

The Corporation of the
CITY OF WHITE ROCK

Regular Council Meeting
AGENDA



Monday, March 28, 2022, 7:00 p.m.

City Hall Council Chambers

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

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

T. Arthur, Director of Corporate Administration

	Pages
1. CALL MEETING TO ORDER	
1.1. FIRST NATIONS LAND ACKNOWLEDGEMENT	
<i>We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.</i>	
2. ADOPTION OF AGENDA	
RECOMMENDATION THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for March 28, 2022 as circulated.	
3. ADOPTION OF MINUTES	18
RECOMMENDATION THAT the Corporation of the City of White Rock Council adopt the March 7, 2022 meeting minutes as circulated.	

4. QUESTION AND ANSWER PERIOD

Question and Answer Period will be taking place both in person at the meeting, as well as electronically through email.

If you wish to have your question submitted electronically you may forward questions and comments to Mayor and Council by emailing ClerksOffice@whiterockcity.ca with Question and Answer Period noted in the subject line.

As of 8:30 a.m., March 23, 2022, there were no Question and Answer period submissions received.

Note: there are to be no questions or comments on a matter that will be the subject of a public hearing (time between the public hearing and final consideration of the bylaw).

RECOMMENDATION REQUIRED IF SUBMISSIONS ONLY

THAT Council receive for information the correspondence submitted for Question and Answer Period by 8:30 a.m. March 28, 2022, including “On-Table” information provided with staff responses that are available at the time.

4.1. CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

5. DELEGATIONS AND PETITIONS

5.1. DELEGATIONS

None

5.2. PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1. PRESENTATIONS

6.1.a. UPKAR SINGH TATLAY, ENGAGED COMMUNITIES CANADA SOCIETY-WARMING SHELTER AT CENTENNIAL

Upkar Singh Tatlay, Founder and Executive Director for the Engaged Communities Canada Society, to provide a presentation regarding the Engaged Communities Canada Society and Extreme Weather Response in Surrey and White Rock.

6.1.b. ALEX NIXON - BUSINESS IMPROVEMENT ASSOCIATION

Alex Nixon, Executive Director for the Business Improvement Association, to attend to provide an update on their 2022 - 2023 Annual Activities.

6.1.c. URBAN SYSTEMS - WHITE ROCK CITY-WIDE PARKING STRATEGY

Niraj Sunuwar and Dan Casey, Consultants from Urban Systems to attend to discuss the White Rock City-Wide Parking Strategy report.

Note: Corporate report and Parking Strategy report are noted under item 6.2.a

6.2. CORPORATE REPORTS

6.2.a. WHITE ROCK CITY-WIDE PARKING STRATEGY REPORT

35

Corporate report dated March 28, 2022 from the Acting Director of Planning and Development Services titled "White Rock City-Wide Parking Strategy Report".

RECOMMENDATION

THAT Council receive the report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled "White Rock City-Wide Parking Strategy Report" prepared and being presented by Urban Systems Ltd., for Council's consideration and direct to staff to schedule a Governance and Legislation Committee meeting to direct staff on the recommendations of the report.

6.2.b. COVID-19 UPDATE (ON TABLE MEMO TO BE PROVIDED)

The Fire Chief to provide an On Table update regarding COVID-19.

6.2.c. 72 HOUR PARKING BYLAW EXEMPTION REPORT

121

Corporate report dated March 28, 2022 from the Acting Director of Planning and Development Services titled "72 Hour Parking Bylaw Exemption Report".

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled "72 Hour Parking Bylaw Exemption Report" and direct staff to undertake a comprehensive approach; and
2. Provide direction to staff on the enforcement and amendment of the Street and Traffic Bylaw as it pertains to private parking on a public road.

6.2.d. WEST BEACH PARKADE - UTILIZATION OF PARKING LEVEL 4

126

Corporate report dated March 28, 2022 from the Acting Director of Planning and Development Services titled "West Beach Parkade - Utilization of Parking Level 4".

RECOMMENDATION

THAT Council receive for information the report dated March 28, 2022, from the Acting Director of Planning and Developments Services, titled "West Beach Parkade – Utilization of Parking Level 4" and direct staff on public access to Parking level 4 to permit public parking during periods of high parking demand.

6.2.e. PICNIC ON THE PIER EVENT

135

Corporate report dated March 28, 2022 from the Director of Recreation and Culture title "Picnic on the Pier Event".

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated March 28, 2022, from the Director of Recreation and Culture, titled "Picnic on the Pier Event" and endorse this fundraising event for the Peace Arch Hospital Foundation;
2. If endorsed, that Council:
 - (a) approve the request for a Beer and Wine Garden/Private Function Liquor License for the "Picnic on the Pier" fundraising event to be held on Thursday, August 4, 2022, on the White Rock Pier; and
 - (b) approve sole use of the southern half of the White Rock Pier on Thursday, August 4, 2022, from 8:00 a.m. to 12:00 a.m. midnight for the setup, event, and take down subject to the conditions outlined in this corporate report.

6.2.f. PROMENADE SCULPTURES COMPETITION PROPOSAL REVIEW

145

Corporate report dated March 28, 2022 from the Director of Recreation and Culture titled "Promenade Sculptures Competition Proposal Review".

The following motion was noted at the February 28, 2022 Regular Council meeting:

Note: Recommendations from the Arts and Cultural Advisory Committee (under item 7.2.d.a) and the Public Art Advisory Committee (under item 7.2.e.a) on this topic are noted later in the agenda (supporting the event).

RECOMMENDATION

THAT Council endorse the White Rock Promenade Sculptures Competition, as proposed by the White Rock Events Society, subject to the conditions outlined in this corporate report and if endorsed, approved:

- a. **a one-time contribution of \$10,000 funded from the City's 2022 operating contingency to fund in-kind expenses required to host the White Rock Promenade Sculptures Competition; and**
- b. **approve a one-time \$15,000 cash contribution to the White Rock Events Society funded from the City's 2022 operating contingency to host the White Rock Promenade Sculptures Competition in 2022/2023.**

6.2.g. WHITE ROCK FREEDOM OF INFORMATION BYLAW, 2022, NO. 2421

154

Corporate report dated March 28, 2022 from the Director of Corporate Administration titled "White Rock Freedom of Information Bylaw, 2022, No. 2421".

Note: Bylaw 2421 will be considered under item 8.1.c

RECOMMENDATION

THAT Council receive for information this corporate report dated March 28, 2022, from the Director of Corporate Administration, titled "White Rock Freedom of Information Bylaw, 2022, No, 2421" and endorse an update to the White Rock Freedom of Information practice that will introduce an FOI application fee in White Rock.

6.2.h. STATUS UPDATE OF COUNCIL'S 2022 TOP PRIORITIES

Council's 2022 Top Priorities with new activity comments provided for information:

- **Solid Waste Pickup for Multi-Family:** Staff continue to reach out for collection data such as number of containers, frequency of pick up, ownership of containers, location etc. This data is saved in a format for a customer billing module similar to the quarterly billing for water service. The data will also be used for the RFP sent out to contractors through BC Bid. The project is using considerable resources in the Finance, IT, Engineering Administration, Legal and project areas

Advice from the technical and industry experts is that the summer contract award deadline is unrealistic, however staff are remaining firm to an August contract award.

- **Housing Needs / Affordable Housing:** Staff are moving forward with the Housing Needs Report 2021 recommendations, preparation is underway for a public workshop to be held in April 2022.

- **Community Amenity Contribution "Shovel-in-the-Ground" Projects:**
 - **Emerson Park Playground Upgrade:** Playground equipment is being installed. Staff have applied for grants for up to combined funding of \$50K for the use of rubberized asphalt that uses recycled tires.
 - **Maccaud Park Upgrade:** The 95% design package is approved and the RFP will be issued shortly
 - **Helen Fathers Centre Street Walkway:** The project is proceeding with 100% submission scheduled on March 23 now that staff have reviewed and approved the 90% Detailed Design.
 - **Review Options for Upgrading Multiple Hillside Walkways (Road Ends) to the Waterfront:** Staff are preparing an application for the Federal Active Transportation Infrastructure Fund using the Helen Fathers Centre Street Walkway as the base. Application deadline is March 28, 2022. Given the fund only requires 40% City funding and the Walkway is fully funded at \$1.55M and another \$100K in walkway funding is available, staff plan to bundle two (2) other walkway projects at Dolphin Street and Johnston Road to make a \$4M application. The City's share would be the currently funded \$1.65M.

The assumption is that Helen Fathers Centre Street Walkway is the first priority of this bundle, and will be awarded the maximum fund at 60% of the project total and will be built in 2022. The other two (2) projects will be built in subsequent years.

- **The City's Relationship with the Semiahmoo First Nation (SFN):** Staff are working with SFN Council to see when they will be ready to meet again to discuss the draft Communications Memorandum of Understanding (MOU).

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

RECOMMENDATION

THAT Council receive for information the following standing and select committee meeting minutes as circulated:

- Finance and Audit Committee - March 1, 2022;
- Finance and Audit Committee - March 2, 2022;
- Finance and Audit Committee - March 3, 2022;
- Finance and Audit Committee - March 8, 2022;
- Finance and Audit Committee - March 9, 2022;
- Grants-In-Aid Sub Committee - March 21, 2022;
- Economic Development Advisory Committee - March 4, 2022;
- Arts and Cultural Advisory Committee - March 10, 2022;
- Public Art Advisory Committee - March 15, 2022; and
- Economic Development Advisory Committee - March 16, 2022.

7.2. STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a. FINANCE AND AUDIT COMMITTEE (COUNCILLOR KRISTJANSON, CHAIRPERSON)

7.2.a.a. WHITE ROCK BUSINESS IMPROVEMENT ASSOCIATION LEVY

215

Note: White Rock Business Improvement Area Bylaw 2019, No. 2311 (effective until December 31, 2024) is included for reference purposes.

RECOMMENDATION

THAT Council ask commercial property owners if they want to maintain their funding for the White Rock Business Improvement Association (BIA) levy, requiring a 50% +1 approval rating to continue.

7.2.b. GRANTS-IN-AID SUBCOMMITTEE (COUNCILLOR CHESNEY, CHAIRPERSON)

7.2.b.a. 2022 GENERAL GRANTS-IN-AID

RECOMMENDATION

THAT Council approve the following Grants-in-Aid for 2022:

Tab/Reference #	Applicant	Recommended Grant-in-Aid
1	Avalon Women's Centre White Rock	\$2,000
2	CARP	\$1,000
4	Together South Surrey-White Rock	\$600
5	Volunteer Cancer Drivers Society	\$1,500
6	White Rock Elks Lodge No. 431	\$1,750
7	White Rock Pride Society	\$2,000
8	Christmas On the Peninsula Society	\$2,000
9	Peninsula Arts Foundation	\$1,750
10	Sources Foundation	\$2,000
11	White Rock City Orchestra	\$1,500
12	White Rock Museum & Archives Society	\$2,000
13	White Rock Players' Club	\$1,000
14	Mann Park Lawn Bowling Club	\$1,000
15	White Rock Lawn Bowling Club	\$1,000
16	BC Pets and Friends	\$2,000
17	Critter Care Wildlife Society	\$750
18	Earl Marriott Secondary School	\$1,000
19	Semiahmoo Peninsula Marine Rescue Society	\$2,000
20	Semiahmoo Secondary School	\$1,000

7.2.b.b. 2022 GRANTS-IN-AID - ARTS AND CULTURE

Note: Recommendation #2 is regarding the White Rock Events Society's application for the White Rock Promenade Sculpture Competition. A corporate report on this event is on the agenda under Item 6.2.f.

RECOMMENDATION #1

THAT Council allocate 2022 Grants-in-Aid - Arts and Culture funding in support of the following two events:

- White Rock Pride Family Festival in the amount of \$5,000; and,
- The White Rock Museum and Archives - Morosan: A Retrospective in the amount of \$5,000.

RECOMMENDATION #2

THAT Council allocate 2022 Grants-in-Aid - Arts and Culture funding in the amount \$5,000 to the White Rock Events Society for the White Rock Promenade Sculpture Competition, contingent that the event takes place in 2022.

7.2.c. ECONOMIC DEVELOPMENT ADVISORY COMMITTEE (COUNCILLOR TREVELYAN, CHAIRPERSON)

7.2.c.a. ECONOMIC DEVELOPMENT ADVISORY COMMITTEE WORK PLAN: REVIEW OF STAFF RECOMMENDATIONS 223

7.2.c.a.a Recommendation #1 - Work Plan Item 15

RECOMMENDATION

THAT Council approve the Committee to continue to include Item 15: "*Actively seek & reclaim underutilized, undervalued, or distressed City Land - Back alleys, former industrial, or subject to easements or right of ways.*" in the Economic Development Advisory Committee 2021-2022 Work Plan.

7.2.c.a.b Recommendation #2 - Work Plan Item 16

RECOMMENDATION

THAT Council approve the Committee to combine Item 16, "*Develop a future plan to repurpose mini commercial economic zones throughout the City - E.g., Back alley becomes a brewery row, creating arts clubs or pop-up theater stations, or creating new city business zones.*", be combined with Item 15, "*Actively seek & reclaim underutilized, undervalued, or distressed City Land - Back alleys, former industrial, or subject to easements or right of ways.*", in the Economic Development Advisory Committee 2021-2022 Work Plan.

7.2.c.a.c Recommendation #3 - Work Plan Item 17

RECOMMENDATION

THAT Council approve the Committee to continue to include Item 17, "*Develop a working plan to create a tech friendly environment*", in the Economic Development Advisory Committee 2021-2022 Work Plan.

7.2.c.b. ECONOMIC DEVELOPMENT STRATEGIC PLAN

7.2.c.b.a Recommendation #1 - Goal #1 of the Economic Development Strategic Plan

RECOMMENDATION

THAT Council endorse Goal #1 of the Economic Development Strategic Plan: *To attract and retain small and medium sized independent businesses that will enhance the existing character and charm of the city.*

7.2.c.b.b Recommendation #2 - Goal #2 of the Economic Development Strategic Plan

RECOMMENDATION

THAT Council endorse that the City of White Rock, in collaboration with the White Rock Business Improvement Association and the South Surrey & White Rock Chamber of Commerce, create an inventory of existing businesses, perhaps by business type (or sub-type), and use this information to attract newer businesses.

7.2.c.b.c Recommendation #3 - Goal #2 of the Economic Development Strategic Plan

RECOMMENDATION

THAT Council direct staff to amend the second initiative of the first objective from the Economic Development Strategic Plan's Goal #2 to read as follows:

*Take measure to support vibrancy, diversity, locality and charm in all commercial centres by enacting bylaws designed to limit **or encourage** the number of types of businesses that Council feels there are too many of (as West Vancouver is doing).*

7.2.c.b.d Recommendation #4 - Goal #2 of the Economic Development Strategic Plan

RECOMMENDATION

THAT Council direct staff to include descriptive words, such as coach house, laneway houses and secondary suites, that could ideally be permitted on single family lots, in the Economic Development Strategic Plan, in the final action item of the last objective for Goal #2.

7.2.c.b.e Recommendation #5 - Goal #2 of the Economic Development Strategic Plan

RECOMMENDATION

THAT Council direct staff to conduct a survey, through Talk White Rock, on White Rock residents working from home, and possibly creating a focus group thereafter, with the intention of capturing information for the Economic Development Strategic Plan.

7.2.c.b.f. **Recommendation #6 - Goal #2 of the Economic Development Strategic Plan**

RECOMMENDATION

THAT Council endorse Goal #2 of the Economic Development Strategic Plan, "*To promote private and public development and projects that will enhance white rock's existing strengths and improve its overall attractiveness and livability*", with the recommended changes.

7.2.c.b.g. **Recommendation #7 - Goal #3 of the Economic Development Strategic Plan**

RECOMMENDATION

THAT Council to endorse Goal #3 of the Economic Development Strategic Plan: *To increase visitation to White Rock by making the City the most captivating destination south of the Fraser River.*

7.2.c.b.h. **Recommendation #8 - Annual Report Card Metric**

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RECOMMENDATION

THAT Council receive for information that the Economic Development Advisory Committee endorse the Annual Report Card Metric of the Implementation Plan as presented by the Economic Development Officer, contingent on several issues, brought forward by the Committee, being resolved.

7.2.c.c. **REVITALIZING COSMIC ALLEY AND EAST BEACH - THE ART OF THE POSSIBLE**

Note: "Visually Appealing Cityscapes and Activated Alleyways" presentation is provided by separate cover.

RECOMMENDATION

THAT Council direct staff to develop a beautification plan from an economic perspective and an implementation process to make that happen; and

THAT that the Visually Appealing Cityscapes and Activated Alleyways presentation be shared with the Arts and Cultural Advisory Committee.

7.2.d. **ARTS AND CULTURAL ADVISORY COMMITTEE (COUNCILLOR MANNING, CHAIRPERSON)**

7.2.d.a. **WHITE ROCK PROMENADE SCULPTURE COMPETITION PROPOSAL**

Note: Corporate report pertaining to this recommendation was considered under the corporate report section Item 6.2.f.

RECOMMENDATION

THAT Council endorse the proposed White Rock Promenade Sculpture Competition event, on the condition that the White Rock Events Society raises the required amount of money, which will be determined in a corporate report from the Director of Recreation and Culture.

7.2.d.b. 2021-2022 WORK PLAN UPDATE

RECOMMENDATION

THAT Council direct staff to assign special event volunteers to gather statistical data regarding attendance numbers, revenue of events, detailed information about attendees (gender, age, where they come from) in a survey format, to demonstrate the impact of these special events.

7.2.e. PUBLIC ART ADVISORY COMMITTEE (COUNCILLOR CHESNEY, CHAIRPERSON)

7.2.e.a. WHITE ROCK PROMENADE SCULPTURE COMPETITION PROPOSAL

Note: Corporate report pertaining to this recommendation was considered under the corporate report section Item 6.2.f.

RECOMMENDATION

THAT Council endorse the White Rock Promenade Sculpture Competition project in principle, with the expectation that the organizers raise the required amount of money through donations and sponsorship.

8. BYLAWS AND PERMITS

8.1. BYLAWS

8.1.a. BYLAW 2419- WHITE ROCK BUILDING BYLAW, 2012, NO. 1928, AMENDMENT NO. 6, 2022, NO. 2419

279

Bylaw 2419 - A bylaw to amend the White Rock Building Bylaw to reflect changes made by the City of White Rock Tree Protection Bylaw. This bylaw received first, second and third reading at the March 7, 2022 Council meeting. It is on the agenda for consideration of final reading at this time.

RECOMMENDATION

THAT Council give final reading to "*White Rock Building Bylaw, 2012, No. 1928, Amendment No. 6, 2022, No. 2419*".

8.1.b. **BYLAW 2420 - WHITE ROCK TICKETING FOR BYLAW OFFENCES
BYLAW, 2011, NO. 1929, AMENDMENT NO. 12, 2022, NO. 2420** 280

Bylaw 2420 - A bylaw to amend the White Rock Ticketing for Bylaw Offences Bylaw to replace Schedule B11 for the bylaw to reflect changes made by the City of White Rock Tree Protection Bylaw. This bylaw received first, second and third reading at the March 7, 2022 Council meeting. It is on the agenda for consideration of final reading at this time.

RECOMMENDATION

THAT Council give final reading to "*White Rock Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 12, 2022 No. 2420*".

8.1.c. **BYLAW 2421 - WHITE ROCK FREEDOM OF INFORMATION BYLAW,
2022, NO. 2421** 282

Bylaw 2421 - A new bylaw in regard to White Rock Freedom of Information (to add in an application fee component). The bylaw in on the agenda for consideration of first, second and third reading.

Note: Corporate report on this item was considered under Item 6.2.g.

RECOMMENDATION

THAT Council give first, second and third reading to "*White Rock Freedom of Information Bylaw, 2022, No. 2421*".

8.2. **PERMITS**

None

9. **CORRESPONDENCE**

9.1. **CORRESPONDENCE - RECEIVED FOR INFORMATION**

Note: Further action on the following correspondence items may be considered. Council may request that any item be brought forward for discussion, and may propose a motion of action on the matter.

Note: Council may wish to refer this matter to staff for consideration and response.

RECOMMENDATION

THAT Council receive correspondence circulated in the agenda as Items 9.1.a - 9.1.f.

- 9.1.a. **B'NAI BRITH NATIONAL ORGANIZATION OF CANADA - JEWISH HERITAGE MONTH** 284
- Correspondence dated March 3, 2022 from the B'Nai Brith National Organization of Canada requesting that White Rock declare every May as Jewish Heritage Month in the City of White Rock.
- Note:** Council Policy No. 109 notes that the City of White Rock does not make official proclamations. This information has been included under correspondence for public information purposes only.
- 9.1.b. **GBS/ CIDP Foundation of Canada - AWARENESS MONTH IN MAY** 294
- Correspondence dated March 5, 2022 from the GBS/CIDP Foundation of Canada regarding awareness month in the month of May for Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy.
- Note:** Council Policy No. 109 notes that the City of White Rock does not make official proclamations. This information has been included under correspondence for public information purposes only
- 9.1.c. **CIRCLES OF SUPPORT AND ACCOUNTABILITY - REQUEST FOR LETTER OF SUPPORT** 298
- Correspondence dated February 3, 2022 from Circles of Support and Accountability (CoSA Vancouver/ Fraser Valley) requesting a letter of support for permanent government funding for preventative programs in regard to sexual offences and victimizations in Canada (programs to enhance public safety by ensuring a reduction of an offender to reoffend thereby preventing further victimization).
- Additional information on CoSA can be found on the following website: www.vfvcosa.org
- Note:** Letter of support included for consideration
- 9.1.d. **CITY OF CRANBROOK: REQUEST FOR PROVINCIAL GOVERNMENT TO INCREASE ITS FUNDING TO PUBLIC LIBRARIES** 301
- Correspondence dated March 1, 2022 from the City of Cranbrook sharing their Union of British Columbia Municipalities (UBCM) resolution regarding funding for public libraries.

- 9.1.e. **UNION OF BRITISH COLUMBIA MUNICIPALITIES - PROVINCIAL RESPONSE TO 2021 RESOLUTIONS** 302
- Correspondence dated March 3, 2022 from the Union of British Columbia Municipalities providing the response from the Province on White Rock's resolution regarding a Regional Model for Mobile Crisis Response Car Program.
- Note:** At this point there are no plans to expand police and mental health partnership teams in the Lower Mainland.
- 9.1.f. **BC ELECTORAL BOUNDARIES COMMISSION - INVITATION TO PROVIDE VIEWS FOR THE PROVINCE'S CURRENT ELECTORAL DISTRICT BOUNDARIES** 304
- Correspondence dated March 3, 2022 from the BC Electoral Boundaries Commission (Commission) extending an invitation to provide comments on the province's current electoral district boundaries.
- Note:** The Commission submits two (2) reports to the Legislative Assembly with recommendations for the next two provincial general elections. To help prepare its preliminary report, the Commission is seeking public input on the provinces currently elector district boundaries.
10. **MAYOR AND COUNCILLOR REPORTS**
- 10.1. **MAYOR'S REPORT**
- 10.2. **COUNCILLORS REPORTS**
11. **MOTIONS AND NOTICES OF MOTION**
- 11.1. **MOTIONS**
- 11.2. **NOTICES OF MOTION**
- 11.2.a. **PARKING IN COMMERCIAL AREAS WHERE THERE IS ALSO PARALLELL STREET PARKING**
- Councillor Chesney provided the following Notice of Motion for consideration at this time:
- RECOMMENDATION**
THAT Council direct staff to mark off parking spots in all commercial areas in White Rock where there is parallel parking on the street.
- 11.2.b. **SIGNAGE WITH HISTORY REGARDING COSMIC ALLEY**
- Mayor Walker and Councillor Kristjanson provided the following Notice of Motion for consideration at this time:

RECOMMENDATION

THAT staff be directed to report back on options and the cost of adding descriptive information regarding Cosmic Alley.

