rental housing, and non-market housing for development, particularly, but not limited to, over 6 storeys.</p> <p>Policy 10.2.1 b) supports developing a target non-market and/or affordable rental housing contribution policy for new developments in the Town Centre and Town Centre Transition areas.</p> <p>Policy 10.2.1 k) supports reviewing parking requirements to determine the extent to which they can be relaxed for non-market housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.</p> |
| ii)  | increased supply of family-friendly, age-friendly, and accessible housing  | <p>Policy 10.1.1 supports the increase in family-friendly housing.</p> <p>Policy 10.1.2 supports housing choices everywhere through the land use designations.</p>  |
| iii) | increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing  | Objective 10.2 - To support rental housing and a range of non-market housing options and needs along the housing spectrum.  |
| iv)  | increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit | Policy 6.4.1 supports increased density in the form of secondary suites, accessory dwelling units, semi-detached residential buildings, rowhouse residential buildings and houseplexes.   |

|                     |   |   |  |
|---------------------|---|---|--|
|                     | v)  | integration of land use and transportation planning such that households can reduce their combined housing and transportation costs   | Policy 10.2.1 speaks to supporting new affordable and rental housing, especially in transit-accessible locations.  |
|                     | vi)   | increased social connectedness in multi-unit housing  | Section 21 Development Permit Areas (Form/Character/Sustainability) deals with on-site connections through design.   |
|                     | vii)  | integrated housing within neighbourhood contexts and high-quality urban design  | Section 21 Development Permit Areas (Form/Character/Sustainability) speaks to the design of new residential development for multi-family and intensive single-family infill.   |
|                     | viii)   | existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards  | Policies 11.5.3, 11.5.4, and 11.5.5 speak to the inclusion of green building strategy, energy step code, and on-site energy generation as part of land use decisions and planning that is related to the built environment.  |
| <b>Policy 4.1.9</b> | <b>Section</b>  | <b>Policy</b>   | <b>Supplementary Information</b>   |
|                     | <b>Prepare and implement housing strategies or action plans that:</b> |   |  |
|                     | a)  | are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs   | Please see White Rock's Interim Housing Needs Report (October 2024).<br><br>White Rock Affordable Housing Strategy (2024-2034) Section 7 prioritizes the 21 actions and 60 specific initiatives of the strategy over a 10-year horizon.                                |
|                     | b)  | are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability   | Please see White Rock's Interim Housing Needs Report (October 2024).<br><br>White Rock Affordable Housing Strategy (2024-2034) Section 8.0 Strategic Priority 01, Actions 1 through 5 aim to expand the housing options available in the City of White Rock.           |
|                     | c)  | identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups | Please see White Rock's Interim Housing Needs Report (October 2024).<br><br>White Rock Affordable Housing Strategy (2024-2034) Section 8.5 Strategic Priority 05, Actions 1 through 3 details actions to build capacity with non-profit housing and service providers. |

|   |  |   |   |
|---|--|---|---|
|   | d)   | identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8  | Please see White Rock's Interim Housing Needs Report (October 2024).<br><br>White Rock Affordable Housing Strategy (2024-2034) Section 8.5 Strategic Priority 05, Actions 1 through 5 speak to measures regarding implementation and methods to finance housing capacity. |
| <b>Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply</b> |  |   |   |
|   | <b>Section</b>                                 | <b>Policy</b>   | <b>Applicable OCP Policies</b>  |
| <b>Policy 4.2.7</b>   | <b>Adopt Regional Context Statements that:</b> |   |   |
|   | a)   | indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported) | <i>See response in Targets section</i>  |
|   | b)   | articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas  | Policy 10.2.5 speaks to tenant relocation and protection, and Policies 10.2.3 and 10.2.4 speak to preserving and protecting existing rental stock.  |
|   | c)   | identify the use of regulatory tools that protect and preserve rental housing   | Policy 10.2.5 speaks to tenant relocation and protection.   |
|   | d)   | identify policies and actions that contribute to the following outcomes:  | Policy 10.2.5 speaks to tenant relocation and protection, and Policies 10.2.3 and 10.2.4 speak to preserving and protecting existing rental stock.  |
|   | i)   | increased supply of affordable rental housing in proximity to transit and on publicly-owned land  | Policy 10.2.1 f) supports new affordable non-market and rental housing, especially in transit-accessible locations.   |
|   | ii)  | increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss   | Policies 10.2.1 j), 10.2.2.g), and 10.2.4 explore the preservation and protection of existing rental housing stocks through redevelopment.<br><br>Policy 10.2.5 speaks to policies for tenant relocation.   |
|   | iii)   | protection and renewal of existing non-market rental housing  | Policy 10.2.1 j) explores the preservation and protection of existing rental housing stocks through redevelopment.  |

