

**From:** [Carl Isaak](#)  
**To:** [Clerk's Office](#)  
**Cc:** [Greg Newman](#)  
**Subject:** FW: TransLink Comments - City of White Rock OCP Amendment Bylaw no. 2387  
**Date:** June 14, 2021 11:40:35 AM  
**Attachments:** [image001.png](#)

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Hello,

Could you please add the following correspondence from TransLink as part of the Bylaw No. 2387 public information package?

Thanks,

**CARL ISAAK, RPP, MCIP**

**Director, Planning and Development Services, City of White Rock**

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**From:** Kip, Nathalie <Nathalie.Kip@Translink.ca>

**Sent:** June 14, 2021 11:35 AM

**To:** Carl Isaak <CIsaak@whiterockcity.ca>

**Cc:** Brownell, Joanna <Joanna.Brownell@translink.ca>

**Subject:** TransLink Comments - City of White Rock OCP Amendment Bylaw no. 2387

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Hi Carl,

We appreciate the opportunity to provide input on the City of White Rock's proposed Official Community Plan (OCP) Amendment Bylaw no. 2387. We understand, per the referral package provided on May 13, 2021 and our subsequent meeting on May 20, that while this amendment reduces the redevelopment potential in the Town Centre and Town Centre Transition area, the OCP would still allow for substantial growth in those areas in the coming decades, in line with the City's Regional Context Statement.

While the proposed amendment includes a reduction in the scale of redevelopment potential for the subject areas of White Rock, the continued focus of growth in White Rock Centre advances the goals of the Regional Growth Strategy, by concentrating growth and the most intensive land uses (and mixes) within a designated Municipal Town Centre.

Transport 2050, the update to the existing Regional Transportation Strategy which is currently under development, may once finalized include directions for future increased bus service frequency across the region, which could impact future bus service levels in White Rock. Finalization of Transport 2050 is anticipated for end of 2021, expected to be followed by an update to the 10-Year

Vision, which will provide greater certainty with respect to priority transit investments over the near to medium term.

In terms of transit-supportive land use, the [Transit Service Guidelines](#) offer guidance regarding what types of densities and other land use parameters would support the various potential transit service types. Please note that while these land use parameters are part of the transit service delivery process, this process is also subject to numerous other considerations, including funding availability and the consideration of all regional service priorities.

The proposed OCP Amendment Schedule 2 'Housing' includes a number of policies and objectives (e.g. retention of rental building stock and tenant relocation policies) that are supportive of regional goals related to housing affordability. The proposal to focus new affordable and rental housing in transit-accessible locations advances shared regional goals of the Regional Growth Strategy and Regional Transportation Strategy by increasing the total amount of housing in locations where people can rely on transit to meet their transportation needs. Furthermore, Phase 1 of Metro Vancouver's [Transit-Oriented Affordable Housing Study](#) found that renter households, particularly those with lower incomes, are more likely to use transit. Access to frequent transit lowers transportation costs and improves access to services and employment.

The proposal to relax parking requirements for non-market and rental housing within walking distance of frequent transit is supportive of regional goals related to sustainable transportation and may also be a means of supporting housing affordability. To support transportation demand management, we would encourage expanding this consideration to all housing in transit-oriented locations, regardless of tenure. The City may also wish to consider measures that encourage or require developers and property managers to unbundle the cost of parking from rental housing, residential properties, and commercial leases.

Another key consideration for transportation demand management is the provision of high-quality pedestrian and cycling infrastructure, which will ensure that walking, rolling and cycling access to transit is safe and convenient. TransLink supports the prioritization of active transportation facilities that are comfortable for people of all ages and abilities in Urban Centres and Frequent Transit Development Areas (FTDAs). Future development may deliver incremental active transportation improvements which could potentially be complemented by other walking, rolling, and cycling investments through TransLink's municipal funding programs, in order to provide complete, continuous, and connected routes. Please feel free to contact us should you wish to learn more about TransLink's municipal funding programs.

Thank you again for the opportunity to provide comment on this proposed OCP Amendment. If you have any questions regarding the above or wish to discuss further, please feel free to contact me.

Kind regards,  
Nathalie Kip

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