11.2.c. LIGHTING ON THE FOSTER MARTIN BUILDINGS

Mayor Walker and Councillor Kristjanson have provided the following two (2) Notices of Motion for consideration at this time:

MOTION #1

THAT Council: direct staff to forward a letter to the Foster Martin Development representatives to request that the intensity of the “feature” light be toned down to a level that is not obtrusive to neighbour residents and further that the lighting feature be turned off overnight.

MOTION #2

THAT Council direct staff to bring forward a report with options to regulate signage and/or feature lighting brightness in White Rock

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

13. OTHER BUSINESS

13.1. 2022 DEPUTY MAYOR SCHEDULE

306

With the passing of Councillor Helen Fathers, an amendment will be required for the 2022 Deputy Mayor schedule.

Note: Each Councillor will be assigned an additional ten (10) days in their rotation. As Councillor Chesney has already served his time as Deputy Mayor, it is suggested he be allocated an additional eleven (11) days at the end of the schedule.

Attached is the current Council meeting calendar that includes the current Deputy Mayor Rotation as adopted by Council for reference purposes.

RECOMMENDATION

THAT Council approve the following amended schedule for the 2022 Deputy Mayor rotation:

- Jan 1 - Feb 21 - Councillor Chesney (already has taken place);
- Feb 22 - April 24 - Councillor Kristjanson;
- April 25 - June 25 - Councillor Trevelyan;
- June 26 - Aug 26 - Councillor Manning;
- Aug 27 - Oct 27 - Councillor Johanson; and,
- Oct 28 - Nov 7 - Councillor Chesney

13.2. APPOINTMENT TO EXTERNAL COMMITTEES VACANCIES

Mayor Walker provided the following for consideration:

RECOMMENDATION

THAT Council, in order to fill a vacancy left on the Council, now adjust and appoint the following Councillors as noted to serve as Council representatives on External Organizations as follows:

Fraser Valley Regional Library Board:

- **Alternate:** Councillor Kristjanson

White Rock Business Improvement Association:

- **Alternate:** Councillor Manning

White Rock Tourism

- **Representative:** Councillor Chesney

White Rock/ South Surrey Healthy Community Grant Committee:

- **Representative:** Councillor Johanson

14. CONCLUSION OF THE MARCH 28, 2022 REGULAR COUNCIL MEETING

Regular Council Meeting of White Rock City Council

Minutes



March 7, 2022, 7:00 p.m.

City Hall Council Chambers

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

PRESENT: Mayor Walker
Councillor Chesney
Councillor Kristjanson (arrived at 7:45 p.m.)
Councillor Manning
Councillor Trevelyan

ABSENT: Councillor Johanson

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Joe Calenda, Acting Director of Planning and Development Services
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief
Debbie Johnstone, Deputy Corporate Officer

PUBLIC 2

1. **CALL MEETING TO ORDER**

The meeting was called to order at 7:00 p.m.

1.1 **FIRST NATIONS LAND ACKNOWLEDGEMENT**

We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.

2. **ADOPTION OF AGENDA**

Motion Number: 2022-073 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for March 7, 2022, as amended to include:

- **On-Table COVID-19 report from the Fire Chief; and**
- **Under Other Business - an Open Letter to Prime Minister Justin Trudeau regarding testing for COVID at the Land Border.**

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

3. **ADOPTION OF MINUTES**

Motion Number: 2022-074 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the February 28, 2022, meeting minutes as circulated.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

4. **QUESTION AND ANSWER PERIOD**

Question and Answer Period took place both in person at the meeting, as well as electronically through email.

As of 8:30 a.m., March 7, 2022, there were no Question and Answer period submissions received.

4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

G. Wolgemuth, White Rock, noted concern that City Policy 611 is not being followed:

- **Tree Canopy:** concern with Council permitting a request to cut tree(s) at 15600 Block on Semiahmoo Avenue (bylaw was waived), staff noted that this was at the direction of Council.
- **Recent delegation** requesting trimming on the hump, stating it was not Council's responsivity to get the hump back to a clear cut state (views

for walking or driving are not required). It was suggested that the City trim the blackberries but do no other cutting. Staff noted there was a request for a report to come back to Council, but no decision has been made on this request; and further,

- Comment in regard to the budget: would like to see charts for capital expenditures / past, present and future (what has been spent for each project, what is in progress from last year to this year and what has not yet been started). A graph was provided for this request in the past but it did not give enough information. Staff noted at the Finance and Audit meeting of March 8, there will be the opportunity to discuss this.

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

None

5.2 PETITIONS

Petition noted under Item 13.1

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

None

6.2 CORPORATE REPORTS

6.2.a COVID-19 UPDATE (ON TABLE MEMO TO BE PROVIDED)

The Fire Chief provided an On Table update regarding COVID-19.

6.2.b SEMIAHMOO PENINSULA ROTARACT DISTRICT 5050 POLAR BEAR PLUNGE

Corporate report dated March 7, 2022, from the Director of Recreation and Culture titled "Semiahmoo Peninsula Rotaract District 5050 Polar Bear Plunge".

It was noted that there may be an opportunity to reach out to the Business Improvement Association (BIA), to see if there can be an incentive program set up and information can be brought forward by a Council representative to the local rotary.

Motion Number: 2022-075 It was MOVED and SECONDED

THAT Council approve the Semiahmoo Peninsula Rotaract District 5050 Polar Bear Plunge event to be held at White Rock Beach (east of the Pier near P'Quals, the white rock) on Saturday, March 19, 2022.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

6.2.c BUILDING BYLAW AMENDMENT BYLAW 2419 AND TICKETING FOR BYLAW OFFENCES BYLAW AMENDMENT BYLAW 2420

Corporate report dated March 7, 2022, from the Acting Director of Planning and Development Services titled "Building Bylaw Amendment Bylaw 2419 and Ticketing for Bylaw Offences Bylaw Amendment Bylaw 2420".

Note: Bylaw 2419 and Bylaw 2420 are on the agenda for consideration of first, second and third reading under items 8.1.a and 8.1.b.

Motion Number: 2022-076 It was MOVED and SECONDED

THAT Council receive the March 7, 2022, corporate report from the Acting Director of Planning and Development Services, titled "Building Bylaw Amendment Bylaw 2419 and Ticketing for Bylaw Offences Bylaw Amendment Bylaw 2420."

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

6.2.d STATUS UPDATE OF COUNCIL'S 2022 TOP PRIORITIES

Council's 2022 Top Priorities with new activity comments provided for information:

- **Solid Waste Pickup for Multi-Family:** Outreach to the first of approximately 350 potential customers for the new multifamily and commercial solid waste collection system is now underway with a comprehensive survey of collection needs. Staff will follow up by contacting these customers to verify information

received so we can create an accurate billing system for the utility.

The consultant is also on board and will assist staff in working towards issuing an RFP this summer for system startup in January 2023. Startup may need to be phased to accommodate customers on long-term private contracts.

- **Housing Needs / Affordable Housing:** Staff are moving forward with the Housing Needs Report 2021 recommendations, preparation is underway for a public workshop to be held in April 2022.
- **Community Amenity Contribution "Shovel-in-the-Ground" Projects:**
 - **Emerson Park Playground Upgrade:** Protective tree barriers are in place - civil works scheduled to start in the next few days. Project completion scheduled for mid-May.
 - **Maccaud Park Upgrade:** The 95% design is now under review and tender issuance is scheduled for the third week in March with project completion scheduled for August.
 - **Helen Fathers Centre Street Walkway:** Staff are pushing the schedule for completion in September. Issues include completion of the Archaeological Impact Assessment (AIA) and property matters. AIA is currently with an Archaeological consultant but staff may need to contact the Provincial Ministry if the consultant cannot remove Ministry delay. City lawyers are working on legal matters.
 - **Review Options for Upgrading Multiple Hillside Walkways (Road Ends) to the Waterfront:** No new information: Blackwood, Vidal and other walkways have been cleaned and plantings are redesigned and completed this will be ready for spring
- **The City's Relationship with the Semiahmoo First Nation (SFN):** Staff continue to reach out to SFN. One (1) response suggested that SFN would find a time in the subsequent week, however that did not work out. Staff will continue to reach out.

There was a further update in regard to The City's Relationship with the Semiahmoo First Nation (SFN):

- The CAO met with Chief Chappell earlier in the day and was told SFN agree with the signs proposed for the Grand Chief Bernard Robert Charles Pa-Kwach-Tun Memorial Plaza. There was a request for the organization of a ceremony to celebrate the new signs once they are installed.

Note: The CAO will forward the design to Council for their information. A further Council to Council meeting will be scheduled in the near future, Chief Chappell will inform when they are ready for this.

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

Motion Number: 2022-077 It was MOVED and SECONDED

THAT Council receive for information the following standing and select committee meeting minutes as circulated:

- **Land Use and Planning Committee - February 28, 2022;**
- **Housing Advisory Committee - February 22, 2022; and,**
- **Economic Development Advisory Committee - February 24, 2022.**

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a LAND USE AND PLANNING COMMITTEE (COUNCILLOR KRISTJANSON, CHAIRPERSON)

7.2.a.a EARLY REVIEW OF REZONING APPLICATION - 14056 NORTH BLUFF ROAD

The Acting Director of Planning and Development Services further clarified the lot coverage for the proposal to be 43% lot coverage.

Motion Number: 2022-078 It was MOVED and SECONDED

THAT Council direct staff to advance the zoning amendment Application at 14056 North Bluff Road to the next stage in the application review process.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

7.2.b HOUSING ADVISORY COMMITTEE (COUNCILLOR MANNING, VICE-CHAIRPERSON)

7.2.b.a CANADA - BRITISH COLUMBIA EXPERT PANEL ON THE FUTURE OF HOUSING SUPPLY AND AFFORDABILITY'S FIVE CALLS TO ACTION

For information purposes, the five calls to action items noted in the Canada - British Columbia Expert Panel on the Future of Housing Supply and Affordability's Five Calls to Action report are:

1. Creating a planning framework that proactively encourages housing;
2. Reforming fees on property development;
3. Expanding the supply of community and affordable housing;
4. Improving coordination among and within all orders of government; and,
5. Ensuring more equitable treatment of renters and homeowners.

Motion Number: 2022-079 It was MOVED and SECONDED

THAT Council adopt the Five Calls to Action into their housing strategy, with an amendment to #5 from the list to instead read: “*Ensuring more equitable treatment.*”

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

**7.2.c ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
(COUNCILLOR MANNING, CHAIRPERSON)**

**7.2.c.a ECONOMIC DEVELOPMENT ADVISORY
COMMITTEE WORK PLAN: REVIEW OF STAFF
RECOMMENDATIONS**

Note: Council may refer the Committee Recommendations #1 - #7 to staff so they can review and inform in regard to any potential impact.

Motion Number: 2022-080 It was MOVED and SECONDED

THAT Council approve the Committee removing items from the Work Plan document that staff have recommended be removed, with the understanding that these items will stay on record for further action by staff and/or the Committee in future years.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-081 It was MOVED and SECONDED

THAT Council refer the following recommendation to staff:

THAT Council approve the Committee continuing to include Item 6: “Review, provide input on and approve draft version of EDSP” in their 2021-2022 Work Plan.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-082 It was MOVED and SECONDED

THAT Council refer the following recommendation to staff:

THAT Council approve the Committee continuing to include Item 7: “Recommend appropriate report card metrics for the updated EDSP” in their 2021-2022 Work Plan.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-083 It was MOVED and SECONDED

THAT Council refer the following recommendation to staff:

THAT Council approve the Committee combining Work Plan Items 10: “Develop an exposure plan for corporate sponsorships of City initiatives” and 12: “Encourage more festivals for example, Birding, Kite Boarding and Vegan Food (off season events)”, and that this combined item

continue to be included in their 2021-2022 Work Plan.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-084 It was MOVED and SECONDED

THAT Council refer the following recommendation to staff:

THAT Council approve the Committee continuing to include Item 13: *“Improve the tourist experience throughout the City by installing digital information kiosks (one Uptown, one on Marine Drive and one at Five Corners)”* in their 2021-2022 Work Plan.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-085 It was MOVED and SECONDED

THAT Council refer the following recommendation to staff:

THAT Council approve the Committee removing Item 14: *“Open discussion with TransLink to review the frequency and effectiveness of public transport options, specifically focusing on routes from Uptown to Marine Drive”* from their 2021-2022 Work Plan.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

Motion Number: 2022-086 It was MOVED and SECONDED

THAT Council endorse that Mayor Walker, along with TransLink, review the frequency and effectiveness of public transport options, specifically focusing on routes from Uptown to Marine Drive.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.a BYLAW 2419 - WHITE ROCK BUILDING BYLAW, 2012, NO. 1928, AMENDMENT NO. 6, 2022, NO. 2419

Bylaw 2419 - A bylaw to amend the White Rock Building Bylaw to reflect changes made by the City of White Rock Tree Protection Bylaw.

Note: This bylaw was introduced under the corporate report section as Item 6.2.c

Motion Number: 2022-087 It was MOVED and SECONDED

THAT Council give first, second and third readings to "White Rock Building Bylaw, 2012, No. 1928, Amendment No. 6, 2022, No. 2419" as circulated.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

8.1.b BYLAW 2420 - WHITE ROCK TICKETING FOR BYLAW OFFENCES BYLAW, 2011, NO. 1929, AMENDMENT NO. 12, 2022, NO. 2420

Bylaw 2420 - A bylaw to amend the White Rock Ticketing for Bylaw Offences Bylaw to replace Schedule B11 for the bylaw to reflect changes made by the City of White Rock Tree Protection Bylaw.

Note: This bylaw was introduced under the corporate report section as Item 6.2.c

Motion Number: 2022-088 It was MOVED and SECONDED

THAT Council give first, second and third readings to "White Rock Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 12, 2022 No. 2420" as circulated.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

8.2 PERMITS

None

9. **CORRESPONDENCE**

9.1 **CORRESPONDENCE - RECEIVED FOR INFORMATION**

Motion Number: 2022-089 It was MOVED and SECONDED

THAT Council receive for information Items 9.1.a. - 9.1.b. of correspondence as circulated.

Absent (2): Councillor Johanson, and Councillor Kristjanson

Motion CARRIED (4 to 0)

9.1.a **METRO VANCOUVER BOARD IN BRIEF**

Metro Vancouver Board in Brief from meetings of February 25, 2022.

9.1.b **UBCM - 2021 RESOLUTION(S) REFERRED TO UBCM EXECUTIVE**

Correspondence dated February 24, 2022, from the Union of BC Municipalities President providing an update on Council's resolution from 2021 (International Campaign to Abolish Nuclear Weapons).

Councillor Kristjanson arrived at the meeting at 7:45 p.m.

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

Mayor Walker noted the following information:

- Mar 1, Rotary Club meeting
- Mar 1, Facebook Live with Councillor Kristjanson
- Mar 1, Finance and Audit Committee meeting
- Mar 2, Celebration of Life for Helen Fathers
- Mar 2, South of Fraser Sub-Regional Workshop (Transit Network)
- Mar 2, Finance and Audit Committee meeting
- Mar 3, Metro Vancouver Housing Committee meeting
- Mar 3, Finance and Audit Committee meeting
- Mar 4, Peninsula Homeless to Housing meeting
- Mar 4, Economic Development Advisory Committee meeting
- Mar 4, City's Opening Ceremony and Ribbon Cutting for the Completed Ruth Johnston Park Stabilization and Trail Rebuild Project
- Mar 4, White Rock Elks Club

10.2 COUNCILLORS REPORTS

Councillor Kristjanson noted the following

- Mar 2, Celebration of Life for Helen Fathers
- Mar 4, City's Opening Ceremony and Ribbon Cutting for the Completed Ruth Johnston Park Stabilization and Trail Rebuild Project

Councillor Chesney noted the following:

- Mar 8, International Women's Day
- Mar 13, Daylight Savings
- Safe Zone, Scam Beware Information Provided at the RCMP

Councillor Trevelyan noted the following

- Mar 2, Celebration of Life for Helen Fathers

Councillor Manning noted the following:

- Mar 1, Finance and Audit Committee meeting
- Mar 2, Celebration of Life for Helen Fathers
- Mar 2, Finance and Audit Committee meeting
- Mar 3, Finance and Audit Committee meeting
- Mar 3, South Surrey White Rock Community Action Team
- Mar 4, Economic Development Advisory Committee meeting
- Mar 7, Preview of the upcoming Museum exhibit

11. **MOTIONS AND NOTICES OF MOTION**

11.1 **MOTIONS**

Councillor Chesney provided the following Notice of Motion:

That Council direct staff to continue to light the pier in blue and yellow in support of the Ukraine, this is to occur as follows:

- *Staggered between other scheduled events to light the pier for various occasions; and*
- *Continue until Russia withdraws from fighting in the Ukraine.*

Motion Number: 2022-090 It was MOVED and SECONDED

REQUEST TO CONSIDER NOTICE OF MOTION AT THIS TIME

That Council endorse the Notice of Motion provided by Councillor Chesney regarding further lighting of the pier in support of the Ukraine be considered at this time, due to time constraints.

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

Motion Number: 2022-091 It was MOVED and SECONDED

THAT Council direct staff to continue to light the pier in blue and yellow in support of the Ukraine, this is to occur as follows:

- **Staggered between other scheduled events to light the pier for various occasions; and**
- **Continue until Russia withdraws from fighting in the Ukraine.**

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

11.2 NOTICES OF MOTION

None

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

None

13. OTHER BUSINESS

13.1 BOARD OF VARIANCE - APPLICATION 15708 CLIFF AVENUE

A petition with thirty (30) signatures was received by staff on February 22, 2022, regarding a development application for 15708 Cliff Avenue asking Council to act:

1. Restore original grade of property that was illegally raised by property owner;
2. Ensure new development adheres to 7.5M setback requirement and NOT be approved for 4.2M; and,
3. Owner illegally pruned tree of neighbours property - should be required to plant new tree in their property as part of setback.

Note: Councillor Manning requested this item be noted on the agenda for informational purposes

Motion Number: 2022-092 It was MOVED and SECONDED

THAT Council receive information provided to notify a petition with thirty (30) signatures was received by staff on February 22, 2022 regarding a development application for 15708 Cliff Avenue asking Council to act:

- 1. Restore original grade of property that was illegally raised by property owner;**
- 2. Ensure new development adheres to 7.5M setback requirement and NOT be approved for 4.2M; and,**
- 3. Owner illegally pruned tree of neighbours property - should be required to plant new tree in their property as part of setback.**

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

13.2 FUNDRAISING OPPORTUNITIES IN SUPPORT OF UKRAINE

The Director of Recreation and Culture provided an update on fundraising opportunities for humanitarian aid for the people of Ukraine. Discussions are underway with various community representatives. A small committee will be organized to plan a fundraising event at the end of March. Further details will be provided, and the event will be advertised by the city so that the public can attend and offer their support.

13.3 BOARDER TESTING

In accordance with motion 2022-073 (Agenda Approval) the March 1, 2022, letter to the Honourable Justin Trudeau from Open the U.S.-CAN Border organization was included on the agenda as an On-Table item.

Motion Number: 2022-093 It was MOVED and SECONDED
THAT Council endorse a letter be sent on their behalf to the Prime Minister requesting relaxation of COVID testing at the Canada US Boarder.

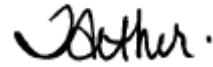
Voted in the negative (1): Mayor Walker

Absent (1): Councillor Johanson

Motion CARRIED (4 to 1)

14. **CONCLUSION OF THE MARCH 7, 2022 REGULAR COUNCIL MEETING**

The meeting was concluded at 8:09 p.m.



Mayor Walker

Tracey Arthur, Director of Corporate
Administration

Unapproved

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022

TO: Mayor and Council

FROM: Joseph Calenda, Acting Director, Planning and Development Services

SUBJECT: White Rock City-Wide Parking Strategy Report

RECOMMENDATION

THAT Council receive the report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled “White Rock City-Wide Parking Strategy Report” prepared and being presented by Urban Systems Ltd., for Council’s consideration and direct to staff to schedule a Governance and Legislation Committee meeting to direct staff on the recommendations of the report.

EXECUTIVE SUMMARY

This corporate report introduces the “White Rock City-Wide Parking Strategy Report” prepared by Urban Systems Ltd. for the City of White Rock in October 2021 to be presented by the consultant from Urban Systems Ltd. at the March 28 regular meeting of Council.

The White Rock City-Wide Parking Strategy (WRCWPS or the ‘Strategy’) identifies recommended changes to the City’s current parking resource management. Including related policies and bylaws with the goals of reducing parking spill over, automobile dependence and related greenhouse emissions; and shifting to more equitable and sustainable strategies. The WRCWPS includes a summary of Public Sentiment on Parking Strategies as well as the results from both the Community and Local Business Surveys.

The ‘Strategy’ recognizes 4 key areas of parking resource management in need of reform, including the following:

1. Municipal Policy Approaches/Resident Permit Parking
2. Vehicle Parking Requirements and Minimum Supply Rates
3. Demand Management & New Mobility
4. Public Parking/ Pay Parking

Each of the areas identified are described further in the WRCWPS to provide insight and suggestions for Council’s consideration at an upcoming Governance and Legislation meeting for direction to staff in implementing parking initiatives, that would optimize the City’s parking strategy within the overall goals and objectives of the OCP.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-489 October 5, 2020	THAT Council direct staff to proceed with a city-wide parking review with the assistance of a consultant to be funded by the General Fund operating contingency budget, included would be consideration of a resolution of construction parking issues.

INTRODUCTION/BACKGROUND

The City of White Rock is a compact municipality with a unique geography and topography that requires a custom approach to managing transportation in general and parking in particular. Increased density resulting from redevelopment, the high cost of housing, and the addition of secondary suites has led to greater demand for parking. Practices and policies that enabled the City to manage the parking needs of a small town no longer allow for the equitable and sustainable management of a growing municipality.

Vehicle ownership often goes beyond the owner’s ability to park within the confines of a property or space is not available on an existing property due to lack of a parking pad or driveway and leads to residents seeking private parking options on public roads resulting in car-centric and pedestrian unfriendly streets throughout White Rock, with unintended consequences. These conditions could be interpreted as conflicting with the current OCP and its policies to create compact, walkable, sustainable, inclusive, diversified streets that respond to climate change mitigation and reduce reliance on the automobile. Implementing the WRCWPS recommendations would help achieve Council’s priorities and implement the OCP.

The status quo is inconsistent and not sustainable and impacts the ability to provide effective parking supply, and negatively impacts public spaces such as boulevards and green space. In addition, streets are less pedestrian friendly and impede traffic movement efficiency.

ALIGNMENT WITH STRATEGIC PRIORITIES

The White Rock City Wide Parking Strategy Report outlines recommendations for Council’s consideration to achieve strategic objectives including:

1. Reducing greenhouse emissions.
2. Increasing the tree canopy and enhancing greenspace.
3. Provide safe, reliable, and sustainable infrastructure for the community while minimizing impacts on the environment.
4. Managing parking resources to meet the needs of residents, visitors, and businesses.

OPTIONS / RISKS / ALTERNATIVES

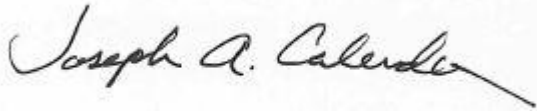
The following option is available for Council’s consideration:

1. Not consider any recommendations at this time and continue with the status quo.

CONCLUSION

This corporate report presents and transmits to Council the White Rock City-Wide Parking Strategy prepared by Urban Systems Ltd. in October 2021. The next steps would be for staff to provide a report on the suggestions recommended for Council’s consideration at a Governance and Legislation Committee meeting and direct staff to implement parking initiatives.

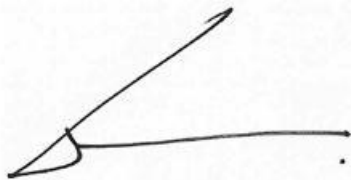
Respectfully submitted,

A handwritten signature in black ink that reads "Joseph A. Calenda". The signature is written in a cursive style with a long horizontal stroke at the end.