|              |  |   |  |
|--------------|--|---|--|
|              | iv)  | mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants                                   | Policy 10.2.5 supports following the tenant relocation policy that details the requirement to support tenants who are being affected by a redevelopment of their rental residence building.  |
|              | v)   | reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability | Objective 11.5 and Policy 11.5.1 encourage energy conversations and reductions of greenhouse gas emissions and further undertake a study to establish updated greenhouse gas emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste.   |
| Policy 4.2.8 | <b>Section</b>   | <b>Policy</b>   | <b>Supplementary Information</b>   |
|              | Prepare and implement housing strategies or action plans that: |   |  |
|              | a)   | encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock  | Affordable Housing Strategy (2024 – 2034) Strategic Priority 05: <i>Build Capacity with Non-Profit Housing and Service Providers</i> (Section 8.5), Actions 1 through 3, details actions to encourage new rental housing.<br><br>Affordable Housing Strategy (2024 – 2034) Strategic Priority 06: <i>Increase Advocacy, Awareness and Education Roles</i> (Section 8.6), Actions 1 and 2 speak about bringing awareness on housing.  |
|              | b)   | encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing    | Affordable Housing Strategy (2024 – 2034) Section 4.0 speaks on the tools available to achieve and secure rental housing and actions required to utilize some of those tools.  |
|              | c)   | cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2  | Affordable Housing Strategy (2024 – 2034) Strategic Priority 04: <i>Facilitate and Strengthen Partnership Opportunities</i> (Section 8.4), Action 2, Initiatives 2.4, speaks to form partnerships with senior governments to secure capital contributions and ongoing operational funding for new non-market housing projects, process development applications for such projects quickly, and to think creatively and explore innovative solutions to incorporate the creation of non-market housing units within developments. |

| Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness |   |  |  |
|--|---|--|--|
|  | Section   | Policy   | Applicable OCP Policies  |
| Policy 4.3.7   | Adopt Regional Context Statements that:   |  |  |
|  | a)  | indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units  | Policy 10.2.1 supports opportunities for new affordable and rental <u>housing</u> , <u>and</u> look that could include partners with other levels of government.   |
|  | b)  | identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness   |  |
| Policy 4.3.8   | Section   | Policy   | Supplementary Information  |
|  | Prepare and implement housing strategies or action plans that   |  |  |
|  | a)  | identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households  | Affordable Housing Strategy (2024 – 2034) Strategic Priority 04: <i>Facilitate and Strengthen Partnership Opportunities</i> (Section 8.4), Action 2, Initiatives 2.4, speaks to form partnerships with senior governments to secure capital contributions and ongoing operational funding for new non-market housing projects, process development applications for such projects quickly, and to think creatively and explore innovative solutions to incorporate the creation of non-market housing units within developments. |
|  | b)  | identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development   | Affordable Housing Strategy (2024 – 2034) Strategic Priority 06 <i>Increase Advocacy Awareness and Education Roles</i> (Section 8.6), Action 1 is Building Awareness and Information Sharing.  |
| c)   | are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness | Affordable Housing Strategy (2024 – 2034) Section 8.4 Strategic Priority 04 <i>Facilitate and Strengthen Partnership Opportunities</i> Action 2, Initiatives 2.5 support exploration of partnership opportunities to expand shelter and short-term supportive housing for individuals experiencing homelessness.<br><br>Affordable Housing Strategy (2024 – 2034) Section 8.5 Strategic Priority 05, <i>Build Capacity with Non-Profit Housing and Service Providers</i> Action 3, Initiatives 3.3 explore partnership opportunities to expand shelter and |  |

|  |  |  |  |
|--|--|--|--|
|  |  |  | short-term supportive housing for individuals experiencing homelessness. |
|--|--|--|--|