Joseph A. Calenda
Acting Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

A handwritten signature in black ink that reads "Guillermo Ferrero". The signature is written in a cursive style with a long horizontal stroke at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: White Rock City-Wide Parking Strategy Report prepared by Urban Systems Ltd.

DATE: October 25, 2021
TO: Greg Newman, Ralph Volkens
FROM: Niraj Sunuwar
FILE: 1325.0089.01
SUBJECT: White Rock City-Wide Parking Strategy

1.0 MUNICIPAL POLICY APPROACHES

Develop a Resident Parking Policy

Rationale

A key goal of the City-Wide Parking Strategy is to develop a coordinated approach to parking that addresses known challenges throughout White Rock. To achieve this outcome, it is recommended that the City adopt a Resident Parking Policy that guides parking-related decision-making in residential areas for Council and Staff, thereby providing clarity and transparency for the public, developers, and business community. The Resident Parking Policy would outline the application and implementation of the residential parking system with the aim of optimizing on- and off-street parking for community members and visitors.

An important aspect of this policy would be ensuring that complementary approaches identified in this strategy are implemented together to achieve the desired outcome. For example, if the City chose to update minimum parking supply rates across the community it would be appropriate to re-evaluate residential permit parking to ensure concerns over possible spillover to on-street parking are managed.

Strengths

- Establishes transparent structure for parking-related decision-making for Council, Staff, and the public
- Ensures that complementary approaches to parking management are coordinated
- Can be a low effort, yet effective strategy to implement and can be easily updated to reflect community change

Limitations

- Does not address all parking-related challenges throughout the City
- Potential resistance should the policy provide direction for substantial changes to resident parking

Examples

In 2013, the City of North Vancouver implemented a Resident and Visitor Parking Policy. The policy outlines restrictions in resident-only parking zones, processes and criteria for establishing and removing these zones, special conditions and exceptions, and permit costs. This policy could provide a template or general structure for White Rock should the City elect to develop a similar policy.

<https://www.cnv.org/City-Services/Streets-and-Transportation/Parking-in-the-City/Resident-and-Visitor-Parking>

2.0 VEHICLE PARKING REQUIREMENTS

Update Minimum Parking Supply Rates

Rationale

Minimum parking supply rates are a critical component of White Rock’s parking regulations, defining the required number of parking stalls by land use classification. These classifications and supply rates are defined in the City’s Zoning Bylaw and typically require parking stalls by floor area of a given use. Recently, many urban municipalities throughout British Columbia have updated their parking supply rates to adjust to evolving parking demand in their communities and avoid parking oversupply.

Updated parking regulations are often changing how minimum parking supply rates are determined particularly in multi-family residential development. Some municipalities are choosing to require parking minimums be calculated by the number of bedrooms, floor area, or tenure of a multi-family residential unit to reflect the actual parking demand of a unit rather than an entire development’s floor area. For example, such provisions would allow the City to independently regulate minimum parking requirements in condominium, rental, and affordable housing units. Other jurisdictions also provide minimum parking supply rates for defined areas, including differentiating parking requirements for a municipality’s urban core from outlying neighbourhoods. As such, the City should consider updating minimum parking supply requirements for multi-family residential development to reflect the size and tenure of units and the development’s location.

Changes to minimum vehicle parking supply rates should also be considered for inclusion or consideration in a Resident Parking Policy, since updated supply rate could directly impact other aspects of residential parking, such as the availability of on-street parking.

Strengths

- Ensures that parking supply rates most accurately reflect parking demand in White Rock
- Introduces a nuanced approach to parking regulation that acknowledges differences in parking demand between housing types and tenures
- Can reduce the number of variances required for Council consideration

Limitations

- Requires detailed study of parking demand in White Rock to establish appropriate minimum supply rates

Examples

The City of Victoria’s Zoning Bylaw differentiates the minimum number of parking spaces for condominium, rental apartment, and affordable units while also requiring different supplies by unit size and location in the City’s Core Area, Villages/Centres, and Other Areas.

The City of New Westminster’s off-street parking requirements for multi-family dwellings are differentiated by bachelor, one-, two-, and three-bedroom or more units, with specific rates for the Downtown Area. Lower parking supply rates are also applied to secured rental units when located in proximity to the frequent transit or in the Downtown Area.

The table below outlines minimum parking supply rates for multi-family residential development in White Rock and various communities around the Lower Mainland.

	City of White Rock (Apartment Use)	City of New Westminster (Condominium)	City of Coquitlam (Apartment Use)	City of Langley (RM2 Zone)	City of Port Moody (Condominium)	City of Abbotsford (Apartment Use)
Studio / Bachelor	1.5 / unit (including 0.3 / unit for visitors)	1.0 / unit	1.0 / unit	1.2 / unit	1.0 / unit	1.0 / unit
One-Bedroom		1.2 / unit				1.5 / unit
Two-Bedroom		1.4 / unit				
Three+ Bedroom		1.5 / unit	2.0 / unit			

Develop a Parking Variance Policy

Rationale

Through the Parking Strategy, the City of White Rock should consider updating the City’s requirements and procedures for parking variances. A parking variance policy is a tool used in some communities to outline how new development can pursue a parking variance and the expectations and conditions that should be in-place to support reduced parking supply.

Currently, the City supports parking variances in Section 4.14 of the Zoning Bylaw, which outlines that parking variances up to 10% below minimum requirements should be considered if transportation demand management (TDM) measures, shared parking between residential and commercial uses, or a parking study are provided.

Consideration should be given to separating parking variances from the Zoning Bylaw into an independent policy that allows Council and Staff the latitude and flexibility to consider the merits of the application against a set of defined criteria. This flexibility is fundamental to the variance process and what differentiates it from regulation. The City may also consider updating and adding criteria that may be used to justify a parking variance, giving full consideration to the City’s broad land use and transportation objectives. These criteria could include the provision of rental or affordable housing, car or bikeshare, additional bicycle parking, proximity to frequent transit, local transit infrastructure improvements, and cash contributions, among other options. The Parking Variance Policy would likely be separate to a Resident Parking Policy, with both documents supporting the desired outcomes of the other.

Other municipalities with parking variance policies require a parking study as part of any variance application to confirm that the resulting parking supply is appropriate, considering the nature of the land use, location and

supporting transportation options. Through a parking variance policy, the City could also establish criteria where more minor variances can be processed directly by Staff without referral to Council.

Strengths

- Clarify parking variance expectations for Staff, Council, and development community
- Greater ability to achieve the “right” amount of parking and support for alternative travel options, where appropriate
- Greater support for broad community objectives
- Lessens burden on Council as the deciding voice in every parking variance application (if Staff referral instituted)

Limitations

- Variance applications takes Staff time to receive and process, and Council time to consider

Examples

The City of Nanaimo’s Policy for Consideration of a Parking Variance identifies location, mixed land uses and shared parking, available on-street parking and carshare provision as criteria to support a parking variance.

<https://www.nanaimo.ca/docs/default-document-library/policy-for-consideration-of-a-parking-variance.pdf>

The District of Saanich has included in their Official Community Plan (pg. 4-30) the five criteria where a parking variance may be considered, which include provision of transportation demand management (TDM), alternative travel options, urban location and availability of on-street parking.

<https://www.saanich.ca/assets/Local-Government/Documents/Corporate-and-Annual-Reports/2008%20OCP.pdf>

The City of Colwood is currently developing a new parking variance policy that will clarify the conditions that must be in-place for Council to consider a variance. The recommendations for the policy are contained in the *Colwood Parking Bylaw Update, Working Paper 3* report.

<https://www.colwood.ca/sites/default/files/parking/colwood-parking-bylaw-update-working-paper3-2020-11-27.pdf>

3.0 RESIDENTIAL PERMIT PARKING

Residential Permit Limits by Household and Housing Type

Rationale

Households in White Rock can currently hold up to four residential parking permits, regardless of neighbourhood or the type of residence. It is understood that this has led to high parking demand in residential areas, and the potential for residents to resell surplus permits to non-residents.

To address this issue the City should consider reducing the number of permits available to each residential household, for example two per household, and identifying housing types that should not require on-street residential parking. This could include removing the eligibility of multi-family residential buildings with off-street parking facilities for residential parking permits, as these developments should provide sufficient off-street parking for residents and visitors. Alternatively, the payment structure for residential parking permits could be updated to include higher costs as more permits are purchased by a household. For example, after two permits are purchased, the third and fourth permits could be double the cost, or more. Both strategies could contribute to reducing parking demand on residential streets and could be effective independent of one another. The City could also consider including residential permit limits in a Resident Parking Policy, should such a policy be developed.

Strengths

- Reduce parking demand on residential streets
- Manage the number of permits available to households to limit oversupply and system abuse by non-residents
- Provide residential parking permits only to households that require them

Limitations

- Potential resistance from permit holders who will no longer be eligible
- Greater parking demand in non-residential areas from vehicles formerly using residential permits
- Increased parking enforcement may be required to ensure compliance with new requirements

Examples

The City of Kelowna bases the number of residential permits for a household on housing type. Single-family dwellings are eligible for two resident permits and two visitor permits, while any multi-family residential building with greater than 5 units is ineligible for residential permits but can still obtain up to 5 visitor permits.

The City of New Westminster charges \$28 for the first and second residential parking permits and \$94 each for the third and fourth parking permits.

Residential Permit Registration

Rationale

In addition to, or separate from the strategy outlined above, the City should consider reviewing how residential permits are registered to a household or a vehicle. For example, other communities require residential parking permit applications be submitted with license plate registration that will be verified with ICBC. This ensures that the vehicle applying for the residential permit is indeed a resident's vehicle and would limit the ability of non-residents to acquire and use a residential parking permit. Implementing this strategy would allow the City to effectively manage on-street residential parking and address the current abuse of the system, while also furthering compatibility with other strategies like license-plate based enforcement. Like permit limits, requirements and processes for permit registration would be an important component of a Resident Parking Policy, should the City choose to pursue that strategy.

Strengths

- Reduce parking demand on residential streets
- Manage the number of permits available to limit oversupply and use by non-residents
- Provide residential parking permits only to households that require them

Limitations

- Reliant on third-party verification with ICBC
- Increases complexity of residential parking application process and administration of the program
- Increased parking enforcement, supported by license plate recognition technology may be required to ensure compliance with new requirements

Examples

The City of Vancouver requires all residential permit holders to verify the registered vehicle against the address of the permit holder through ICBC. For a permit to be issued the residential address attached to the vehicle must be within the permit area in question.

4.0 PUBLIC PARKING

4.1 ON-STREET PARKING

Seasonal Parking Rates

Rationale

Since White Rock experiences highly seasonal variation in parking demand, implementing seasonal parking rates around key destinations could support efficient parking management. This strategy would establish higher pay parking rates during the peak season around the summer months and lower rates during the off-season. Best practice dictates that parking in these zones should not be free, even during the off-season. Such an approach would allow the City to adaptably manage on-street parking, generate greater revenue, and encourage travel by alternate modes to alleviate congestion during peak periods. Like other pay parking systems, seasonal parking rates could only apply during peak times of day.

Strengths

- Encourage efficient parking management during the peak season
- Support travel by alternate modes to access key destinations
- Potential for increased revenue generation during summer months

Limitations

- Requires detailed study and understanding of seasonal parking in White Rock
- Introduces new complexities into the parking system and enforcement in the city
- Up-front costs to implement new signage and other infrastructure changes

Examples

The City of Kelowna uses seasonal parking rates in defined zones around the community's most popular peak season destinations. Hourly parking rates in these areas rise by up to 50 cents per hour between May and September. In Kelowna, the summer parking rate generally varies with proximity to Lake Okanagan. The zones and rates for seasonal parking are identified through online mapping resources.

Pay Parking Zones

Rationale

Establishing pay parking zones provides the City with the opportunity to determine rates for on-street parking based on several factors that make parking more valuable. Creating multiple zones based on utilization and distance from key destinations and/or transit stops and adjusting pay parking rates accordingly could help encourage higher turnover, generate revenue, and shift towards more efficient on-street parking than currently experienced in White Rock. To complement this strategy, the City should consider implementing time limits in each zone and assessing eligibility for resident discounts for those vehicles registered with the municipality.

While this strategy could increase the complexity of White Rock's pay parking system from both a user and enforcement perspective, this transition would be eased by clear signage and online resources and adopting technologies to aid enforcement.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Ensure that on-street parking rates are appropriate to context in White Rock
- Potential for increased revenue generation

Limitations

- Requires further study and delineation of parking zones around the City
- Introduces new complexities into the parking system and enforcement in the City
- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires clear communication with the community, including residents and local business through signage and online resources

Examples

The City of Kelowna defines three pay parking zones around key destinations in the Downtown core. Parking rates in these zones varies slightly, with higher rates generally charged closer to the city's waterfront. Rates also change from weekdays to the weekend.

The City of Victoria currently has five different pay parking zones around the City's Downtown with varying time restrictions and hourly rates that may also change based on the day of the week. The applicable parking zone varies based on proximity to the Downtown core and waterfront and anticipated users. For example, some zones intended for commuter parking and therefore have longer time restrictions and lower hourly rates but may be located further from Downtown.

The City of Halifax in Nova Scotia also employs a system of parking zones where rates vary based on time-of-day demand within a specific zone. These zones are located around most of Halifax's core area. Vehicles that have paid for parking within a zone can park freely within that zone.

Pay Parking in the Town Centre

Rationale

Currently, the City does not charge for on-street parking in the Town Centre leading to high occupancy rates and low turnover in the area during times of peak parking demand. Implementing pay parking in the Town Centre would serve to encourage higher turnover, which is shown to support local business by allowing direct, short-term access for shoppers rather than long-term stays in valuable parking stalls. Like other paid on-street parking, best practice suggests requiring payment during business hours throughout the week. Strategically designating pay parking areas for on-street parking would support this outcome, while also generating revenue for the City to support parking enforcement, management, and other initiatives.

Before implementing any changes to parking, the City should consider studying parking conditions in the Town Centre after the COVID-19 pandemic since several new developments have been completed since the pandemic's onset. Understanding current conditions will help inform thresholds or conditions of when and where pay parking will be required in the Town Centre, which could include establishing block-by-block occupancy and turnover rates, and the ratio of parking stalls by floor area or number of units.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Ensure that Town Centre parking stalls are supporting local business
- Widely used in other municipalities across British Columbia
- Potential for increased revenue generation

Limitations

- Requires implementation of pay parking system in the Town Centre
- Introduces new complexities to the parking system and enforcement in the city
- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires clear communication with the local business community

Examples

Many other comparison municipalities in Metro Vancouver and across British Columbia require payment for on-street parking in their respective urban cores including:

- New Westminster
- Coquitlam
- Richmond
- Vernon
- Prince George
- Burnaby
- Kelowna
- Nanaimo
- Penticton
- Cranbrook

Discontinue Decal Program

Rationale

The City currently offers a parking decal program that allows residents and local merchants to park free in pay parking areas for a limited period, with different restrictions for resident and merchant decals. From a revenue perspective, this program is relatively inefficient, allowing decal holders to occupy valuable parking stalls without recuperating adequate costs through the sale of decals. This approach also detracts from efforts to encourage residents and merchants to increasingly travel using sustainable travel options.

Therefore, the City should consider discontinuing the decal program, and instead look to offer residents and merchants other benefits such as discounts for on-street or parkade parking rates if their license plate is registered with the City. Removing the decal program is supported by declining numbers of deals purchased each year since 2017. This strategy would alleviate the City's responsibility for administering an inefficient program and begin to collect revenue that more accurately reflects the cost of public parking.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Reduce administrative responsibilities around parking programs
- Support resident travel by alternate modes to access key destinations
- Potential for increased revenue generation

Limitations

- Potential for concern among current decal holders due to higher parking costs
- If discounts are offered, revenue still may not match actual cost of parking provision

4.2 OFF-STREET PARKING

Variable Parking Rates

Rationale

Similar to pay parking zones with variable costs based on location, the City should consider introducing variable parking rates in off-street parking facilities. Variable parking rates would result in lower hourly or daily costs to park in off-street parking facilities that are further from key destinations and are supported by transit access. This strategy would allow the City to better balance parking demand by encouraging the use of parkades and other outlying lots for longer stays (at reduced cost) and to increase turnover in higher demand areas. Alongside on-street pay parking strategies, variable parking rates provide the opportunity to effectively shift parking demand as desired by the City. Considering payment technology that allows for dynamic pricing based on demand would also support this outcome.

Strengths

- Support balanced parking demand for on- and off-street parking demand, and better use of under-used parking supplies
- Complementary to on-street pay parking strategies
- Ensure that on-street parking rates are appropriate to context in White Rock
- Potential for increased revenue generation

Limitations

- Requires further study into effective pricing variations for White Rock
- Introduces new complexities into the parking system and enforcement in the city
- Up-front costs for implementation of new technologies should they be required
- Requires clear communication with the community, including residents and local business through signage and online resources

Examples

The City of Victoria offers an approximately 15% reduced rate for an under-utilized downtown parking facility (Johnson Street Parkade) to balance parking demand from other parkades that are at or near capacity.

Tiered parking pricing is common on post-secondary campuses, where premium (or high priority) parking spaces are priced higher than other areas. Vancouver Island University (in Nanaimo) is an example where Economy lots cost 25% less than General Parking lots.

4.3 PAY PARKING SYSTEMS

License Plate Based Payment

Rationale

Implementing license plate-based payment systems across White Rock should be considered by the City. This would ensure that pay parking across the city uses the same technology, which is currently done both using license plate and stall-based systems. Payment by license plate is advantageous for enforcement since it prevents vehicles from moving between stalls to extend length of stay and is an efficient and consistently improving technology. This technology is also used for parking payment at the Peace Arch Hospital and Centennial Arena. The pay-by-space system is currently utilized by the City to be able distinguish the revenue coming from the on-street parking and parking lots to determine the TransLink parking tax. In future, the City could use unique identifiers for city blocks and parking lots to understand where vehicles are parked to allow for universal adoption of pay-by-plate parking while still differentiating revenue from on- and off-street parking.

Additionally, license plate-based parking could also be implemented for residential parking permits should the City choose to collect license plate information with residential permit applications. This would allow for all the City's various permits and pay parking structures to be managed using a single technology, which allow for greater enforcement efficiency through this central system.

Strengths

- Ensure consistency in pay parking systems in the City
- License plate-based systems are more efficient than stall-based systems
- Could have applications in residential parking enforcement
- Does not require stall number indication (costly, aesthetic impact)

Limitations

- Requires further study into effective pricing variations for White Rock
- Up-front costs to implement license plate-based system City-wide

Examples

In addition to the City's on-going experience with license plate-based payment, several municipalities across Metro Vancouver and the province either partially or entirely use a license plate-based parking payment system. Examples include New Westminster, Burnaby, Coquitlam, Surrey, Richmond, North Vancouver, Nanaimo, Kelowna, Kamloops as well as several post-secondary institutions.

4.4 ACCESSIBLE PARKING

Accessible Parking Design & Location

Rationale

The provision of public and private accessible parking that is suitable for a variety of users is an essential function of municipal parking regulations. Accessible stall design in White Rock is required to be consistent with BC Building Code; however, since 2018, provincial building code no longer includes requirements for accessible parking design or supply. This change means that the City will eventually have to develop standards for the location and design of accessible parking in addition to the supply rates outlined in the Zoning Bylaw, which already exceed those required in the BC Building Code. As such, the City should consider amending relevant municipal bylaws to ensure that accessible parking standards meet needs in White Rock. As part of this effort, a review of best practice from leaders in accessible parking should be conducted, including the Canadian Standards Associations (CSA), Accessibility for Ontarians with Disabilities Act (AODA), and Americans with Disabilities Act (ADA).

Strengths

- Municipal parking regulations can meet best practice in accessible parking design and siting
- Ensures appropriate placement and supply of accessible stalls throughout White Rock to accommodate all community members

Limitations

- Depending on requirements, further study could be required to understand where new or improved infrastructure is required
- Additional requirements for accessible parking spaces would likely introduce added development costs

4.5 ELECTRIC VEHICLE CHARGING

Expand Public EV Charging

Rationale

Electric Vehicles (EVs) are becoming an increasingly popular transportation option for many in White Rock and British Columbia. Public charging stations are an important resource for EV owners to access inexpensive or free charging at key destinations throughout White Rock. Seven public charging stations are provided by the City at the West Beach Parkade.

Given increasing EV ownership trends and the regional nature of many trips to White Rock (necessitating charging), the City should consider opportunities to expand public charging infrastructure in the community to allow EV charging as owners visit, shop, or commute to work. This strategy would demonstrate the City's commitment to supporting sustainable transportation options and allow for greater EV charging options as demand continues to increase. Consideration should also be given to other electric vehicles including electric bicycles and mobility scooters, and their needs for charging stations at important destinations. Additionally, the City should evaluate the ratio of public Level 2 chargers to direct-current fast chargers (DCFC) in the community to meet varying EV charging needs. There are presently no DCFCs in White Rock.

Strengths

- Provide more public EV infrastructure as demand increases
- Support low carbon transportation options

Limitations

- Capital cost of charging stations
- Electricity costs associated with charging (unless priced, see below)

Establish Paid Public EV Charging

Rationale

As discussed above, electric vehicle (EV) charging is becoming increasingly important as EV ownership continues to rise. As EVs become a greater proportion of vehicles on the road, discussions around payment for EV charging are ongoing in many municipalities across British Columbia, requiring local governments to evaluate the subsidies being offered for EV charging. While collecting payment for parking in designated EV spaces and for electricity received during that session are both viable strategies, this section is focused on payment collected at the charging station. Generally, implementing a fee for charging station utilization is considered best practice in the longer term as it encourages turnover, helps to manage demand for public EV charging, encourages at-home charging to reduce public costs, and signals the value of the parking stall and charging station.

The following are key considerations in establishing pricing for EV charging:

- Rates may be set equivalent to the cost of the power received (per kWh)
- Rates may be set to reflect pricing for other, general parking spaces (reflecting the value of the stall)
- Rates may be set lower than the cost of electricity and/or value of the stall, considered a subsidy to incentivize low carbon vehicles

The multi-faceted nature of paid public EV charging means that implementation of any payment requirements will likely involve evaluating these considerations individually over time rather than a single, up-front solution. Therefore, initiating these discussions at the City of White Rock and in the community is an important initial action to frame further steps on public paid EV charging.

Strengths

- Encourages turnover and helps manage demand at public charging stations
- Encourages at-home charging for EV owners
- Allows the City to recoup costs to build and maintain EV charging infrastructure

Limitations

- Requires implementation of payment technologies at EV charging stations
- Continued free charging supports sustainable transportation options
- Will require further study of appropriate fees to align with revenue and sustainability objectives

Examples

Public EV charging is currently free in most communities. Examples where pricing is in-place include:

- The City of Vancouver charges \$2 per hour at any Level 2 charger plus the required parking fee or \$0.26 per minute at a Level 3 Fast Charger.
- The Township of Esquimalt charges \$1 per hour at municipal Level 2 chargers, where otherwise parking in the area is unpriced.
- In March 2021, BC Hydro announced interim rates for charging stations, including \$0.12 per minute at 25 kW stations, \$0.21 at 50 kW stations, and \$0.27 at 100 kW stations beginning May 1st, 2021.

5.0 DEMAND MANAGEMENT & NEW MOBILITY

Curbside Management

Rationale

Like many other communities, White Rock experiences competition for scarce curb space in mixed-use and commercial centres that can place commercial vehicles in conflict with on-street parking and traffic flow. The City is also exploring how roadside space could be reallocated away from motor vehicle use to support alternate modes and new mobility, provide additional public or commercial space, and achieve other objectives such as improved safety.

To address challenges around loading and delivery, the City could consider implementing time restrictions for loading and delivery. Restrictions should be based around avoiding interference with peak on-street parking demand while still fulfilling the needs of local business. In areas where this could prove challenging alternative solutions should be considered such as consolidating delivery locations for businesses to be moved to their final destinations by smaller vehicles. Alternatively, or in conjunction with the strategies above, the City could identify specific on-street loading bays that would be available to delivery vehicles during certain times of day. Any of these measures should be reinforced by enforcement of loading area restrictions.

In addition to curbside loading, the City should also evaluate other opportunities to improve curbside management. Road space reallocation is one opportunity through which White Rock can pursue a variety of mobility goals. Should the City choose, reallocation could provide dedicated curbside space for improved street furnishing, enhanced transit stops, additional space for bicycle facilities and parking, parking for new mobility such as electric scooters or bikeshare services, among other options.

A final consideration for curbside management is addressing parking for large recreational vehicles (RVs). Due to their size, RVs can be challenging to accommodate in typical on-street parking arrangements. To address this concern, dedicated parking for RVs can be created. The goal of these areas would be to provide purpose designed parking facilities that can accommodate vehicles of that size and with wayfinding provided to aid the high proportion of non-local motorists. These areas would be signed for RVs and would typically not be in the highest use facilities or areas due to their space inefficiency and are generally only used during peak visitor season.

Strengths

- Reduces conflict between commercial vehicles, RVs, and on-street parking demand
- Provides clarity for business owners
- Can provide additional space for other street functions

Limitations

- Could challenge delivery services to adhere to time restrictions or create congestion at certain times of day
- Up-front costs for signage and additional costs to ensure appropriate enforcement
- Potential conflict due to risk of losing on-street parking for other uses in any road space reallocation

Construction Parking Management

Rationale

As more new development comes to the City of White Rock, challenges related to parking from construction sites is an emerging issue. It is known that vehicles originating from a construction site can occupy on-street residential and public parking in key areas of the city and that Council has made this issue a priority. To address this issue, the City could consider different strategies related to improved parking management on and around construction sites.

First, regulations and enforcement related to construction parking management could be enhanced. This should be linked to a Construction Traffic Management Plan (CTMP), where large vehicles will be travelling to and from a construction site. This could include increasing penalties for infractions and defining specific requirements for construction operators to secure sufficient parking for their workers and providing notice to neighbouring homes and businesses of their activities. This could be supplemented by a second strategy, developing more elaborate CTMP requirements. A stricter CTMP would allow the City to understand how parking requirements may change over the course of a project, evaluate how the developer intends to address parking, and enforce appropriately based on this information. In addition, the requirements could also include that supply of on-street parking is secured (paid) and reserved for construction/trade vehicles when on-site parking supply is limited.

Ultimately, greater enforcement would be the key to resolving issues from construction-related parking spillover. When coupled with strengthened regulations and CTMP requirements, enforcement can be more effective.

Strengths

- Alleviate some pressures on on-street residential and commercial parking
- Provides clarity for developers and residents
- Would address a priority for Council

Limitations

- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires further study and engagement with residents, businesses, and developers to understand appropriate measures
- May be challenging to enforce over the course of a project

Examples

The City of North Vancouver, District of North Vancouver, City of New Westminster, and other communities in Metro Vancouver use Construction Traffic Management Plans or similar documents to minimize the impacts and interruptions of construction-related parking on residents and businesses. The exact requirements of each plan is unique however some components include describing estimated parking demand for each phase of construction, how demand will be met through each phase, and, in the absence of adequate on-site parking, alternate parking arrangements to meet site demand such as carpooling or renting external parking.

Hospital Area Parking Management

Rationale

The City has applied the resident permit program throughout many of the residential streets nearby Peace Arch Hospital. This helps prevent against hospital employees and visitors seeking to avoid paying to park on the hospital site from utilizing neighbourhood parking. Monitoring of on-street parking utilization during daytime working hours should be undertaken on an on-going basis, with areas of particularly high utilization as targets for increased enforcement. These measures could be identified as part of a Resident Parking Policy, allowing the City to clearly outline how the establishment and enforcement of resident parking areas around the Hospital.

Another opportunity employed in other communities is to work with the health authority to establish transportation indicators that are to be met as future site development occurs to ensure that neighbourhood parking and transportation impacts are mitigated. Indicators may be established, such as total traffic and employee mode share, that must be met as a condition of future rezoning or development permit.

Boulevard Parking

Rationale

Illegal vehicle parking on boulevards has been consistent challenge for the City of White Rock. Parking on boulevards is particularly an issue along streets where the edge of the roadway is not distinct from the boulevard, making it easy for vehicles to park on the boulevard. This issue has been exacerbated by increasingly dense residential neighbourhoods and greater vehicle ownership by household.

While the Street and Traffic Bylaw prohibits parking on a landscaped boulevard, it remains a challenge to enforce, resulting in inconsistent enforcement practices throughout the City. Currently, the penalty for stopping and parking on a landscaped boulevard is a maximum fine of \$60. Boulevard parking has routinely forced pedestrians into the roadway due to the lack of space on the boulevard, creating safety issues for those travelling on foot. Identifying areas where this is an issue could be undertaken as part of the City's Transportation Master Plan and could be considered for future sidewalk development and pedestrian improvements. The City could also consider amending the Street and Traffic Bylaw to establish clear directions for enforcement of boulevard parking-related infractions, including if restrictions should be expanded to include boulevard space that is not landscaped per the definition in the Bylaw.

6.0 SUMMARY OF PUBLIC SENTIMENT ON PARKING STRATEGIES

The following section provides an overview of levels of support for the various parking strategies outlined in the community and business survey. For each strategy, the level of support is ranked from 1 to 5, with 1 indicating the most popular answer and 5 representing the least popular answer, with the strategies compiled into ranking table for that survey. These tables are intended to provide a general indication of the level of support and do not show the exact number of responses provided.

6.1 COMMUNITY SURVEY

A total of 509 responses were received for the community survey. For the purposes of understanding the results of the community survey it is important to note that 109 respondents identified that they reside in South Surrey and therefore may not experience parking issues in the same way as White Rock residents. Levels of support for each parking strategy identified in the survey are compiled in the table below, responses that were supportive or highly supportive are compiled in the “Supportive” column with unsupportive and highly unsupportive responses tallied under the “Unsupportive” column. An average level of support is also provided where a value of 5 represents highly supportive, 3 for neutral support, and 1 for highly unsupportive. Complete results from the community survey are included in **Appendix A**.

	Supportive	Neutral	Unsupportive	Average Support
Reducing the maximum number of residential parking permits available to each household	45%	29%	27%	3.3
Increasing the cost for additional residential parking permits over two.	47%	22%	31%	3.2
Apartment buildings with on-site visitor and resident parking would not be eligible for residential parking permits.	35%	22%	42%	2.9
Increasing parking rates during the summer along White Rock’s Waterfront	27%	25%	47%	2.6
Introducing pay parking in the Town Centre	17%	18%	65%	2.1
Implementing pay parking zones with varying rates	35%	23%	42%	2.8

Lowering the parking rate in public parkades compared to Waterfront parking lots	69%	21%	11%	4.0
Replacing the pay parking decal program with a discount system	23%	18%	59%	2.3
Implementing license-plate payment systems for parking throughout White Rock	63%	24%	23%	3.5
Implementing a fee for charging at public electric vehicle stations	51%	25%	24%	3.5
Restricting parking on boulevards, particularly in residential areas.	38%	31%	30%	3.1

6.2 BUSINESS SURVEY

A total of 16 responses were received for the local business survey. Levels of support for each parking strategy identified in the survey are compiled in the table below, responses that were supportive or highly supportive are compiled in the “Supportive” column with unsupportive and highly unsupportive responses tallied under the “Unsupportive” column. An average level of support is also provided where a value of 5 represents highly supportive, 3 for neutral support, and 1 for highly unsupportive. Complete results from the community survey are included in **Appendix B**.

	Supportive	Neutral	Unsupportive	Average Support
Increasing parking rates during the summer along White Rock’s Waterfront	36%	38%	26%	3.0
Introducing pay parking in the Town Centre	30%	35%	35%	2.7
Implementing pay parking zones with varying rates	44%	32%	24%	3.2

Lowering the parking rate in public parkades compared to Waterfront parking lots	64%	24%	12%	3.8
Replacing the pay parking decal program with a discount system	36%	32%	32%	2.9
Implementing license-plate payment systems for parking throughout White Rock	53%	35%	12%	3.6
Implementing a fee for charging at public electric vehicle stations	47%	47%	6%	3.7
Implementing time restrictions for curbside loading	36%	44%	21%	3.2
Enhancing enforcement of construction-related parking with better processes and technologies to manage parking spillover	53%	41%	6%	3.8

6.3 ENGAGEMENT TRENDS

Based on the results of the community and local business surveys summarized above several trends are evident that may reflect how these groups relate to parking challenges in White Rock, including the following:

- Some of strategies received higher levels of support across both surveys, including lowering the parking rate in public parkades, implementing license-plate payment systems for parking throughout White Rock, and implementing a fee for charging at public electric vehicle stations.
- Conversely, some strategies were largely unpopular in the community survey, including a majority of those related to parking pricing. This included a lack of support for replacing the decal program, introducing pay parking in the Town Centre, and increasing parking rates during the summer months.
- Results from the local business survey suggest that business owners were largely neutral, or occasionally supportive, on many parking-related issues, particularly regarding strategies for parking pricing.
- Parking strategies related to increasing enforcement and implementing new technologies were generally well supported in both surveys.

These are some of the trends that may be considered by Staff and Council as specific strategies are prioritized in the final City-Wide Parking Strategy.

URBAN SYSTEMS MEMORANDUM

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 22 of 26

SUBJECT: White Rock City-Wide Parking Strategy

Sincerely,

URBAN SYSTEMS LTD.

Niraj Sunuwar, P.ENG., PTOE
Transportation Engineer

/os + dc + ns
Enclosure

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 23 of 26

SUBJECT: White Rock City-Wide Parking Strategy

APPENDIX A

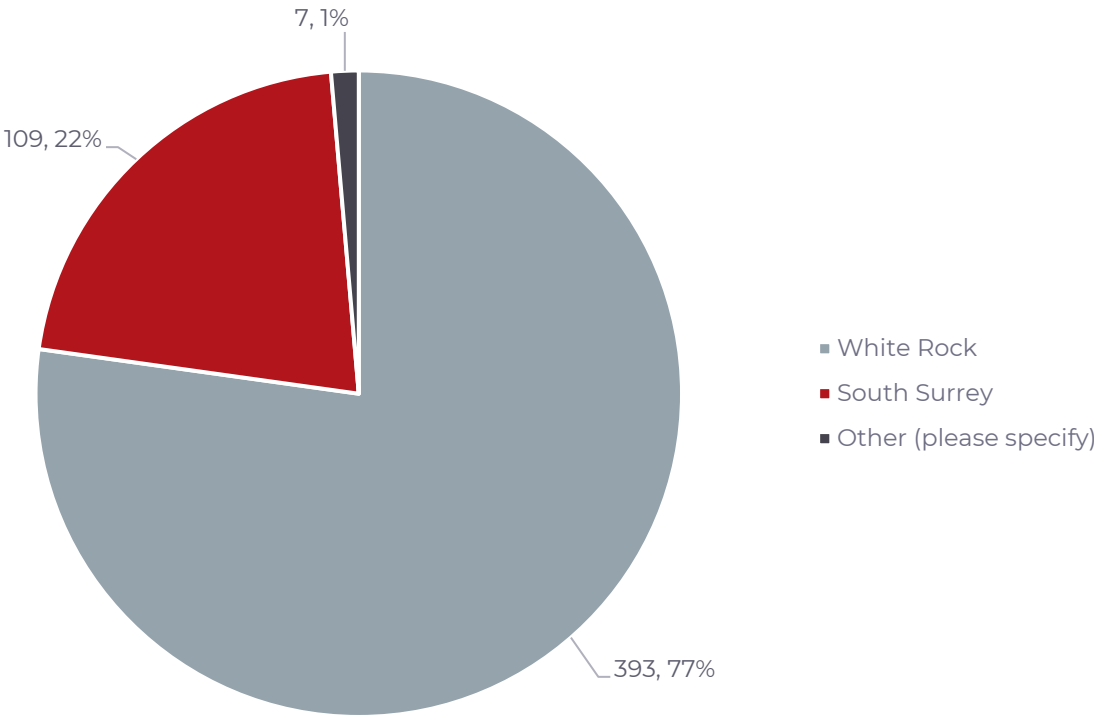
COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY RESULTS

This appendix details the complete data received as part of the community survey for the White Rock Parking Strategy that was open to the public on the City of White Rock’s Talk White Rock webpage. Note that all comments have been added verbatim as submitted in the survey.

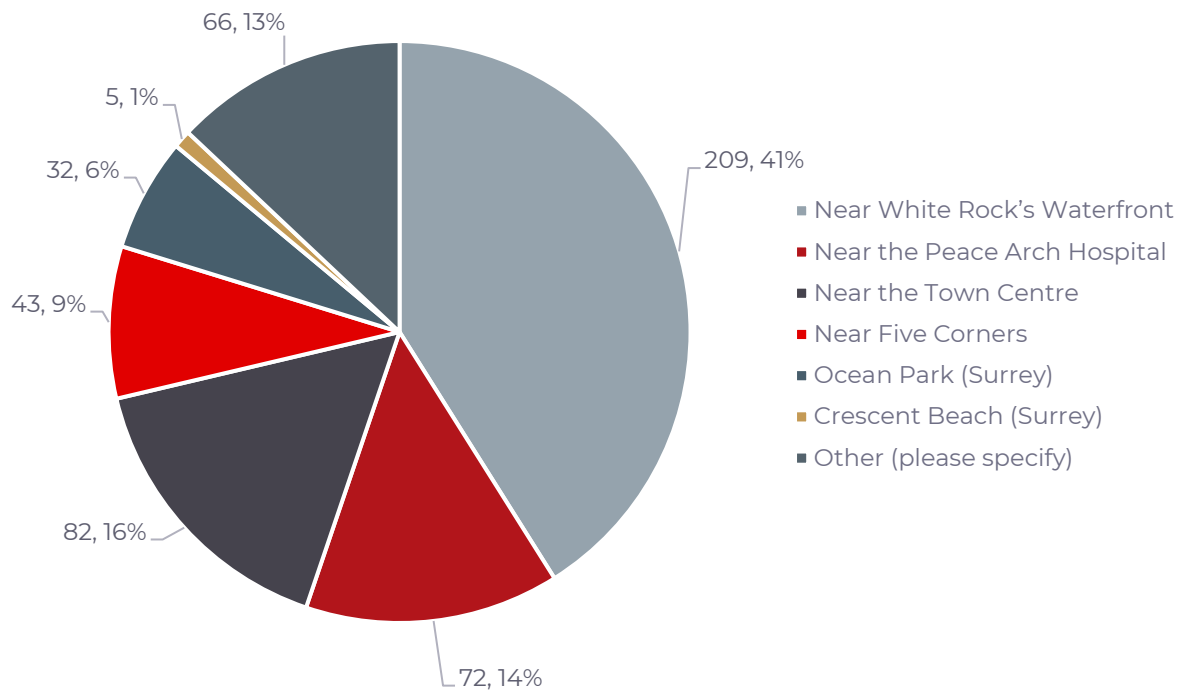
The community survey received a total of 509 responses.

WHICH OPTION BEST DESCRIBES WHERE YOU LIVE?



Which option best describes where you live?	
White Rock	393
South Surrey	109
Other (please specify)	7

MORE SPECIFICALLY, WHICH AREA BEST DESCRIBES WHERE YOU LIVE?

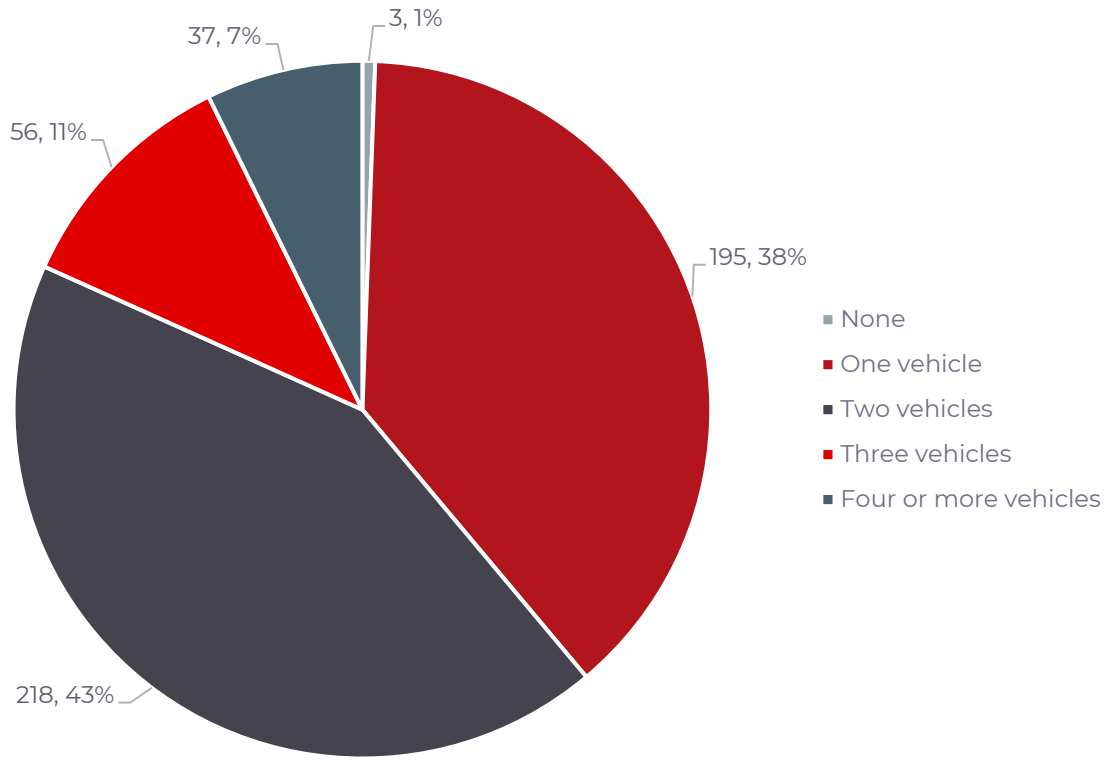


More specifically, which area best describes where you live:	
Near White Rock's Waterfront	209
Near the Peace Arch Hospital	72
Near the Town Centre	82
Near Five Corners	43
Ocean Park (Surrey)	32
Crescent Beach (Surrey)	5
Other (please specify)	66

OTHER RESPONSES

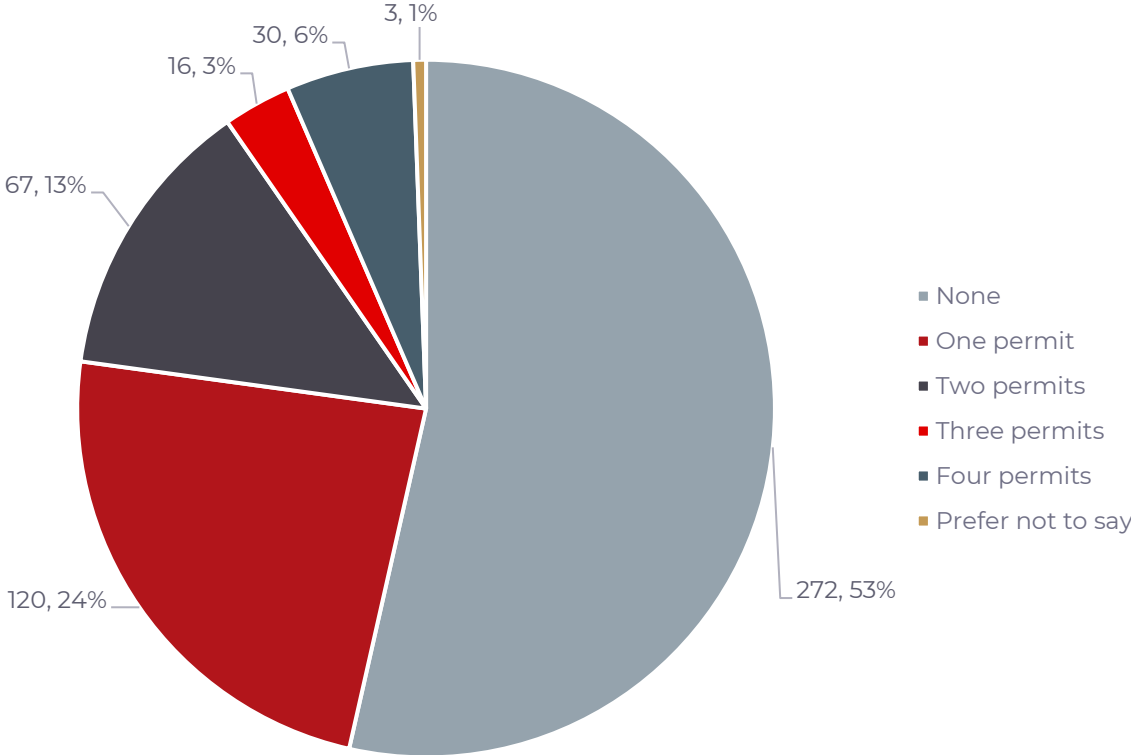
- 152 Street & 24th Avenue (2)
- 32nd and 152nd
- 8th and King George
- Abbotsford (2)
- Bergstrom Rd
- Bishop Rd - West White Rock
- Brookwood
- Buena Vista & Habgood
- Columbia and Stevens Street
- Crescent Park
- Douglas
- Everall St. and North Bluff.
- Grandview (5)
- Hazelmere (3)
- Langley (2)
- Marine Drive (2)
- Morgan Creek (4)
- Morgan Crossing (2)
- Morgan Heights
- Near King George
- Near Semiahmoo First Nation.
- Near Semiahmoo Mall (2)
- Near Stayte Road, East end of White Rock
- Near Sunnyside Urban Forest
- North Bluff and Bishop
- Oxford and Thrift area
- Oxford St
- Pacific Avenue
- Pacific Douglas Area (by the borders)
- Rosemary Heights (2)
- Smack dab in the middle near pier, 5 corners and the mall
- South of North Bluff, south of Semiahmoo shopping centre
- South Surrey Rec Centre
- South Surrey, in between Crescent Beach and White Rock
- Crescent Road and King George Blvd
- South Surrey, 154th & 20th
- Stayte Road
- Summerfield (2)
- Sunnyside
- West White Rock (7)
- West side near Marine
- Whalley

HOW MANY VEHICLES DOES YOUR HOUSEHOLD OWN OR LEASE?



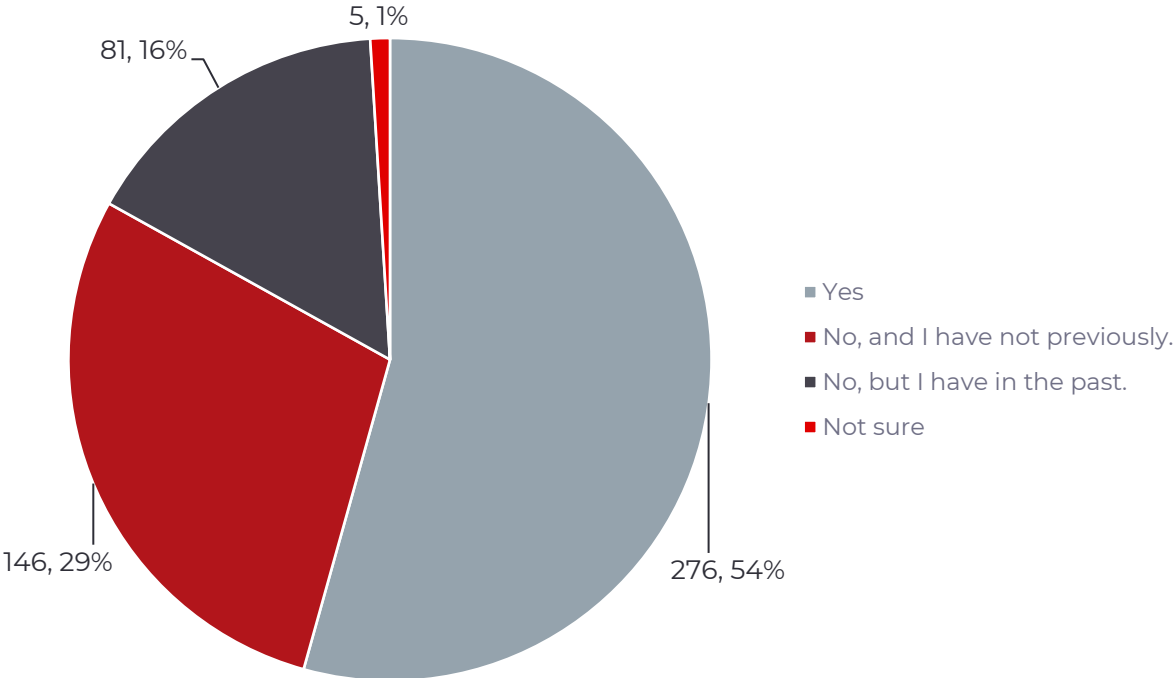
How many vehicles does your household own or lease?	
None	3
One vehicle	195
Two vehicles	218
Three vehicles	56
Four or more vehicles	37
None	3

HOW MANY RESIDENTIAL PARKING PERMITS DOES YOUR HOUSEHOLD PURCHASE FROM THE CITY OF WHITE ROCK?