DRAFT

Goal 5

| <b>Metro 2050 <a href="#">Goal 5: Support Sustainable Transportation Choices</a></b>  |  |   |   |
|---|--|---|---|
| <p><i>Describe how the OCP and other supporting plans and policies contribute to this Goal:</i></p> <p><i>Please refer to the policies below. These policies are based on the City's Integrated Transportation and Infrastructure Master Plan, which contains a specific objective (objective 3.2) to promote sustainable modes of transportation such as walking, cycling, and transit</i></p> |  |   |   |
| <b>Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking</b>   |  |   |   |
| <b>Policy 5.1.14</b>  | Section  | Policy  | Applicable OCP Policies   |
|   | Adopt Regional Context Statements that:  |   |   |
|   | a)   | identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling   | <p>Policies 12.1.1 through 12.2.6 encourage and support active transportation.</p> <p>Objective 12.3 and Policies 12.3.1 through 12.3.9 encourage the use of transit.</p> |
|   | b)   | support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services | Policy 12.3.9 details transportation demand management strategies requirements as part of all new developments.   |
|   | c)   | manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling   | Policies 12.2.1 through 12.2.6 support infrastructure to support transit, cycling, walking, and rolling.  |
|   | d)   | support the transition to zero-emission vehicles  | Policy 12.5.4 details White Rock's transition to electric vehicles.   |
| e)  | support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10 | <p>Policies 14.1.2, 14.2, 14.2.1 and 14.2.2 support the implementation of regional greenways.</p> <p>Policy 12.2.2 supports a major bikeway network through the local bikeway network.</p>  |   |