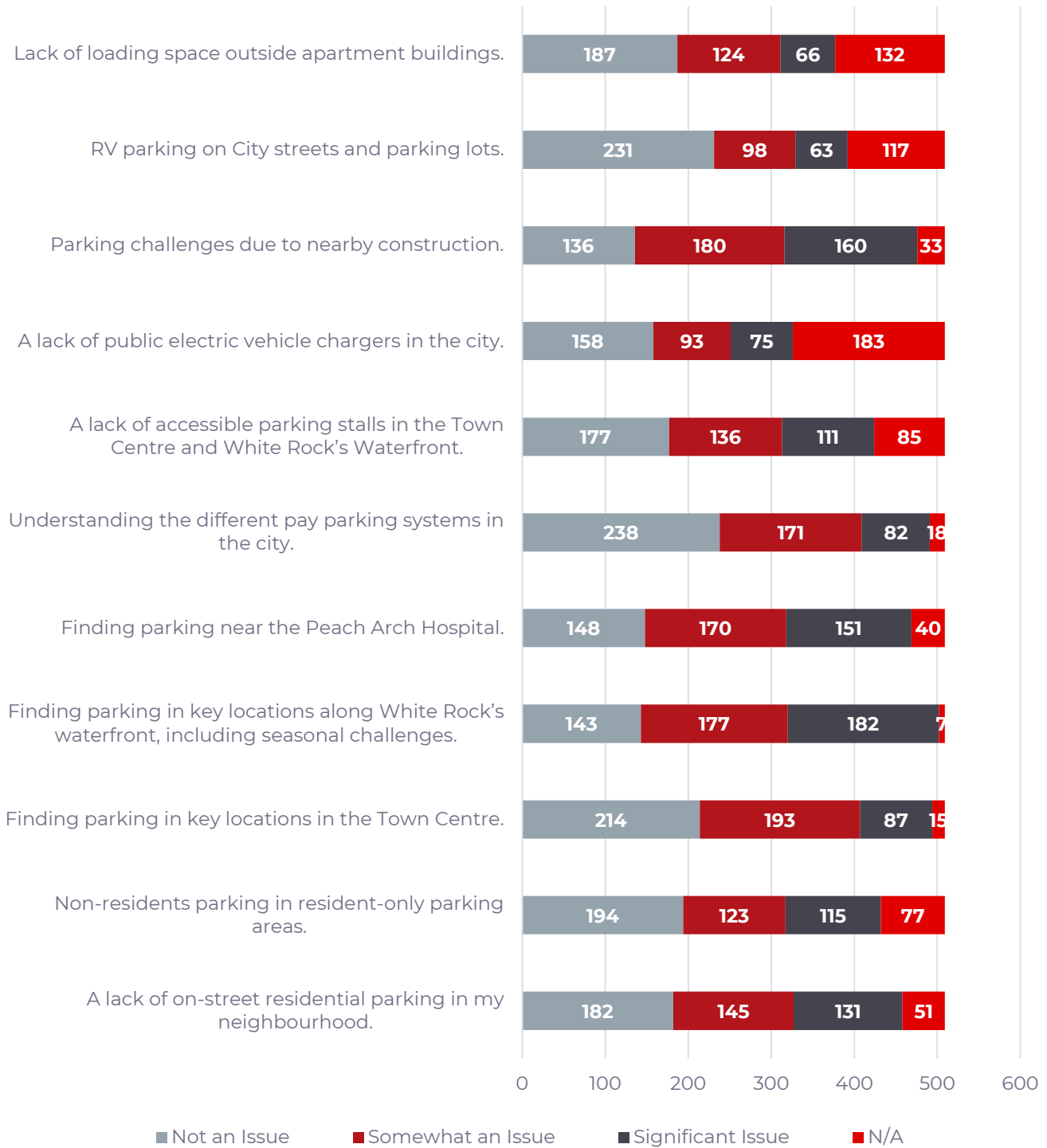
How many residential parking permits does your household purchase from the City of White Rock?	
None	272
One permit	120
Two permits	67
Three permits	16
Four permits	30
Prefer not to say	3

DO YOU PARTICIPATE IN THE CITY'S RESIDENT PAY PARKING DECAL PROGRAM AT THE WATERFRONT AND/OR CENTENNIAL ARENA AND/OR PEACE ARCH HOSPITAL?



Do you participate in the City's resident pay parking decal program at the Waterfront and/or Centennial Arena and/or Peace Arch Hospital?	
Yes	276
No, and I have not previously.	146
No, but I have in the past.	81
Not sure	5

PLEASE RATE THE FOLLOWING ISSUES THAT YOU MOST COMMONLY FACE WHEN PARKING IN WHITE ROCK.



PLEASE SPECIFY IF YOU FACE ANY OTHER PARKING CHALLENGES THAT ARE NOT LISTED ABOVE.

ENFORCEMENT

Themes:

- Desire to see higher levels of enforcement around residential parking and pay parking areas.
- Frustration with ticketing of residents
- Some desire to have clearer and increased signage or pavement markings for different types of parking around the city and the restrictions in the designated area.

Comments:

- Please issue big fines to people parking in loading zone. Struggle for people who moving in building and see car park there
- Not enforcing resident parking passes. People using from 2019 and 2020
- People without pay parking decals park in front of my bldg. I pay annually for my decals, regular & 2 for visitors. No parking inspectors ever come by so people basically park for free while I still do my due diligence & pay annually. Where are all the parking inspectors?
- East Beach - non-residents consistently parking in permit only resident parking to go to the beach, the vape shop or Indigenous Bloom. Neither of these businesses have enough parking for their customers. Handing out tickets has not stopped the problem...we need to be able to stop them from parking in permit only areas altogether, as it is not fair to the residents who pay for these permits to park at their homes.
- Cars parked in no parking zones or 10 min zones with no enforcement.
- There is a total lack of enforcement by our by-laws dept. in enforcing unpermitted parking on our residential streets and compliance with our street regulations
- 'PAY PARKING AT THE BEACH NOT BEING MONITORED ENOUGH TOO MANY VISITORS LAUGH at those like be that have a sticker. They say waste of money as they have always parked for nothing as they never get a ticket, only a warning !This is so unfair to residents That care It's a real joke. Please do something It's time to get stricter or don't charge anyone especially the Seniors!!
- Need more parking enforcement on Victoria Ave to ticket people parking in residential permit only parking without pass and going to the beach.
- People without pay parking decals park in front of my bldg. I pay annually for my decals, regular & 2 for visitors. No parking inspectors ever come by so people basically park for free while I still do my due diligence & pay annually. Where are all the parking inspectors?
- Not enforcing resident parking passes. People using none 2019 and 2020
- Parking attendants need more training ticketed my vehicle and put the wrong make ! But I'm still expected to pay
- Parking in front of my house, forgetting to place the parking pass so that it is visible, and getting a ticket. I do not want to keep it visible where anyone could see the hundred blocks where I live, so take it down when I leave. When I return, sometimes stressed, sometimes just forgetful, my car which is always in the same area for 6 years, has a ticket on it. While City Hall has been very good about making the fine null, in this day of technology, surely using the license plate number would show who has purchased the passes. I used to buy the decal, for the last almost 20 years, and found without the decal, I could still get a ticket on my car parked in the same spot, for almost 20 years. I understand that By-Law employees come and go, but really.... technology people!

- Repeated parking tickets issued to local residents. In my block there are only 2 free all-day parking spots, the rest is 2 hours. We need "residents only" parking decals for those living in the 15100 block Buena Vista Ave. Many visiting beach goers park here and head down Buena Vista to the beach.
- My house is on Victoria Ave near the pier so lots of people looking for parking around here. Some park on my driveway then go for lunch or whatever. I put up Private Parking/No Parking signs but some still park in my driveway so I can't get out of/into my garage. All of the driveway is on my property, none of it is on City property. The City won't tow these cars away or even give them a ticket, so I'm powerless to do anything. The City should ticket and tow cars that are parked on private driveways (on private property) if asked by the homeowner to do so, at least where the property is close to main beach areas where public parking is so limited.
- I am fed up with residents parking multiple cars for multiple days (more than 72 hours). It is not patrolled unless we call. Then, after 72 hours we call to complain, and White Rock parking patrol starts counting the 72 hours from the day we complain. Doesn't make sense.
- I live in the 14000 block of Marine Drive. Parking is a MAJOR issue down here. Please put up more (clearer) signs. Some residents of White Rock believe they can park here with their White Rock parking decal. Beach visitors park in our spots as they do not see the signs. Residents of the new apartment building at the bottom of Oxford also park on our block now. We need more patrolling of this block from parking by-law officers, and we need signage that states the parking is for pass holders of the 14000 block only. Thank you.
- I live on Victoria Ave 1500 block and there is a big problem with parking on any given day through the week people park on this Ave with on permit and for some reason there's no sign of the parking officer they need to step up their patrols.
- Lack of parking regulation signage, lack of street markings also contradicting signage and street markings. Really bad around hospital areas waterfront and uptown.

PARKING SUPPLY

Themes:

- Several locations are identified as having insufficient parking for demand both in residential areas and in important destinations like the Waterfront or 5 Corners.
- Concern around declining supply in some areas.
- Some desire to see greater supply of short-term parking stalls to allow for quick trips.

Comments:

- Not enough at 5 Corners
- Getting to parking on Marine Drive
- Busy on weekends but that's expected
- Parking is not available when you need it
- Not easy to run in to a store in a lot of key areas
- Not enough short term parking. 1e 20 minutes
- Quick short parking for picking up take out food orders on Marine Dr.
- Parking for public (specifically workers and clients) is being taken away and not replaced by new stalls
- We live on Victoria Ave we have no driveways like many homes on this street so must park on the street, we are lacking parking you just put a temporary bus stop and took away some of our parking. I sometime come home there is no where to park at all have to go to a different street.

- Too many cars on my residential street. Causing it to be one lane when both sides filled. Blame suites, shared rentals for the excess vehicles. Without sidewalks, pedestrians are forced to walk down the middle of the road and we have a playground park affected.
- When Maple Street was reconfigured all chance of street parking was removed. As a result, Pacific Avenue is forced to carry Maple Street parking as well as its own requirements. Illegal suites are not helping. Pacific is a high-volume street and business vehicles with advertising on them are often left there. As well, the City has significantly reduced the number of available parking spaces. No one knows why.
- I live at 1521 George Street - so right in the heart of White Rock. We have a lot of tall condos being built in my area...so more visitors, workers, and owners parking in the area. We had two street parking spaces (2hr) that were removed recently. As we have no visitor Parking in our building this has impacted us greatly. Would you reconsider putting those two spots back, so we have more on street parking near our building? Thanks
- This questionnaire should be sent out again AFTER the next 5 high-rises are populated. Hoping there is infrastructure...enough parking allotted per building for adequate parking so no street overflow.

PAY PARKING

General Comments

Themes:

- Many participants expressed that paid parking is too expensive.
- Desire for pay parking areas to be completely free to residents.
- Several locations identified as having consistent issues

Comments:

- I am so close to White Rock yet not able to buy parking pass even though I am done there about 4 times a week
- Price
- Fees for parking should be eliminated
- Should be free parking in the winter months
- Expensive for most!
- Very little free parking
- Too expensive for locals to pay parking and habituate shops on the waterfront. Parking should be SIGNIFICANTLY CHEAPER OR FREE for residents.
- White Rock residents pay taxes to live here, so they should get a privilege to park freely in many busy areas. visitors can pay for parking , but residents are the core of this community. please provide more benefits for residents. thank you.
- I am totally against charging tax paying residents of White Rock for a parking pass. Our taxes are so high already AND I pay my taxes every year. I think giving a free parking pass (1 pass per household) OR even giving seniors a free pass would be a great move by our city. Since I have to pay to walk on the boardwalk in my own city upsets me!
- I find the free parking in winter takes away the only advantage to living in WR and paying more in taxes...the parking permit. It would have been smart to only have WR people in the lots during COVID. When Surrey comes to town they are cheap not spending money on Marine and take up all the parking

and violate all the rules, walking on tracks, smoking , dogs defecating everywhere.(dont get me going on that) and walking in large groups on promenade.

- Also you built a new lovely playground in the 14600 block of North Bluff and then put in meters on the road. Good way to encourage families to the park with their young children and bags in tow. Also love the outdoor exercise equipment but the pay parking on North bluff makes a statement about the Cities actual support for recreation. No problem for pay parking in the various lots but the street meters by the playground not good. People just go across the street and park in Surrey to access White Rock facilities. This was a very poor decision!
- I find it ridiculous that the City charges me to park on my street - East Beach
- Stop charging people to go to the damn hospital and literally anywhere. I have stopped going to White Rock because of the ridiculous amount of pay parking and you need to seriously stop the overdevelopment. It's getting greedy. Killing a homes for greed. Leave the trees alone and stop overpopulating the city. I, for one can't wait to move out of this place. Been here most of my life but it's not the same place anymore. Too many people, increased crime, too many out of town buyers and overdevelopment. Greed taking over and killing animals and their homes. Disgusted.
- It pretty much seems that anywhere in the White Rock area is pay parking. You would get a lot of the surrounding areas business if this wasn't the case. You get a lot of our business in the winter though 😊
- Why do we need to pay for parking along the waterfront if we're only going for a beer or dinner?
- I think restaurants should have a parking validation system to provide guests with free parking when dining in. Friends don't want to come visit at the beach because they have to pay to park while other areas it is free.
- We here at Promenade Condos 15747 Marine Drive have little residential parking. Why is there 3 spaces on Parker that are pay parking. These should be for residents.
- I live at Parker and Marine. We only have 3 residential spaces at the side of the building. We are the only street where what should be residential parking on Parker is taken over with paid parking. No other side street in this area has pay parking. Please consider giving us more residential parking spaces. Thank you for your consideration.
- I live at 15747 Marine Dr (Parker & Marine) and my question is why is Parker St the only side street from Stayte to Maple that have 3 pay parking stalls (the other side streets are Permit Parking). South Beach condos have underground free parking for their commercial tenant customers. And why is Marine Dr parking from Stayte to Maple designated Permit Only while in front of my building it is public pay parking? Our condo building pays enormous city taxes just as the condos east to Stayte. But those condos get Permit Only in front of their residences.
- On Parker at Marine are three pay parking slots. Resident parking is a real challenge for people who live here in 2 condo buildings. These 3 spots should be for residents parking only. Currently they are mainly used for Surrey/SFN Indigenous Bloom customers to buy their pot. Indigenous Bloom has ample parking but keeps it blocked forcing their customers to the WR side. Most do not pay the WR fees. Please convert these to residents parking only.
- On the East side of Parker (I live on the West side adjacent to Marine) there are 3 paid parking spots that should be considered for permit only. All other side streets off Marine have permit only and not paid parking spots. There are VERY few permit spots available on Parker on either side because of proximity of driveways to each other.
- We pay for resident parking passes however there are no spaces within the attached streets to park. The couple spaces are horded by residents who reserve with cones or move cars from their driveway to reserve or used be condominium owners to park second car. Should be zoned parking instead adjoining streets. Our streets are all paved driveways or 'no parking' definitely a challenge.
- The parking places where you have to pay should accept cash/debit or credit. The ones that are specific to only credit are very awful and outdated compared to other cities.

- We live on Martin Drive /17th Ave, one block off the boundary between White Rock and South Surrey so cannot buy a parking decal for seafront parking. We are seniors and park in the lots at seafront. However, as we go down there 2 or 3 times a week it is now proving to be an expensive outing as we have to pay for parking. We often park for 2-3 hours and dine out on Marine Drive, support local businesses as much as possible but feel that somehow as Seniors we should get a break on parking or perhaps we could buy a yearly decal at a reduced rate. Sometimes we walk down but it's hard on the knees and then get the shuttle bus back up to the town Centre. Please consider a Seniors Parking fee/decal for those living on the border of WR/South Surrey. Thank you.

Decal Program

Themes:

- Many South Surrey residents would like to be able to purchase a parking decal since they often frequent businesses or other destinations in White Rock.
- Communication around the use of parking decals could be improved, both when they are purchased and when they are used in the community (where they're applicable).

Comments:

- The document accompanying the resident parking decal does not illustrate very well the applicable city meter spaces. When I first obtained the permit several years ago, I could not easily discern where I was allowed to use it.
- We live on Martin Drive /17th Ave, one block off the boundary between White Rock and South Surrey so cannot buy a parking decal for seafront parking. We are seniors and park in the lots at seafront. However, as we go down there 2 or 3 times a week it is now proving to be an expensive outing as we have to pay for parking. We often park for 2-3 hours and dine out on Marine Drive, support local businesses as much as possible but feel that somehow as Seniors we should get a break on parking or perhaps we could buy a yearly decal at a reduced rate. Sometimes we walk down but it's hard on the knees and then get the shuttle bus back up to the town Centre. Please consider a Seniors Parking fee/decal for those living on the border of WR/South Surrey. Thank you.
- Lived and owned house in White Rock for over 40 years. Let's keep our parking decals to White Rock Residents only
- I think South Surrey residents should be able to buy the White Rock parking decal and we support all the White Rock waterfront restaurants and businesses
- We pay for a decal for parking. In the winter months it is free. In the summer months there is no parking available on any sunny day - there may be in the parking garage but we are on west beach side but that is quite a hike for us.
- As a Marine Drive resident, across from the east beach washrooms, that shares two vehicles with my wife we find ourselves having to park one vehicle outside. We have 1 parking space in our building. We always purchase decals and permits but that only covers a few hours a day of parking. Paying for the parking across the street can run us as much as 40\$ a day in peak season. I would like to see a specific decal that allowed a Marine Drive Resident to park adjacent to their home (and specific to 1 block similar to the permits ? Something along the lines of the business decals. I would be willing to pay 400\$ or so dollars for that privilege. Just as businesses are extended this option I believe a parallel options be made available for residents. There are about 2 dozen vehicles on East beach in a similar dilemma to us so it would likely also be the case on the west beach. I believe that rather than spend what can add up to nearly 10,000 dollars a year for parking 6 hours a day after work and on weekends that a discounted decal for directly outside our homes is fair. Thank you for your consideration.
- Please let South Surrey residents buy a White Rock public parking tag!

- I live on 165th and 8th. Five streets over from White Rock. I run to the beach in 5 minutes and would love the opportunity to be able to buy a South Surrey or south rock parking pass to not have to worry about feeding the metre. I know a lot of locals would jump at the opportunity.
- Please allow South Surrey residents to purchase a White Rock parking pass
- I am so close to White Rock yet not able to buy parking pass even though I am done there about 4 times a week
- Parking sticker parking is sometimes confusing such as at Centennial Park. We would suggest that parking meters be clearly identified as part of the parking sticker program. For example, it is as simple as painting them a distinct colour so a driver can identify it as such without even getting out of their car to check.
- As a South Surrey resident that has lived in White Rock (over 60 years) now 4 blocks into Surrey find it difficult to access the beach parking. I would be happy in paying annual fee (more than White Rock residents) to be able to use the waterfront more regularly. As of now we walk to the beach and use the restaurants and shopping. But as i am aging the walk is getting more difficult. Which in turn means less shopping and restaurant time a loss for the businesses. If a parking decal could be accessed for S Surrey residences on a higher premium...hoorah for the extra dollars White Rock could earn.
- Please allow South Surrey residents to purchase parking permits for White Rock Beach. It's a huge hassle always needing to pay for parking when we go. We've been favouring Crescent Beach as a result.

Waterfront Parking

Themes:

- Parking is expensive
- Desire to have residents only parking spots or discounted rates for residents

Comments:

- I would like to see dictated parking spots at the waterfront that are ONLY for residents with the appropriate decals. Suggest starting with 12 spots per lot with signage
- I avoid the beach areas now
- Parking on waterfront too expensive
- We live in White Rock to enjoy this beach community. In busy summer season we literally cannot find parking at beach even with paid decal.
- I think the hang tag permits should also be applicable for the waterfront pay parking (eg. shouldn't need to pay for an extra decal as have already paid for a permit) but time limits should still apply
- Rates for paid parking on east and west beach are abysmal
- Expensive waterfront parking charges. It is a deterrent in patronizing in that area.
- Quick short parking for picking up take out food orders on Marine Dr.
- Would be nice to have more designated parked at the beach just for residences, if I have a boat or kayak and I can't walk from home. Even if it's short-term parking.
- We should have dedicated waterfront parking for residence
- Too expensive for locals to pay parking and habituate shops on the waterfront. Parking should be SIGNIFICANTLY CHEAPER OR FREE for residents.
- I would like to add that parking on the waterfront is only somewhat an issue for us as we avoid peak days and hours
- Would love to have resident only parking available at the beach
- The new parking lot behind the boat house seems to be unused. I think the problem is people with a family don't want to carry all their beach items long distances. It would be nice to have a shuttle service of some sort that would help visitors carry items to a drop off zone. Also, would be nice to have some more pullout

areas where a driver can quickly unload their family and items and then find a parking spot. Like what we see at the airport.

- The lack of free parking at waterfront during the slow months to make it easy for locals to visit the shops and restaurants.
- It would be nice to have dedicated watercraft parking at the waterfront as parking is often full due to RVs camping and people just sitting in their cars.
- I would like to see dictated parking spots at the waterfront that are ONLY for residents with the appropriate decals. Suggest starting with 12 spots per lot with signage
- Parking fees are too expensive for longer stays at the beach. There should be a max fee to stay as long as you want to promote longer visits
- Lack of local residential only parking at waterfront. When picking up food from local restaurants, it becomes extremely difficult
- We live in White Rock to enjoy this beach community. In busy summer season we literally cannot find parking at beach even with paid decal.
- When asking friends/family why they don't visit the ocean, they say it's because of the high parking rate. Local tourism is affected especially by those that can come early and off season.
- Parking on waterfront too expensive
- I refuse to use our beach because I have lived here my whole life and it's a nightmare to park down there. You even removed a small parking lot for picnic tables and a fountain (outside Ocean Beach). Ridiculous.
- Too many details to keep track of. The annual pass only allows 4 hours per day. Yet, that precludes spending the day on the beach and frequenting Marine Drive merchants. As a matter of fact, as much these merchants and restaurants are trying to stay in business throughout the pandemic, the city seems to want to make parking and access as difficult and confusing as possible.
- No access to Marine Drive from the East nor for bicycles during the summer one way "closure". Seems ridiculous to have the lane closures all the way along the beach with only a couple of restaurants utilizing that space. That's a lot of money dedicated to less than 1/2 dozen restaurants. Better idea ... do a one way a week street closure and make it a festival atmosphere with street vendors all the way along.
- I think the hang tag permits should also be applicable for the waterfront pay parking (eg. shouldn't need to pay for an extra decal as have already paid for a permit) but time limits should still apply.
- Too expensive to park by the water in my own backyard. I want to support my neighbours but I can park on the surrey side and have yet to pay a dime to park. Not saying I want to park for free but how about a rate for locals?
- The cost is terrible , it puts people off of even going to White Rock. You could charge a \$1.00 a hour , Who wants to go out for supper and feed the metro while you are eating supper or pay 8.00 flat, crazy to many other restaurants to go to where you do not pay. Why not let the people park on the side streets instead of making it all residential like Crescent does ? You want people to enjoy the ocean , it's the only water we have out here ,no fresh water without hitting the highway and trying to get into Cultus . Make some more parking spots. Or something. There are more and more people moving to White Rock and South Surrey , what's going to happen in the future. We need more parking and infrastructure out this way need to get with the program , as the high rises build Thx I appreciate being able to give my input. You need HELP
- We often avoid parking at the waterfront on the weekends as it is just too busy, too little parking, and far too many people, especially during the pandemic. I'm on the fence about the 1-way street closure and will wait to see how it plays out for safety and for the restaurant and businesses. It does add a 5-7-minute drive there and back that we didn't have before a bit of a pain and also high gas prices when you're on pension.
- White Rock beach parking near the marijuana shop is extremely confusing since there are different types of meters which say you must park at different meters for different spots.

- On the east side of Kent St. North of Columbia. There are limited parking spots which are consistently used by non-residents to accords the beach and more recently the pot shop on Marine Dr. These spaces need to be resident only parking” for the people on Kent St. And surrounding streets. The property adjacent to the city works on the east side of Kent St, south of Columbia St. could also be designated as resident only parking to ease the situation.

Parkade

Themes:

- Desire to see better sanitation and maintenance standards in City parkades

Comments:

- Near Marine Dr parking arcades are too expensive!
- No other challenges. But why isn't he top level of the parkade open? On busy weekends you can see it says only 4 or 5 open spaces but the top level remains closed.
- There is zero free parking for businesses along marine drive! For staff or owners. Each business should be given passes for the parkade to use as they wish
- Not a parking issue but the "car rallies" and other antics going on in the new parkade are a significant disruptive nuisance and my visitors are wary of parking there.
- None to speak of . Would be nice if they were cleaned and looked after a bit better . Also far to much drinking and partying in parkade on Vidal during weekends etc.in the evening hours.
- More advertising needed for white elephant wr parking garage
- Specifically, the Montecito Park are the underground one off Vidal has is no longer cleaned well or regularly, there has been broken glass strewn across space 2468 for at least 6 months, maybe more. The parkade is frequently littered with refuse that sits there for weeks before it is cleared away. It used to be cleaned regularly but since the new parkade it has opened been seriously neglected when it comes to cleaning.

Hospital Parking

Themes:

- No clear themes from comments

Comments:

- Pay parking around the hospital. There needs to be a lot or garage where you get a ticket or token on arrival and pay when you are ready to leave; i.e. you don't have to guess how long a procedure, test, or ER visit will take. This alleviates a lot of stress for patients and hospital staff.
- Work at hospital and there is no parking for staff or patients. It's absolutely horrible!
- Paying for parking in front of where I live just because it's near the hospital. After paying so much for rent. Not nice
- Many vehicles parked and left all day (1300 block Merklin) by hospital employees. Now parking on both sides of Merklin Street creating a single lane for both vehicles and pedestrians. Unsafe for all; irritating for taxpayers.

RESIDENTIAL PARKING

Themes:

- Some participants feel as though paying for residential parking permits in addition to property taxes is inappropriate.
- Issues identified with the misuse of residential parking permits, including selling them to non-residents.
- Several location-specific challenges were noted by participants, with many residents feeling that residential parking near the Waterfront is more challenging due to the number of visitors to the businesses and amenities in that area.

Comments:

- It's upsetting and frustrating that as tax-paying residents we have to purchase parking permits to park on the street in front of our home in addition to decals in addition to property taxes. It's perceived by us as more than double-dipping by the city.
- Residents giving away their permit parking to non-residents for use all year round.
- Since I live in White Rock and have paid taxes to the city for 25 years, I fail to understand why I am required to pay for a special decal to park occasionally in front of my own home. We normally park in the very limited dead end back lane however on rare occasions for deliveries I would like to park in front of the house. I am happy to pay for a decal for other locations (Centennial Park and the Beach) but I refuse to buy an additional decal on the off chance I might park on Marine Dr over 1km west of the actual beach. I was informed it was so the beach people would not park on the street. We have lived here for 25 years, and we used to get a few passes a year. It's only paper. We had kitchen reno people and we had to shuffle vehicles in front of other neighbours houses on Wheatley.
- Different rules apply to different people. Each tax paying property owner should have the same access to their homes as their neighbour does. That's not the case.
- Do not agree with paying for residential parking pass on my street. Pay high taxes already! Now have to pat again!
- Permit Parking Only section in the 800 block of Kent Street is primarily used by people using Indigenous Bloom. They loiter, they speed, they leave garbage.
- Yes parking without the new year permit got a ticket for that then look at the neighbors cars they had last year's permit they got no tickets so I was single out here
- Households that have multiple suites and many vehicles parking on the street
- Not being able to transfer parking pass to another vehicle in our household. Didn't purchase parking pass this year for that reason.
- Currently resident parking on Victoria Avenue is horrendous because of a new bus stop. Three parking spots were lost due to the bus stop.
- Too many illegal suites resulting in more cars parked on the road
- It seems that the zone I am entitled to park within limits me to 2 blocks of Victoria Ave, but those same blocks permit residents from streets other than Victoria to use, due to they not having available spots on their main streets. It just makes available spots near my residence nearly impossible to obtain.
- Extremely poorly marked resident only parking spots. The signs are randomly located along the street with no parking stall markings making it impossible to determine exactly where the actual parking space is. As a new resident to WR I parked in a marked resident only spot and received a ticket because I was too close to the neighbors driveway. Based on the size of the spot only a motorcycle or smartcar could fit in this spot without being ticketed. Several new neighbors have been ticketed for the same spot. It is a trap as far as I am concerned. Either remove such signs or indicate it is for motorcycles only. I appealed the ticket and explained this issue and received a very unsympathetic response and the sign on Maple Street remains in

place 2 years later. This experience and other parking challenges when we initially moved here made us wonder if this is a place we wanted to retire. Very unwelcoming city with regards to resident parking.

- Residents with multiple vehicles storing extra, non-used vehicles on the street for long periods of time. Residents not using their own garages for parking, instead parking on the street.
- People obtaining parking passes from their friends and non-residents parking on city streets in front of our property.
- Not being able to park in front of my own house because the neighbor has a tenant who steals mine and other neighbors spots and there's nothing that can be done about it even though we pay outrageous property tax and the dink tenant pays nothing!
- Non-residents parking on our street so no parking spots for people that actually have residences on the street
- Too many permit parking areas
- Also, we would suggest that parking adjacent to a residential property be allocated to the adjacent property. This has been done effectively in other areas like Tsawwassen. It cuts down on residential noise and congestion often from non-registered suite and AirBnB guests who park in resident street parking areas. We believe this parking should be provided on-site as is the required for registered suites. Unfortunately, on-site parking often is not provided by property owners and the burden impacts other residential properties.
- Martin St parking lot should be for residents only... also, parking for guests is not ideal either especially the disabled.
- Just the visitors to the American side of Peace Arch Park. There's no room to park on the residential streets within at least 6 blocks of the park every weekend/holiday/sunny afternoon.
- I live on Columbia and have to pay to park in front of my house. this is discriminatory as all other streets north of Columbia to 16th Ave do not. Nickel and diming the residents on top of the high taxes. Really? People no longer come to visit due to limited visitors passes. If we want to socialize we have to REPORT TO CITY HALL to request a limited number of permits for 1 day. Pathetic to say the least. If the city insists on continuing this practice ALL residents should be required to pay to live and park here. If that were the case there would definitely be an outcry by those unaffected at this time.
- Kent St. (north of Columbia) street hill. This needs to be resident only parking like everywhere else 1 block away from the beach. People park for free, go to the beach, unload surfboards, dogs etc. and take up space for residents living on Kent street. We actually got our car hit here several years ago; luckily I got the license plate . Also people park on Columbia street without passes and walk down to the pot shop.
- Residents giving away their permit parking to non-residents for use all year round.
- When the permit parking only parking surrounds the block, your apartment is except for the 5 stalls in front of the building, and no one can explain how 18 units can share that on one street when and the entrance to your building is at the back and u can no longer park on the side street best or Merklin the permit parking should be a zone not done by building. It shouldn't be my fault my building manager didn't fill in a survey cause the residents certainly were not aware and it's not fair to have to walk from the nearest non-permit place 3 blocks away at night it with groceries
- We live on Columbia Ave east beach. There are too many homes with suites that take all the parking. We find that Stevens St and Stayte are always parking in front of our home. As they have no parking. As their drive ways take up the width of their homes.
- Non-residents parking in resident-only parking areas - this has been severely abused by the customers for Indigenous Bloom and Sunlight Market & Vape Store. These impacts residents using the resident- only parking area. Plus overwrap packaging is discarded in the resident-only parking area.
- East Beach - non-residents consistently parking in permit only resident parking to go to the beach, the vape shop or Indigenous Bloom. Neither of these businesses have enough parking for their customers.

Handing out tickets has not stopped the problem....we need to be able to stop them from parking in permit only areas altogether, as it is not fair to the residents who pay for these permits to park at their homes.

- Indigenous bloom customers parking in front of resident buildings all day everyday and not paying for parking, therefore, residents or guests cannot park close to their buildings.
- We live at Oxford and Blackwood. Lots come here to park free and walk down the steps to the beach. Our lives will be a nightmare if high-rise go in on Martin. No street parking provisions for residents here on this block.

Visitor Parking

Themes:

- Parking restrictions and passes can be challenging for residents and visitors to find parking on street.

Comments:

- Redone streets removed street parking now no where for visitors to park
- 2 hour only parking until 6pm on my street is inconvenient. Having to interrupt visit to move car every 2 hours or be ticketed. No provision for residents here to purchase the hanging visitor parking passes that are available in other congested areas of the city.
- Parking on our street (Sunset Drive) was taken away a few years ago because of a safety complaint. This impacted residents ability to park in front of their homes or have guests who visit with cars. For example, our neighbour no longer has his Canada Day BBQ because there is nowhere for guests to park. This is incredibly sad. There appears to be no timeline for the city to rectify the road by reclaiming it from properties and widening it to safe standards. We pay extremely high taxes and we don't even have street parking! We don't buy the parking permits because there are no parking areas available where we can take advantage of permit parking. This as well as no street parking make it difficult for us to have guests.
- Requiring different passes and permits, for both residents and visitors, in order to park in different locations across the city, is an enormous inconvenience -- please simplify, and find a solution that allows guests to park without having to shuttle guest passes back and forth

ELECTRIC VEHICLE CHARGING

Themes:

- Some participants multi-family residences do not provide charging infrastructure so they do or would have to rely on public charging.

Comments:

- Would like an electric car but only have street parking, no driveway or garage. What is the city doing about this and ensuring everyone can have electric vehicles?
- My condo building does not have electric car charging capacity, so I have to rely of public infrastructure. Condos should perhaps be mandated to provide at least some charging infrastructure.
- Barely any room for visitor permit parking on Columbia and Kent, near our property. Columbia and Kent area should be made permit parking only for the homeowners who pay tax in that area. Particularly Kent street.

LOADING AND LARGE VEHICLES

Themes:

- Identified issue with RVs parking long term on residential streets.

Comments:

- Semi truck parking at night along George and Thrift. When they leave in the morning they wake us up.
- Loading areas should be removed to add more street parking if possible...waste of valuable space especially where loading areas are not needed.
- Note on lack of loading space outside apartment - should be a larger space to accommodate trucks easier
- Translink buses stopping in residential parking zones instead of waiting at their bus stop
- People parking in loading zones in front of restaurants/pub and using it as their parking spot, then pretending to move their car when they see parking patrol coming to ticket them... when really, they've been parking at the restaurant/bar for an extended period of time.
- RVs parking on our street for weeks at a time.
- Deliveries on marine drive should happen outside busy hours. So unsafe especially when they park right by crosswalks
- RVs parking on residential streets. Especially those who live in their units. They do not pay taxes. Please put up no RV parking on these streets. We live on Fir and Buena Vista, and the RVs camp out in front. Please put a stop to it before our area becomes a homeless camp. Most unacceptable. Thank you

BOULEVARD PARKING

Themes:

- Same issues as described by staff

Comments:

- Parking on Boulevards? Looks bad and damages city property, then homeowner complains and taxpayers money to fix? does not make sense that people park on the boulevard and not ticketed even when its in the bylaw that you can't do it, enforcement is severely lacking. most cities do not have this issue, if you allow the bylaw to go on being broken, then people learn its ok? parking in front of stop signs, crosswalks, driveways is an issue. The biggest issue out west is that people park in the narrow lanes, bylaw says 3M of paved lane must be there but lanes are only 3 m wide at best? then people park on the landscaped boulevard in the lane and people drive around and damage the landscaped portion of city property that homeowner maintains. zero enforcement in the west end and lanes in particular, what if a fire happens and fire truck cant pass? do they ram it to save lives? We only rely on parking revenue to support tax base, why not enforce and create revenue rather than rewarding illegal parking and damage to boulevards? more officers who are passionate about serving the city and creating revenue from rule breakers. what about tow company, does city have a contract like other cities where they tow away in town center restrictions or no stopping or bus zones? would be good to see.
- People parking on side streets and grass areas that are not meant for parking. Creates difficulty to pass by. Also, on streets with approved parking on both sides which creates a bottle neck as two vehicles cannot pass by side by side.

PARKING REGULATIONS

Themes:

- Issues with permitted surfacing for off-street parking in single-family residential areas, with houses being required to have landscaped yards rather than permitting more off-street parking.

Comments:

- Households that have multiple suites and many vehicles parking on the street
- Having the city allow some houses to put paving stones for extra driveway and not others. I was told it was timing of when permit was given as rules changed but I am not sure that is true. At the very least it appears inconsistent. It creates lack of trust with the city.
- I think people should be allowed to pave parking on no sidewalk in front of house. I live on Kent street and there is no sidewalk on either side. City won't allow us to pave spots directly in front of our house. Must be grass for new build.
- The city's recent requirement for new single family home construction to place lawn, NOT pavement, gravel, or anything that can be used as a parking area in front of the new home (right out to the street edge) forces homeowners and visitors to park on the lawn, or some distance away in front of someone else's house. As I have the only patch of gravel in front of my house for a large part of my block, it is continuously used for delivery trucks, construction vehicles, garbage pickup and visitors to other homes. The city has been very short-sighted in reducing the number of on-street parking spaces throughout White Rock, particularly in areas of new home construction. I have lived here for 41 years and never seen it this bad!

ACCESSIBLE PARKING

Themes:

- Desire from participants to see more accessible parking around the City, particularly at the Waterfront.

Comments:

- Difficult to support local business when you are handicap. There are too few spaces.
- Disability parking
- People with handicapped tags but are fully able yet take a spot as too lazy to walk. They should ticket.
- No handicap parking outside apartment buildings around fir and thrift.
- We need an accessible parking spot on the north side of Buena Vista Ave somewhere close to our 15169 Buena Vista entrance. At the moment the closest one is around the corner on Johnston Rd which does not serve our elderly residents well.
- Handicapped parking.
- There is an acute shortage of handicapped parking spaces, particularly on the beach! For an example there is only one designated handicapped spot between the foot of Oxford Street and the museum. That is a considerable distance. The few spaces at the museum are often occupied by vehicles not displaying the appropriate handicapped permit.
- White Rock needs a trolley from town to beach. I'm disabled without handicap sticker...parking is expensive to go down with any regularity and I'm not able to walk up the hill. A local trolley that allows people to bring on chairs etc. Its now time. 2021 is the year for a trolley from the mall to the pier and back with one stop at 5 corners.
- Parking for handicapped especially at beach & hospital. At PAH, handicap parking is in pay parking lot. I have already purchased decal. It is almost impossible for handicapped to get up hill to door. On emergency side the only space is usually full, blocked by construction vehicles or compromised because selfish Parker's park so that you cannot use 2nd space. Then you half to walk entire length of hospital to get to lab, x-ray, admitting, etc. New high rises do not provide adequate parking for tenants & visitors. I now find it

difficult to visit my doctor because I now can't get street parking most of the time at Thrift & George & there are no handicap spaces. Parking at the beach is ridiculous. We pay for parking decals, but it's hard to park again, especially for handicapped to visit specific restaurants or safe beach entry. Parking officers are too aggressive & quick to ticket. This is not great for visitors or people without cell phones. Most people come here to live in order to get out of the density of the city; pay parking, etc. We didn't come here to be in another city which is increasing density without the infrastructure to support it comfortably. It is also difficult to park close to outdoor exercise area in Centennial park & often at the "only" true dog park in White Rock. Everyone I know will revolt if you are thinking about adding more pay parking to the city. We need more green space around high rises, & parks. It is ridiculous that the outdoor spaces abutting the Community Center are pay parking. What a bad deal the city made there! Often it is impossible to get a scarce handicap or close space in the underground area. A lot of spaces are taken by brewery patrons who sit for hours. I wish more people would pay attention to what's happening around them instead, of waiting until changes are made & then complaining when it's too late. Over density & inadequate parking are not friendly to visitors, residents, or businesses. Have I said enough?

- Limited easy access handicap parking at waterfront. Some spaces not wide enough. Not able to find disabled parking to limit long walks to popular buildings and beaches.
- Not enough handicap parking
- There is an acute shortage of handicapped parking spaces, particularly on the beach! For an example there is only one designated handicapped spot between the foot of Oxford Street and the museum. That is a considerable distance. The few spaces at the museum are often occupied by vehicles not displaying the appropriate handicapped permit.
- Also, you took away the loading zone at 1153 Vidal Street, this is becoming an increasing issue for me as I assist my aging parents in that building and there is no legal and simple way to access their front door. It should be noted I don't find it hard to find parking in White Rock.

CONSTRUCTION-RELATED PARKING

Themes:

- Widespread issues with construction-related parking in White Rock in both residential areas and in key centres.

Comments:

- The most difficult issue now is the parking challenges due to nearby construction
- Tired of construction workers taking parking in front of my apartment. Thought the City was dealing with this! Can never get parked on Johnston Rd. By Rexall, HSBC, etc.
- Construction workers are taking up all the parking spots uptown and around the hospital
- Construction Workers parking in dedicated customer parking on Foster, north of Russell; in Hospital parking lots and curbside parking designated for healthcare users only; and using up limited on street parking on our street where there are no curbs or parking spaces They park on the boulevards and in the road traffic lanes.
- Construction workers parking on residential streets taking up the available parking spots for residents
- Construction workers taking all spots and leaving garbage everywhere
- Due to lots of construction lots of people park in residence parking loading zone. Please need to a something permit issue to construction so they can park in specified area by builder site and they park whole day.
- Parking issues dues to developments

- Due to lots of construction lots of people park in residence parking loading zone. Please need to a something permit issue to construction so they can park in specified area by builder site, and they park whole day. Please issue big fines to people parking in loading zone. Struggle for people who moving in building and see car park there
- Construction workers and hospital staff/visitors are taking up all the free street parking down Merklin Street, we can never visit friends there unless we walk. Best street, Vine, Russell is the same , and we end up parking more than the two blocks we are aloud we our Paid for passes!
- Places to park vans for tradesman working at buildings in White Rock is becoming nonexistent. We have had to cancel and rebook jobs because no parking was available. Vans do not fit in the underground.
- Nearby high-rise construction has deluged our no limit parking in our residential area (Martin and Roper) with construction workers vehicles between 8am and 4pm. It's to a point where you feel you need to leave your vehicle in a street parking spot because using it may result in no availability when you come home. This has been an ongoing issue starting with the Bosa new development and now Foster Martin etc etc

ALTERNATE TRANSPORTATION

Themes:

- Desire to see more safe and secure bicycle parking to increase the convenience of travelling by bicycle.
- Conflicts between parking and pedestrian safety, particularly at crossings, was noted as an issue by some participants

Comments:

- I am a walker to all my amenities, and I find pedestrians are at a high risk crossing intersections due to the abundant car speed and drivers eyeing cars rather than walking people.
- Where to safely secure my \$5K electric bike. Would like to see BIKE LOCKERS like they have in Europe, and a way to reserve via an App, so have one reserved and can count on staying to shop and meander. This would help open White Rock to families and visitors wishing to bicycle and enjoy the area, as well as locals to be more active and healthier, lessening the space/strain on vehicle parking.
- Wouldn't be so many parking challenges if you would provide MANY more bike racks for those of us who prefer to get to where we're going on our own power.
- Parked vehicles limit visibility close to pedestrian crossings on Johnston. User activated crossing lights would be safer for all.
- Parking on Marine drive is too close to intersection crosswalks making it dangerous for pedestrians.
- 5 corners parking and crosswalk. Drivers need to be educated on what a stop sign is as well as a do not enter sign. Non-residents are clueless to these signs.

GENERAL PARKING COMMENTS

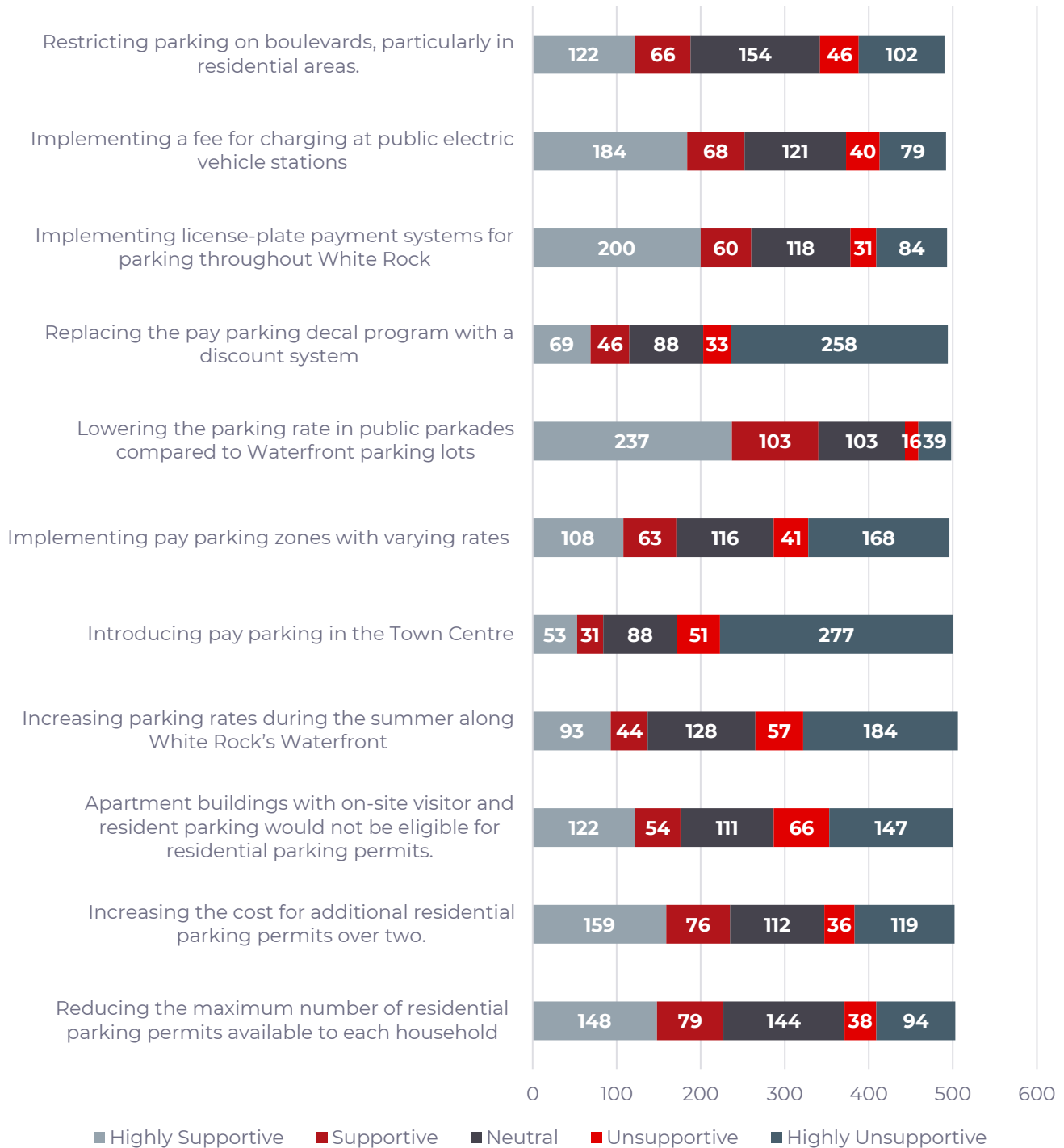
- People parking within 10 meters of an intersection, within 10 meters on the approach to any flashing beacon, stop sign, or traffic controlled signal.
- Finding parking at the White Rock and crescent beach is difficult during summer season. I am discouraged to go to these areas on sunny days because of it
- Stepping out of car onto a piece of rebar that was sticking out of the ground. There are no sidewalks and the pieces of board and puddles make it dangerous. Fir street.
- Spaces are small and my car keeps getting hit by doors.