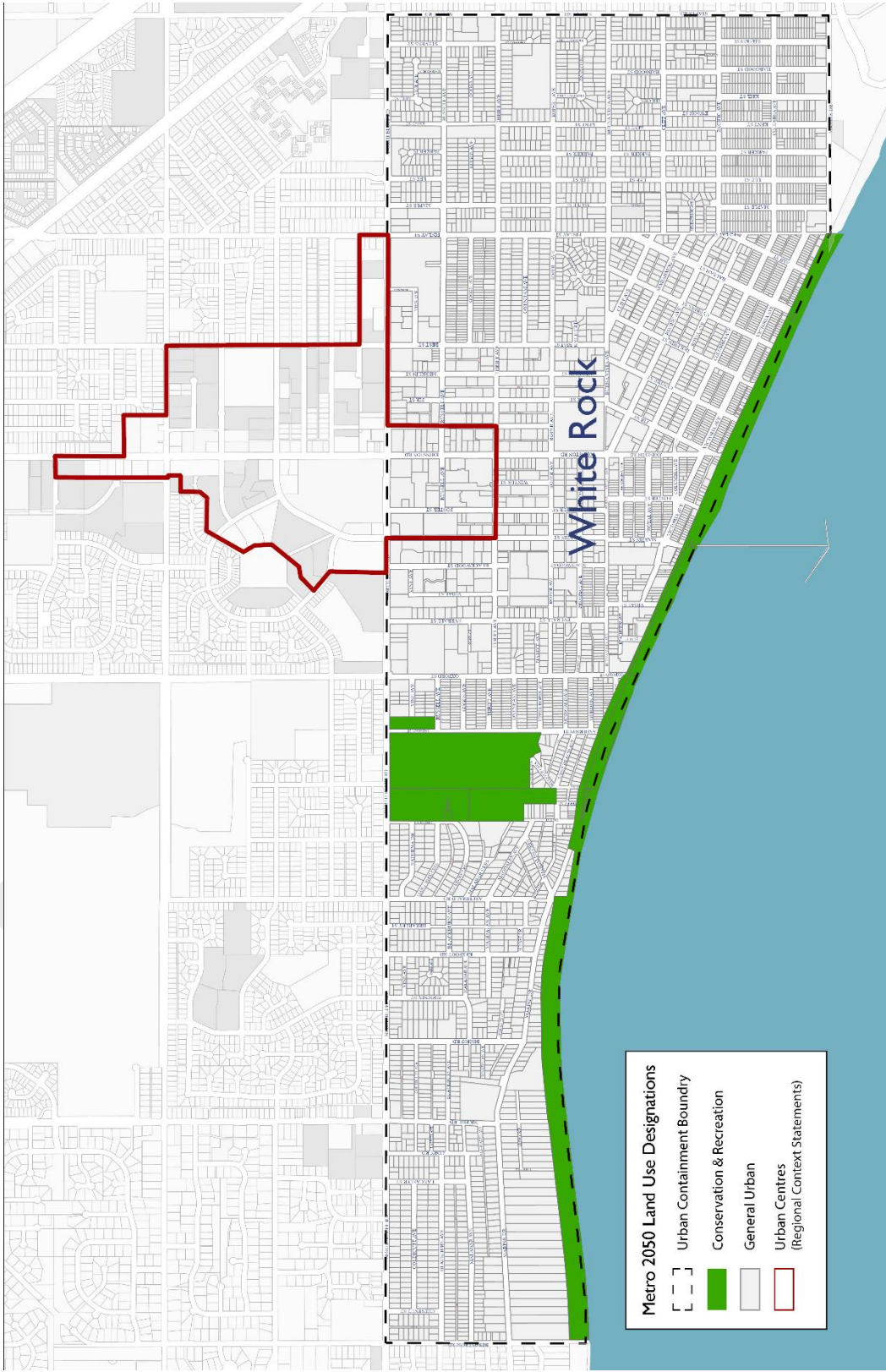
|   |  |   |  |
|---|--|---|--|
|   | f)   | support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations   | The OCP Policy 9.3.1 supports connectivity through the creation of pedestrian pathways and the creation of greenway connections, which will support the Regional Greenway Network.   |
| <b>Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services</b> |  |   |  |
| <b>Policy 5.2.6</b>   | <b>Section</b>                                 | <b>Policy</b>   | <b>Applicable OCP Policies</b>   |
|   | <b>Adopt Regional Context Statements that:</b> |   |  |
|   | a)   | identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings                        | Please see Map 2.  |
|   | b)   | identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation  | Objective 13.4 - To enable the efficient delivery of goods to local businesses in White Rock.<br><br>Policy 13.4.1 Deliveries – Establish delivery times during off-peak hours in areas where there is congestion with goods delivery.<br><br>Policy 13.4.2 Truck Routes – Maintain existing dedicated Truck Routes in White Rock’s Street and Traffic Bylaw.  |
|   | c)   | support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management | Objective 13.5 and Policies 13.5.1 to 13.5.5 provide support for enabling the safe movement of vehicles and effectively managing parking supply.<br><br>Objective 13.4 and Policies 13.4.1 to 13.4.3 relate to the efficient delivery of goods to businesses in White Rock. Policy 13.4.2 notes that the City’s goods are delivered on dedicated Truck Routes as identified in the City’s Street and Traffic Bylaw, which functions as the City’s Goods Movement Network map |
|   | d)   | identify policies and actions that support the  | Section 9 Waterfront, Objective 9.3, and Policy 9.3.1 support the  |

|    |   |   |
|----|---|---|
|    | protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement   | protection of access points to navigable waterways.   |
| e) | identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways   | Policy 12.5.1 supports the reduction of Greenhouse Gas Emissions, which will mitigate public exposure to air pollution. |
| f) | identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods | Policy 13.1.4 Rail Crossings – Explore opportunities to upgrade and improve the safety of rail crossings.               |