- Street parking that should not be allowed as it causes visibility issues (ie-the east side of Oxford, between Thrift and North Bluff. That strip is nothing but a free park and ride for commuters taking the bus. Staff from the nursing home dart out from between cars and the lane is so narrow it forces you to drive into oncoming traffic to avoid hitting car doors and pedestrians that can pop out at any time). Another location where street parking should not be allowed is Gordon Ave on the south side between Duprez and Bay, again it is a narrow lane, and cars parked there cause visibility issues, especially at the already blind corner of Duprez and Bay. If you are not going to make it no parking, at least put in a convex mirror on Duprez, so that the traffic on Duprez can be seen by traffic on Gordon, and vice versa.
- Not so much a challenge as a gripe. We bought a pass for 2019 just before the storm and were not able to use it for 6 months (TBC) because the prom was closed off; we bought a pass for 2020 and were not able to use it... again because the city closed off access. It would have been nice if the City would've recognised our 2020 pass through 2021.
- The band aid solution put in place this summer for making Marine Drive one way. This project was very poorly planned and the overall cost far out weighed the benefits. Solving a problem for few to the determinant of many taxpayers. Not impressed.
- I feel like South Surrey should get parking break at the beach or you need that summer trolly to promote safe driving no drinking and driving
- Why does the city pay BNSF railway for parking spaces on leased land and in addition exempt them from paying property tax on the land that they own? The City receives no royalties from the transportation of coal and hazardous material through our community. Surely the BNSF could be convinced to work with our community as a good corporate citizen to permit us to enjoy our beaches without paying exorbitant parking fees.
- I live next to Hogg park. The park attracts cars. The apartment building adds cars and the homes with suites add cars to 15400 Roper Ave. RV vehicles are parked on street over allowable time. Speeding through park zone on Roper very dangerous
- In my area, vehicles are parked on North Bluff Road by commuters or by neighbouring homes with multiple suites. It's near impossible to get my half ton truck out of the driveway during peak driving times. People seem to average around 70 km per hour going past and I need to go almost 2 blocks before I reach 50 km safely. Perhaps make it 2 hour public parking or, even better, bring back the bike lane. The space is already there. I see no where on this survey about bikes. Or the crazy elderly people who regularly drive their mobility scooters uptown, on the road!
- Cars and delivery vehicles double parking on Johnson in the Rexall Pharmacy block.
- Yes. People parking on my front lawn when dropping off and picking up their children at Peace Arch Elementary as well as neighbours and delivery people parking there.
- Also people taking their children to peace arch elementary school, park on my front lawn and tear up the grass. I have to replace soil and buy sod every spring to fix the mud pit
- People parking all over the laneways - very difficult to get through. In the lane, we have cars (and massive trucks) extending from driveway aprons into the lane, making it difficult to see and pass through. We also have issues with a vacant lot on the lane being used as a parkade rather than using their own parking.

NON-PARKING RELATED COMMENTS

- The current council and their moronic ideas. Walker is also the worst. My entire household will be voting against them at the upcoming election.

THE CITY IS INTERESTED IN HOW YOU FEEL CERTAIN PARKING STRATEGIES WILL IMPACT YOU BASED ON YOUR DAILY ACTIVITIES AND EXPERIENCES PARKING IN WHITE ROCK.



OTHER PARKING STRATEGY OPTIONS NOT LISTED

ENFORCEMENT

Themes:

- General desire among commentors to increase enforcement levels including increasing parking patrols and fines for violations.

Comments:

- Increase the price of parking tickets to further discourage illegal parkers from parking in resident permit parking only areas.
- It seems that many people I speak to have had negative experiences with overzealous parking enforcement practices on the waterfront.
- Find a more effective way to monitor the resident parking permits and their use. They should be tied to the resident and license plate.
- Have parking officers patrol permit areas for cars that a) don't have permits and b) have expired permits. Sources also needs to be looked at as there are a lot of workers that park on Columbia cutting down on resident parking.
- Actual patrolling. I like on a street with permit parking and no one ever gets a ticket, guests and visitors continue to park on our street with no permit and no one ever gets a ticket. Sometimes they park for 8 hours with no repercussions

PAY PARKING

General Comments

Themes:

- Sentiment that increasing fees for parking negatively impact residents and businesses, and may discourage certain user groups or visitors coming to White Rock.
- Some support for South Surrey residents to be granted White Rock parking passes.

Comments:

- The idea of charging more is a cash grab, it doesn't help to control the parking. We need 2 cars for our family, not an option.
- The city's policies are negatively affecting all Marine Drive businesses by over charging for parking. We would be more than happy to pay an annual non-resident parking fee for convenience and support of White Rock merchants.
- I don't want to see increases in parking costs - this affects people with lower incomes, and I think they should have equal access.
- Local seniors should honestly have a cheaper fee across White Rock. Many seniors are facing a lot of financial issues even in White Rock, local seniors should have a discount so they can enjoy the pier and community they built for us. I have talked to some seniors and it's hard for them to get down to the pier, thankfully there is public transport, but some would like to take their own vehicle and avoid being around other people on the busses during a pandemic.

- Increasing cost of parking for residents is not the way to go. Residents pay enough in taxes how about free parking for residents. non-residents should pay more not residents
- White Rock parking passes should be available to South Surrey residents.
- Parking is too expensive
- Pay parking at the White Rock waterfront is too expensive in the summer, and as a result, we avoid the area. Allow South Surrey residents to purchase an annual pass, tied to a vehicle, for parking in pay parking areas.
- As an owner in White Rock we should be able to use our yellow decal for all paid parking in White Rock.
- Reduce the length of time allowed for parking in the areas with high parking occupancy. In specific areas, such as near the White Rock Pier, i.e., limit to one hour, not renewable.
- Price

Decal Program

Themes:

- The parking decal program should be continued as a benefit for White Rock residents.

Comments:

- DO NOT REPLACE THE CURRENT RESIDENT DECAL PROGRAM.
- Enable areas in the town centre where resident parking decals are valid
- Do not change the parking decal for resident this is one of the benefits of living here and paying taxes. If any thing there should be a dedicated parking lot or stalls for residents.
- I'm all for switching to parking based on plates registered to White Rock residents instead of decals but maintain 2-4 hours free per day. Or DRASTICALLY REDUCE fees across the board for residents so we are encouraged to shop the waterfront year-round all week long.
- Lived here over 40 years. The parking decals need to stay a perk for residents.
- The decal program is one of the benefits of being a White Rock resident, it would be terrible to see that go
- We pay enormous taxes in White Rock, do NOT take away our parking decals!
- Before we got our parking decal, we didn't go to the waterfront at all as pensioners we could not afford to park there. We would walk to Semiahmoo Bay at the reserve and back home. My husband who is 81 has trouble with his knee and hills are a challenge. Now with the decal, we go to the waterfront daily for a walk and usually stay an hour, and it's been a Godsend to have this pass. So perhaps the decal could be for 2 or 3-hour daily parking limit then you would have more turnover of parking spaces, and the locals would still be able to enjoy their own city.
- Would love to see South Surrey residents be able to purchase parking decals

Town Centre Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Residents of White Rock should not have to pay for any parking in the town center.

Waterfront Parking

Themes:

- Desire for resident-specific parking locations or rates along the Waterfront.
- Encourage parking strategies that support waterfront businesses.
- Consider re-allocating some parking space along the Waterfront to public or commercial space, including outdoor patios or seating areas.

Comments:

- Eliminate waterfront parking, turn it into an open-air market like Granville, force people to use parkade and have it become pedestrian only/emergency traffic
- Raising the cost of parking near the pier will one hurt the restaurants & businesses along the waterfront. They have already suffered loss of revenues due to the pandemic well ongoing construction along the waterfront.
- Prevent visitors to the waterfront from parking free up the hill to avoid parking fees.
- No charge for senior residents on all beach areas
- Exclusive waterfront parking area for White Rock residents & business owners.
- Eliminate the small parking lot overlooking the pier and turn the space to a patio which would also assist the local businesses.
- We should have more access to waterfront parking for residents, dedicated spots to drop off boats or park temporarily. We should cater more to residents.
- If the city must charge for parking, then only do so in the summertime along the waterfront between the hours of noon to 6 p.m. Renegotiate the lease arrangement with BNSF to facilitate this change. This way our businesses along Marine Drive will not be discriminated against for the location they have chosen to operate their businesses and there would be fewer commercial vacancies along the waterfront.

Parkade

Themes:

- Desire to reduce parking rates in public parkades to encourage use of the facility and to make it generally more affordable.

Comments:

- Build more parkades.
- I would reduce the parking at the Parkade to encourage more to use.
- White Rock needs a large capacity parking facility in the Town Centre with a shuttle bus to take them to the beach front. This would reduce traffic and avoid the chaos during the summer months. Centennial arena would have been the ideal location for such an endeavor instead of at the beach (Victoria/Columbia at Vidal parkade). Poor, poor planning.
- Make parkade free during marine drive one way to encourage parking.
- Monitor parkades (particularly on the higher levels) more frequently to prevent social gatherings/loitering or at least ensure they've paid.
- Waterfront parkade parking fees are excessive.

- Residents with yellow permits to be allowed overnight parking in the parkade if unable to obtain a spot in their zone....or allow residents to purchase a special sticker which allows for parkade use.

Hospital Parking

Themes:

- Consider strategies to alleviate parking challenges at the hospital and allow greater access for those using hospital facilities.

Comments:

- Limit certain parking spots around the hospital to 1 hour it's impossible to get parking for mammogram, x ray or appointment at White Rock medical clinic
- Allow the parking pass to be used within the parking lot at the Hospital (though I think it's run by Impark?). Even with the free parking at street level, we find that either a) construction vehicles are using the spots and/or b) we have to drive around and around in order to find one.

RESIDENTIAL PARKING

Themes:

- Support for limiting the number of residential parking permits, whether through changing the number of permits available to households or charging higher fees for parking permits as the number of passes in a household increases.
- Some support for reserving resident parking in the areas directly in front of a permit holder's house.
- Consider providing alternate strategies to address shortage of resident parking, including providing more options for on-site parking.

Comments:

- Homes with suites have to many cars.
- Close off Parker from Marine to control traffic and make the three pay park stalls into residents only parking.
- Don't charge people to pay for parking where they live. Now paying \$12 per year per vehicle. Not nice. The last council did it for free. That worked fine.
- End the discriminatory resident pay parking passes for those that live near the water - in my case East Beach - you should not be charging me to park on my street!
- Severely reduce the amount of "residents only permit parking". The system is being abused. Owners have fleets of vehicles using those permits. They are also the ones doing the damage to the boulevards by encroaching or squatting on City property also know as encroachments. They even go so far as to put up illegal "No parking "signs on the City property they have encroached upon. Some even pave over the grass. New home builders are completely paving over the City Property in front of their house and put up "No Parking Signs". It's out of control. There is no Bylaw Enforcement .You can't get parking in many areas of White Rock because there are so many "Residents Only Permit Parking " zones.
- Houses without driveways or garages should have designated resident only parking in front of their house, 1 or 2 stalls.

- Significantly increase cost of residential parking decals/hangers to house addresses where there are more than TWO requests. This may encourage residents to park on their own property, perhaps clean out their garage.
- Let people have exclusive use of the parking in front of their house. This would avoid fights over parking.
- Only allow for residential parking passes per house no matter how many suites or units are in that home so not per resident, but her residents know Home should be allowed 24 parking passes.
- Implementing Permit Zones instead of by street to allow resident to have further area to park with their permit.
- Now you are cooking with gas!!! Parking for resident homeowners/taxpayers using their license plates to confirm their residency. Yes!
- In residential areas allocate street parking to adjacent property (see comments previously)
- Reduce the number of streets allowing Resident Parking only. The area around the hospital has been completely closed down to anyone but residents and those streets are empty most days. Perhaps mark one side for residents only but the current situation is ridiculous.
- Residential parking should be given in priority to those that live on/near those blocks though parking permits.
- Giving back "some" of the parking spots under parking lot under 1153 Vidal St. to residences of above address specially in off season months.to cut down need for decals and parking permits
- The availability of on street parking in residential (not city centre or waterfront areas) needs to be addressed. Insufficient parking is available due to the city's demand on new homeowners to place lawn out to the road edge when there are no curbs.
- I would rather the City allow people to make more parking on their properties, so people aren't parking in the streets. See my previous comment on the city allowing it not allowing people to create extra parking using the paving stones.
- If you allow visitor or extra street parking for residential, the first permit should be free to park specifically in front of their residence. The next one or two should then have a higher cost. Some people with 3 or 4 passes & homes with larger driveways still hog all the parking in front of their neighbours' homes making it more difficult for often smaller homes & limited driveways to park.
- In residential areas, having more than one driveway is not allowed. This seems silly when we want people off the street. As long as not an encroachment, is a permeable surface, and doesn't make the property look like a parking lot, allow a second driveway onto lanes and/or side streets. Introduce Visitor Permits (available to residents) and Reduce Resident Permits as people should 'regularly' be parking on their own properties. Maybe allow two of each at \$12. Resident permits should be reduced to two or three max AND NOT BE GIVEN ADDITIONAL FOR SUITES. One home should not be allowed 8+ permits.
- Many homeowners in my area (East beach) have paved or otherwise altered the frontage of their property in order to claim the street parking as their own. This is in violation of rules governing the construction of driveways and causes a serious lack of street parking for residents with proper permits. Some homeowners just don't want a car blocking their view of the road. A few homeowners have become aggressive in protecting what they feel is "their" parking, even if they never use it. The city needs to review all of these spots, and in my case particularly Maple Street, because it is only going to get worse with time.
- Why do tax payers in WR have to pay for residential parking passes? Double tax!!!
- We Live in a condo. Neighbours who live in single family residences and those with suites park in front of our building taking up limited space and leave their double wide driveways and garages empty.
- Very few permit residential parking for our condo complex

Visitor Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Give residents a small number of free on street parking in their block passes per year, two or three will do. We have no parking and if we have a guest or two, they have to park elsewhere. Normally the street in front of the house is vacant anyway.

ELECTRIC VEHICLE CHARGING

Themes:

- Mixed opinions on implementing a fee for EV charging, with some suggesting strict time limits or requiring payment over a certain time limit.

Comments:

- Implement a 2-hour free parking for charging electric vehicles but you would have to supply a credit card so if you go over 2 hours it would charge your card. This would help to turn over vehicles at charging stations
- More EV chargers rather than charging for them
- Don't charge for electricity - but limit the time - then turn off - for next customer

BICYCLE PARKING

Themes:

- Consider providing safe and secure bicycle parking in key areas around White Rock.

Comments:

- Bike lockers needed to encourage locals and visitors to spend time at the waterfront by arriving by bicycle and trusting their bike is not at risk of theft.
- What about safe bike parking? I can bike to the beach, but I safely cannot store it to walk the promenade or enjoy the beach. The same goes for city centre. I'd even pay a small fee to leave my truck at home and bike to these areas. My bike isn't even very expensive, but it's sure to be gone left in either of these areas.
- Build bicycle parking stalls with surveillance.

LOADING AND LARGE VEHICLES

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Again, may I express the need to limit RV parking on residential street, especially overnight stays, some tourists yes for a few hours but not overnight. I pay taxes, they do not

BOULEVARD PARKING

Themes:

- General opinion that boulevard parking is an issue, with multiple possible solutions based on feedback.

Comments:

- Severely reduce the amount of "residents only permit parking". The system is being abused. Owners have fleets of vehicles using those permits. They are also the ones doing the damage to the boulevards by encroaching or squatting on City property also known as encroachments. They even go so far as to put up illegal "No parking" signs on the City property they have encroached upon. Some even pave over the grass. New home builders are completely paving over the City Property in front of their house and put up "No Parking Signs". It's out of control. There is no Bylaw Enforcement. You can't get parking in many areas of White Rock because there are so many "Residents Only Permit Parking" zones.
- Please discourage boulevard encroachments and asphalt/gravel on city land.
- The availability of on street parking in residential (not city centre or waterfront areas) needs to be addressed. Insufficient parking is available due to the city's demand on new homeowners to place lawn out to the road edge when there are no curbs.
- Boulevard parking should not be allowed. Altering boulevards to create parking is making the city look less than attractive. Boulevards should be green spaces that slow runoff, lower summer heat, and keep cars from hitting fences.
- Re parking restriction on boulevards: mark all streets with traffic lanes, establish cycle and parking lanes and sidewalks, and only then can you act on boulevard parking.
- I'm a basement tenant, I park on boulevard (with owner permission) many construction workers park within 2 inches of my car or the fire hydrant at my house. Not safe

ACCESSIBLE PARKING

Themes:

- Accessible parking is an important resource for those with mobility issues to access areas of the city such as the Waterfront.

Comments:

- As a person with mobility issues, a city-wide all-purpose permit would mean less physical pain and improved personal safety when parking.
- I am mobility challenged. I enjoy the waterfront and beach. I live on an apartment building with insufficient onsite parking. Please don't make more difficult or expensive to park at hospital beach or CAL. these areas are vital in my senior years and are the reason I chose to live in White Rock.
- Valet parking for handicap with Spark Permit. Or designated large parking area with a special shuttle.
- Disability parking on waterfront
- Disability parking
- No handicap parking outside apartment buildings around fir and thrift.

CONSTRUCTION-RELATED PARKING

Themes:

- Require construction companies to provide parking or to pay for alternate parking arrangements.

Comments:

- Make developers and builders provide parking for their workers.
- Require construction sites and other large businesses (i.e. PAH) to provide parking for their staff.
- Charge constructions companies for any street or city parking that they use and fine them heavily when they park in areas that are clearly labeled “no construction parking”. The street parking by the hospital is full of construction workers all day long.

ALTERNATE TRANSPORTATION

Themes:

- Support for a shuttle bus from larger parking areas to the waterfront or the Town Centre.
- Diversifying transportation options including encouraging active modes and creating viable transit within the city.

Comments:

- I suggest making the White Rock city downtown area a walk only area...once all the new high rises are complete the parking...the traffic and the horn honking will be horrendous!
- Have designated waterfront parking in uptown areas and implement the long-awaited funicular, escalator, or shuttle system
- I think a trolley system for free from up town in the summer would ideally be the way to control local partaking cause most locals wouldn't rather not pay and if tourists come, they would access parking easier. Right till the end of bars closing to stop drunk driving too. This would be the friendliest option for these rules are discriminatory both ableist and classist
- Trolley in the summer from uptown White Rock are with lots of parking
- What about a shuttle from city centre to bring people to and from the busy beach areas to reduce congestion?
- Increase ways to get around that do not require cars. Make it easier to leave cars at home, increase walkability and/or ways to get up and down the hills.
- Add a shuttle service to the waterfront during summer months to reduce traffic on Marine Drive.
- Utilize shuttle services on the weekends at locations where parking is available (Centennial Arena, Semiahmoo Shopping Centre,) and actually promote it.
- Park and ride model with large parking area further from beach and increased shuttle. Service with a reasonable fee per person or per carload. Designated drop off areas very close to beach to allow passengers and water/picnic gear to be unloaded.
- We should be less focused on parking for revenue and encourage more walking and transit
- Shuttle bus from centennial park to waterfront was amazing and we spent a ton more time and money there!
- Transit is not a viable option. We tried it once during a Canada Day celebration and it took 2 hours to travel the 4 km from our house.

- Make Marine Drive a pedestrian only street.

GENERAL PARKING COMMENTS

- Need more street, curb, boulevard parking
- Leave things the way they are.
- More parking!!!!
- Free parking in winter is smart for local business.
- Yearly decals for Seniors living, say, within at least 20 blocks of WR border.
- Parking should be subsidised for WR residents and linked to license plates.
- Lease additional space for parking or parkades from First Nations along waterfront.
- Make dedicated small spaces for motorcycles.
- To me, it seems the sub-text of the survey is revenue-generating via higher parking fees. White Rock Beach is a unique asset to Pacific Coast residents, and a wider view of how to resuscitate the very dedicated businesses on Marine Drive would perhaps be more relevant. Please see the comments below for an example of outside-the-box thinking in this regard.
- I live 1/2 block outside of WR yet I own property in White Rock and work In White Rock, yes I am not eligible to get a parking permit. Plus, the Marine drive is half blocked off. The whole system is annoying.
- No available extra parking on 150 block Royal ave
- Angle parking for all areas, would stop backing in parking and allow cars to back up easily with out going into main road. Curb the speed down Marine Drive East Beach. More 30 k signs, speed cameras, children and police cut-outs, artificial speed bumps all together would help with dangerous parking, noise, neighborhood.
- Parking In White Rock is horrible, restricted parking everywhere it's a real shame you push people away from spending money in the city and have them go elsewhere.
- Parking so close to our underground parking so we have to go out to check carefully when leaving ---No proper signs to say how far back from the driveway the vehicle has to be!!

NON-PARKING RELATED COMMENTS

- Hire new people
- Have the current council and willy nilly walker resign.
- Marine drive being one way seems to have calmed the racing and the traffic actually seems better. If the north south crosswalk on Vidal and marine was in front of the boathouse instead of the coffee shop it would alleviate traffic even more by allowing cars to turn right without worrying about pedestrians.

WHAT ARE SOME OF YOUR COMMENTS, CONCERNS OR SUGGESTIONS ABOUT PARKING IN WHITE ROCK?

PARKING MANAGEMENT

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Hire a parking company to take over, this takes the city out of this business and people who complain with vitriol would be dealing with a company. make parking officers bylaw officers. Parking would be third party and would generate more revenue by a long shot. more enforcement from a private company because their metrics would show where the problems lie, and then they would resource manage that to combat the issues all the while educating the public through enforcement. follow the rules and all will be well, break the rules and you will be fined, seems like the system was set up properly, but this is not how parking is enforced in WR. people park at the waterfront spots all day and sit in their cars, they do not pay because they don't leave? how does that make sense, if you are parked in a stall pay for it. start enforcing more and things will change, behaviour, revenue, let's do our jobs and begin to regulate this issue. unfortunately, its all over the city and is getting much worse. especially the damage boulevard which leads to damaged asphalt and ponding of water etc.

ENFORCEMENT

Themes:

- General consensus that the enforcement is lacking and could improve parking issues in both residential areas, mixed-use centres, and popular destinations.
- Ideas to improve parking enforcement include increasing fines for parking, increasing patrols, and implementing license plate recognition.