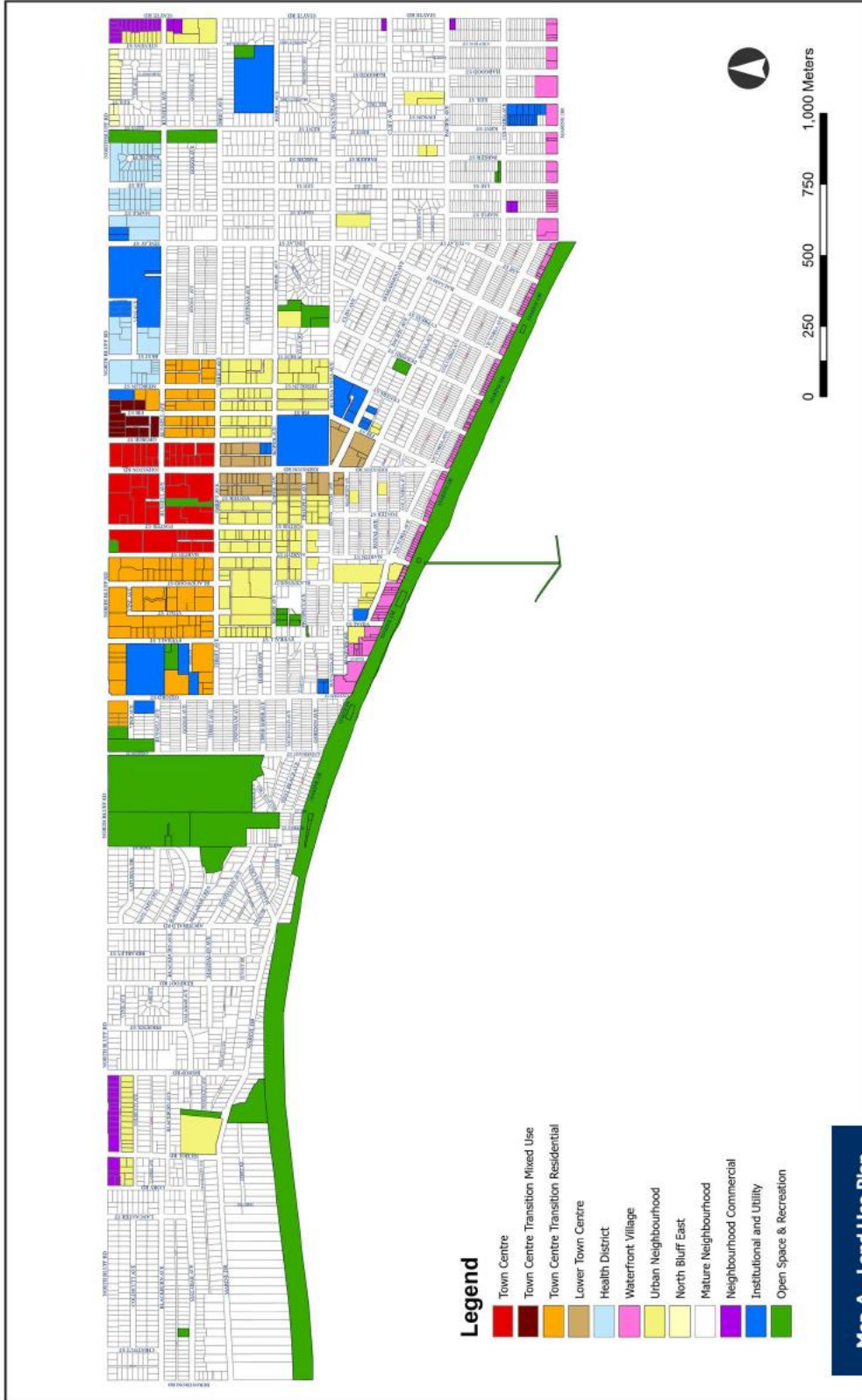
## Metro 2050 Implementation

*Metro 2050* includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

|                     | Policy  | Member Jurisdiction Response  |
|---------------------|---|---|
| <b>Policy 6.2.7</b> | <p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:</p> <p>a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare;</p> <p>b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land:</p> <ul style="list-style-type: none"> <li>• from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or</li> <li>• from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: <ul style="list-style-type: none"> <li>• the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and</li> <li>• the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;</li> </ul> </li> </ul> <p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.</p> | <p><i>The City of White Rock acknowledges that these policy provisions are within our Regional Context Statement so that they may be permitted as required.</i></p> |
| <b>Policy 6.2.8</b> | <p>A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>   | <p><i>The City of White Rock acknowledges that this policy provision is within our Regional Context Statement so that they may be permitted as required.</i></p>    |



# Schedule "14"



Map A—Land Use Plan

# Schedule "15"