Comments:

- It needs to apply the same rules for everyone.
- Need better by-law enforcement
- Enforcement of parking in resident parking areas.
- Make the parking fines high to pay for people who do not follow the rules. Check streets close to the beach frequently for passes. We pay a lot of taxes, yet people can park for free at Kent and Columbia Hill where it should be "resident only".
- IT's an ENFORCEMENT MESS!!! Set it up so it can be properly enforced, then enforce it!
- More parking enforcement needed near Indigenous Bloom store as customers are NOT paying anything.
- Enforce the no parking signs. On Royal Ave there is always someone parking in front of the no parking sign. Making it a safety concern walking up the hill
- License plate only parking will cut down on the cheaters that give their unused parking stubs to others.
- Have parking services patrol residential streets more often, especially in area where "permit parking only" signs are posted.

PAY PARKING

General Comments

Themes:

- Some agreement among commenters that pay parking rates are already too high or not should be increased further. Thoughts that high parking rates hurt residents and businesses.
- Sentiment that residents should not have to pay for parking anywhere in the city.
- Some interest in maintaining higher rates in specific areas of the city or providing variable seasonal rates.

Comments:

- Parking rates must be lowered
- Price too high
- Parking should be free
- Appears as a cash grab. Perhaps limit parking to 30 minutes or one hour to encourage turnover.
- It would be nice to have lower rates. It's one of the main reasons we go to Crescent Beach more often.
- Generally, I think we do a pretty good job. Our parking rates at the beach in the summer are over the top. As a taxpayer and recognizing that it is a part of our revenue, I'm not in favour of reduced parking rates at the waterfront during the summer. I do think we should extend the "shoulder" season with reduced rates and make the "free" parking for a longer period at the beach. November 30 to March 1 seems reasonable.
- We pay huge taxes. Residents should get a break on parking
- The parking situation and cost makes me avoid and go to other places in South Surrey.
- Adding more parking fees hurts locals who just want to shop in their own town.
- It's awful. As a resident, it's a constant fight with tourists to find a spot to park and for our guests.
- As I have said many times I DO NOT THINK AS A RESIDENT OF THE CITY ...AND A TAX PAYER... THAT I SHOULD HAVE TO PAY TO PARK IN MY OWN CITY!!!!
- Pay parking rates are constantly changing every year and month, from being free one month to paid the next and back again. It's very confusing and unreliable when planning to visit. No signage on Marine drive letting you know what time Pay parking is in effect from.
- While I understand payment helps encourage more turnover in high demand places AND it provides city income, I believe White Rock would be better served if parking were free through-out the city. This would encourage visitors, not penalize, for choosing to visit White Rock over other areas (e.g. Crescent Beach, Morgan Crossing) where parking is free.
- On the issue of raising fees in commercial areas, businesses are already struggling. Let's not ignore that.
- Parking space is at a premium for our very popular 2.5 sq mile community but making us all pay more is not a solution. It may raise funds for the city but it's not an actual solution.
- Allow South Surrey residents to purchase annual parking passes for White Rock (including the beach) to encourage us to come more frequently, especially in slow season. We usually rush our visits (i.e. cut time short at restaurants) due to parking expiring. It's such a hassle to buy parking each day we visit, especially we sometimes visit 2-3 times a week. We've starting frequenting Crescent Beach instead because of the free parking.
- Pay parking should be cheaper in the slow season. Restaurant patrons and shop patrons should receive a refund for their parking or discount for their parking when they present their parking receipt to the restaurant/business after they've paid their bill/made their purchase/supported local business.
- There are not enough unrestricted spots in busy business districts.

- Why are you even thinking about charging residents more for parking? We already pay some of the highest property taxes in BC. CHARGE VISITORS MORE. Why can't the city make all of the various kinds of parking revenues already collected work for your coffers and budget without charging more? This appears very greedy like the city is reaching its hand out for more money.
- We lived in Steveston and Richmond for 26 years before W. Rock and they didn't charge for parking at all near Steveston Waterfront and Garry Point Park locations or had a 2-hour free limit - reasonable. It was helpful as we had a dog then and it didn't cost us a fortune to park. About 5 years ago I got a parking ticket at W.R waterfront when I parked for 5 minutes on a fall rainy day. I was ticked off for months after that vowing never to come to White Rock to park again. And as I said earlier, we didn't we just walked from home on Stevens St. but now with a bum knee we really rely on our daily walks and having the decal has been wonderful for us and we appreciate it.

Decal Program

Themes:

- Consensus that the decal program should be maintained. It is noted that the decal is convenient and is a benefit for White Rock taxpayers.
- Some participants expressed an interest in extending the decal program to residents of South Surrey.

Comments:

- Let South Surrey residents buy decal too
- Allow South Surrey residents to purchase a parking decal, especially those who OWN property and work in White Rock.
- Please consider creating a South Surrey decal for those locals in surrounding streets to purchase. Those living in south meridian for instance are only a few streets away, walking distance to beach but unable to purchase a decal.
- The other idea would be finding a partnership with Surrey so that you can offer permits and decals to South Surrey residents and increase revenue. Not sure if that's possible or feasible but just thinking outside the box.
- I use the resident parking decal otherwise I would not park at the beach.
- Resident decal is appreciated with annual fees. Please it needs to be valid all places include hospital
- White Rock taxpayers should be able to keep the parking decal due to White Rock's higher taxes than those of other non-resident visitors (i.e. Surrey) to the Waterfront. It's the only bonus we get plus we also have to buy bottled water to drink.
- Do not replace the current resident decal program
- The question on replacing the decal with a discount is interesting. My answer may vary depending on the discount but in general it's interesting idea.
- Do not take away the parking decal for residents. Paying property taxes and supporting the community is important factor, so residents should be able to have some benefits. thank you.
- I think in White Rock with the very high taxes we pay that there should be more parking availability for residents i.e. decal parking spots should be available for a 12 hour or one 24 hour period versus a 4 hour limit.
- I am not in favour of discounted parking for the decal system. The decal system is all about convenience and the discounted system would take that away. Think about White Rock's demographic—seniors who need convenience.

- Not worth getting a decal if you still charge for parking. Give seniors and those with disabilities a break. Looks like I Will start shopping elsewhere where there is no fee for parking
- No increase for decals, & no more pay parking.
- Residents should be favoured over those who come from all over Metro Vancouver. Love my decal.

Town Centre Parking

Themes:

- General disapproval of instituting paid parking in the Town Centre. If implemented, it was thought it could see opposition and deter customers to local businesses.

Comments:

- Leave uptown with free parking on the streets it one of the last town centers with free parking and I have a decal, but it is a nice way to get people to go to those shops.
- Town Centre parking is a disaster.
- If the City does not provide free parking in the city centre I will probably not go, there as often and I fear paid only parking will impact businesses negatively.
- I think you may have major pushback if you institute pay parking in the Town Centre

Waterfront Parking

Themes:

- Residents should not have to pay for parking along the Waterfront.
- Waterfront parking is busy and overpriced and could deter visitors or customers to businesses in that area of the city.
- Some waterfront residents are struggling with parking around their homes and occasionally have difficulties with visitor behaviour.

Comments:

- Difficult for residents to get parking at waterfront for food pick up
- Residents should not have to pay for parking at Waterfront
- There should be specific residents only parking at beach.
- Would love to have 4-hour parking for residents at the beach too
- We should have more access to waterfront parking for residents, dedicated spots to drop off boats or park temporarily. We should cater more to residents.
- I really believe that along the beachfront that it should be catered more to the residences and shops / restaurants in the area . You know - the "taxpayers".
- Hate paying 10 a day just to walk in the beach I can see out my window, or 5 to park to get an ice cream cone or a coffee...honestly keeps me away from the waterfront. Retired and on a fixed income. Want to spend on the waterfront but not twice! Gouge the tourists and visitors, not the daily locals! I'd be down there everyday picking up garbage for FREE if it didn't cost me 30 to park. The decal program is silly, could work if you could order online and have it sent out or printable.
- It has become a huge problem at East Beach due to the volume of customers at Indigenous Bloom and the severe lack of available free parking. Patrons frequently do not pay at the pay parking areas and take up

resident permit parking (where they toss their IB and vape shop packaging even though the City recently put in a garbage can).

- This is a serious issue for me and probably others with houses close to the waterfront restaurant areas. I have had people threaten me just because I told them to move their car when parked on my driveway. They say things like it's only a few minutes or they are just going for lunch, like that makes it OK to park on private property, or they just tell me to F-off. If I was 30 years younger, they wouldn't get away with that. But now I must rely on the law to prevent idiots from taking advantage of me, but it doesn't.
- Waterfront parking (lack of availability and cost) keeps me from visiting that area of town and only hurts the businesses located there. Residents (South / White Rock) should receive reduced parking rates (plate based) as opposed to higher rates that non-residents should be paying. It is the residents who spend the entertainment dollars year-round, especially in the winter months when non-resident visitors are scarce.
- The cost of waterfront parking is too high. As a resident of South Surrey, I can't enjoy White Rock's waterfront much of the year. The surrounding hills prevent me from walking there as I have bilateral knee replacements.
- Why do we need to pay for parking along the waterfront if we are only going for a beer or dinner?
- Visitor parking at the waterfront should be kept at a reasonable price to encourage visitors from out of the city. Higher rates near the pier and restaurants sounds like a good idea.
- I usually don't go to White Rock (waterfront) during the summer & I love White Rock & have previously lived there for many years. I'm in the Crescent Heights area, so I usually go to Crescent Beach. I would love to have dinner on the waterfront in White Rock or walk on the pier, but it's very rare that I do that because simply the pay parking.
- Overpriced. Limit parking time on waterfront
- I think increased waterfront parking rates will alienate the visitors we need to keep waterfront businesses going, especially as COVID-19 restrictions are relaxed.

Parking Zones

Themes:

- Some support for the varied zone parking to limit parking time, but would require communication with the public.

Comments:

- Zone pay parking sounds good, but would the public be aware of it.
- Limit prime time parking hours in most popular areas.
- I think the zone parking is ableist. Lots of people who are not technically disabled enough for a sticker still can't really walk far this would cut off the beach for people who likely have money for close parking if we hike the price. This does not seem decent just because someone who does not have handicap statues does not mean they can walk far. Plus, seniors love the beach this is cruel. People with limited mobility should not be forced to pay more hell what about parents with young children. Moreover, this is seriously classist why should poorer people not get to enjoy the beach? Why deny them a chance to park and enjoy the day. With work down due to COVID now I don't even go I drive by the beach and eat at Earls one milestones over the nice mom and pop shops at the beach.

Parkade

Themes:

- Improve signage and communication around public parkade locations and rates.

- Some support for reduced rates in parkades to divert traffic from the waterfront and hospital areas.

Comments:

- Covered parking is a premium, why would you lower rates at the parkade? It is the only parking revenue we don't have to give a cut to BNSF. Also, it only took two years to get signage to tell people where it is, that is the reason it was not being used earlier. Only locals knew it was there.
- Make the City's public parkade at the beach cheaper and make sure people know and they would use it.
- The beach and hospital areas need to funnel cars into the parkades.
- I would suggest discount vouchers for those that park in the parkade that are distributed by the waterfront businesses and restaurants. We need to revitalize our waterfront.

Hospital Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- I have found that the free parking at the hospital during covid has resulted in workers and others parking there so no spots for people going to the hospital for treatments. Also, a lot more paid parking around hospital. I think it should be 2 hr parking. Don't penalize people for having to go to the hospital.

RESIDENTIAL PARKING

Themes:

- Some sentiment that residents should not have to pay for residential parking passes and it should be included in property taxes.
- Some participants expressed challenges with finding parking for visitors near to their home due to parking restrictions.
- Noted that resident parking passes are sold by some residents to hospital staff and that it is difficult to identify vehicles that do not belong to residents.
- Comments identify some issues with residential parking permits being issued to multi-family development.
- Some areas are identified as having an oversupply of parking that could be converted to public parking.
- Ideas to improve the residential parking pass program include: allowing transfers of parking passes between vehicles, improving signage in resident-only parking areas, and providing free passes up to two vehicles than charging higher rates beyond that.

Comments:

- Allow transfer of parking pass to other vehicles in household.
- Please don't penalize residents and their guests for wanting to park in their own neighbourhoods.
- Parking passes are not working. Residents buy them but sell them to the hospital staff. It's cheaper for the hospital staff.
- Concerned that residential parking passes are often used by renters of non-registered suites or Air BnBs when parking should be provided on-site. If the City doesn't deal with the non -registered suite issue it

probably won't reduce the number of cars on the residential streets. Parking pricing costs will probably be passed onto renters so I think it will be ineffective. I marked it as 5 only because I fear you will implement it.

- There should be a more effective way to report non-residents parking in resident areas.
- Keep other people from other roads from parking in front of our home.
- I do not like getting parking tickets in front of my own house, there is only a 3-hour parking zone, and I am not allowed to park on the two side streets near me as I cannot get a parking decal for those areas. I have only received one ticket as I move my car within the 3-hour period but feel that even if I get a ticket, I should be able to cancel it as I am a resident parking in front of my own property.
- Permit parking area not easily identified. Apartment parking taking up too much non permit street parking
- Stop giving parking permits to strata buildings with sufficient parking as noted in the survey.
- Each resident should be able to get two free passes to park on their own street and then charge a premium for any additional passes
- We think residential parking passes should be included in decal fee as before. Was shocked this year to learn it was extra now.
- Residents of White Rock shouldn't have to pay for permits and decals. The cost should be higher visitors.
- End the discriminatory resident pay parking passes for those that live near the water - in my case East Beach - you should not be charging me to park on my street!
- More signs along residential streets saying permit parking only lacking in that area people will park if there are no signs.
- Businesses like the Indigenous Bloom and the Sunlight Market and Vape Shop, etc., with high numbers of customers, should have more parking available to accommodate their customer usage. Kent street resident-only parking areas, for example are overrun with customers for these two shops.
- On resident parking passes 3 or 4 cars per household seems a lot.
- Parking, with the additional high-density buildings that have been built in our City by the Sea, has made parking spaces critical. I suppose those high-density buildings have the opportunity to walk locally, with the exception of to the beach however our bus system seems to be very adequate. I know that when "my" parking space is used by unknowns, I must admit, my hackles rise! Neighbours are usually generous enough to offer their off-street parking pads for occasions whereby a family function is to happen or just a group of friends, though at times, this too is a parking nightmare. Car pooling can be done, not convenient in most cases though. Thank you again for this opportunity.
- As previously stated, friends no longer visit due to residential parking permits. We park across our driveway but have found out that we are subject to a fine if we do not display a hanging permit. Even if we purchase a sticker, we have to also purchase a hanging permit. Money grab...the sticker was all we used to require as it is tied to the license plate. When the sticker practice started you were able to get a different shape (triangle, circle etc.) for residential parking FOR FREE because we pay property taxes!
- Make through streets from Marine to North Bluff no street parking or parking on one side. My specific issue is Bishop Road. The previous council allowed 3 lots turn into 9 monster homes, with full suites. Bishop Hill. They have two parking spots on their own land and no street parking on the strata land. So Bishop Road is Bishop Hill's parking lot. People park on both sides and, at times I have to wait quite a while for my turn to go as two cars can rarely pass. It is the first right turn coming from the beach west bound so it's somewhat busy all year round.
- Removing the Permit Parking Only section of 800 block of Kent Street as there are only 3-4 residents who use it, the rest are parking illegally to go to the beach or Indigenous Bloom.
- Marine drive west of Oxford actually has too much resident parking that should be converted to lucrative pay parking as homes have sufficient parking on Gordon Ave. There is an inequitable amount of resident parking there and is never fully used.

- Pay parking 15747 Marine Drive, can it be changed to resident only parking instead?

Visitor Parking

Themes:

- From combined feedback across the previous section and this theme, it is challenging for visitors to find parking. Suggestion that visitors should be able to park for free.

Comments:

- Visitors parking FREE
- It is sometimes difficult for our guests to find a place to park

ELECTRIC VEHICLE CHARGING

Themes:

- Participants would like to see a fee for public EV charging.

Comments:

- We need to charge for charging stations for electric vehicles.
- Electric vehicles that use White Rock power to charge should absolutely be charged an extra fee. White Rock taxpayers should not have to pay for that.

LOADING AND LARGE VEHICLES

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Should be no work truck or RV parking on the street overnight. They impede vision and take up too much space. Some RVs never move from month to month.

BOULEVARD PARKING

Themes:

- General disapproval of boulevard parking due to damage to curbs and greenery.

Comments:

- The city doesn't maintain boulevards, residents do so fix the damage or put in a curb.
- Please ticket people parking on grass boulevards This has been an issue since I moved here in 1996. Parking on grass eventually turns to mud
- I'm against eliminating Boulevard parking. What parking would be left when parking is already severely limited ? I suggest ticketing cars for damaging boulevards. Enforcement is key. Boulevard design may be an issue? Are there curbs to prevent Boulevard damage?

- PLEASE DEAL WITH THE UGLY ENCROACHMENTS PEOPLE HAVE MADE FOR PARKING. Many of these homes have illegal suites, Airbnb etc. and it has made an ugly mess along Victoria Ave, Pacific Ave (just west of city hall). Encourage greening of boulevards rather than parking uses. A patchwork of asphalt pads is grim. Boulevards are a wasteland of confusion in White Rock with people not knowing if they are allowed to maintain, or if they should, or if they can plant there. This is an issue that really needs clarity so that the city can encourage people to maintain (like in every other city) and hopefully make them greenspaces.
- Would it be possible to re-claim the roadway land/access, from the single-family homes who have built/finished off their homes and property directly onto the City of White Rock's roadway allowances? Many owners/residents seem to use this as their own personal property including posting 'no parking/private parking' signs which prevents the public from accessing street parking that it rightly theirs to park on.

PARKING REGULATIONS

Themes:

- Several participants identified that residential development should have sufficient parking to not require on-street vehicles.
- Conception that parking from suite tenants is an issue, and should also be accommodated on-site.

Comments:

- All new building should have more parking for residents of the building to alleviate the demand for street parking. It's going in the wrong direct to require less. It might seem like you are being ecologically minded but it is unrealistic to think demand for parking will be less . Transit just doesn't get you were you want to go most times.
- Apartments and high rises must have adequate parking stalls to avoid parking on streets.
- Not enough parking in towers when most people have 2 cars but only 1 spot so street spots get taken up
- New homes built on hillside should be require a minimum of 4 parking spaces. Currently most new builds are maximizing house and not providing enough parking. Often only parallel parking driveways. Particularly a problem since no longer allowed a parking pad at top street level.
- People should be able to make their driveways one car width wider than their garage to accommodate more cars. They should pay to have their driveway's access to the street widened. Illegal suites are not helping.
- There are many illegal suites, and I don't report them as I don't want people to lose their housing BUT where there is no parking for suites, they really can't exist - it's just not fair to the rest of the neighbourhoods. If the suite doesn't bother anyone, then I don't care either, but if it has cars all over the place, it needs to be addressed by the city please

ACCESSIBLE PARKING

Themes:

- Desire to increase the number of accessible parking spots in key areas along the waterfront and near businesses and address issues around walkability.

Comments:

- I patronize businesses that have handicapped parking directly in front of their doors. I've switched most of my banking to branches with drive-through ATMs.

- Free disability parking
- Handicap parking on streets around apartment Fir and Thrift
- have a way to drop off the elderly. They love revisiting White Rock but the walk is hard. Maybe offering a few 10 stops parking spots even with pay parking to monitor. My relatives love coming but it's walking is an issue.
- Increased and well thought out placement of handicap spots so there is accessibility to all business recreational & shopping facilities.

CONSTRUCTION-RELATED PARKING

Themes:

- Comments generally indicate that construction-related parking is an issue in White Rock. Desire for better systems to manage construction parking and alleviate pressure in certain residential areas, including making developers provide parking for their employees or paying for all parking occupied by their workers.

Comments:

- Construction and building trades workers should not be able to print up fake "Parking Passes". They should have to pay for a real pass from the city and it should be time limited.
- Construction vehicles and worker vehicles in the city center needs to be dealt with. With all the tower construction going on there is little available parking during the day in those areas.
- The main problem I encounter is construction workers parking in residential areas of uptown all day long while they are at work. Stop them!

CURBSIDE MANAGEMENT

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- RVs and other large expensive items should not be parked in White Rock. They should be in secure rented parking.
- Make a permanent circular one-way route and remove on street seating.

ALTERNATE TRANSPORTATION

Themes:

- Desire from some survey participants to prioritize sustainable transportation modes including walking, cycling, and public transit.
- Consideration should be given to a shuttle service from larger parking areas to key destinations in the City to alleviate some pressure on waterfront and town centre parking.

Comments:

- If you really want to reduce demand on parking, the only solution is to provide alternative transportation options, especially to and from the waterfront.

- Need to encourage less vehicle traffic by providing alternative public transportation to the waterfront.
- Adding a separated bike lane to the one-way Marine Drive might encourage people to park at the ends and ride. Adding bike racks too.
- The city pays 30% of all parking revenue to Translink, what return on our contribution do we received from Translink? Over 1.63 billion has already been pledged to build the Surrey - Langley Sky Train extension, what has White Rock received in the past 10 years other than a parking lot in South Surrey that is never used (over 4 million to construct) and double decker buses. When will the two buses that run eastbound along Marine Drive operate on a staggered schedule to not have them follow each other along the waterfront? Why can't Translink setup a bus service that runs from the town centre down Johnson and Buena Vista along Marine Drive to Maple Street and return to Town Centre every 15 minutes to encourage more use of public transit between uptown and our waterfront?
- Semiahmoo Mall parking lot often has lots of empty spaces, especially the covered and open areas by the Rothwood Academy area. Why not put on extra shuttle buses to transport people to and from the waterfront for those parking at the Mall. It might also encourage more business to the Mall merchants.
- I mainly walk as I want to avoid the traffic congestion
- Need to encourage bicycling, especially in light of the electric bike craze.
- An off-site, like 176 and 8th avenue and shuttle bus system could be considered
- We should be less focused on parking for revenue and encourage more walking and transit
- Sidewalks. You need sidewalks everywhere! People are restricted as to where they can walk safely. Get rid of the brick sidewalks. I have tripped and fallen twice. That is a horrible experience!

GENERAL PARKING COMMENTS

- Any time I use my car to shop in White Rock, I never have a problem finding a space uptown. And who in their right mind would drive to the beach on the weekend/on a sunny day/on a holiday.
- I don't know if many understand how rapidly White Rock's population is growing and how many more people and vehicles there are in the city. Simply charging more to "deter parking" isn't going to cut it when there are major constructions erected and little road work and infrastructure to handle this overnight population growth. We also have had our border closed for the last year and our city was much busier when our American neighbors were able to come shop. When it reopens, that will be even more people rightfully coming to enjoy the city. It will be interesting to see how parking is managed.
- Stop the cash grabbing. Resident and Business owners pay enough Taxes they should be able to park where they live or work.
- The current parking strategies are killing local businesses. If you prioritize how to profit off parking to an extreme, there will be no restaurants and businesses left to park for. Consider the priorities of the community as a whole, not just the city treasury.
- Living on Victoria Ave the traffic coming through gets really bad there is parking on both sides of the street so with traffic going both ways they all get stuck, and no one can go through many times it has been dead stopped till some directs people out should be both ways to local only.
- Make the traffic flow easier to get to parking on Marine drive
- What are you doing? If you cannot make it as a city with the current parking rates, then just stop. Join Surrey so your constituents can reduce their house taxes by 60% and have affordable parking. The rates at the beach are already ridiculous. Is your goal to completely kill the rest of the businesses in White Rock? I live in surrey but own a rental condo White Rock. I used to eat out in White Rock all the time. Now it's a very rare occasion that this happens. I understand costs increase and you need to put up rates, you are at the point now where people can no longer pay those rates. Put paid parking up town and watch those business die. Note how empty the paid parking lot is behind the TD/Canada Trust as an example. Semiahmoo center

is also going to have a full redesign so your businesses will also be competing against that as well. Rather than focussing on increasing parking costs, maybe focus on increasing support for business and infrastructure. On another note, it's nice of White Rock to keep building high rises, but what is White Rock contributing to the local infrastructure?

- The issues are less with White Rock residents (most of us can walk around White Rock) and more with visitors from neighbouring cities. The waterfront area is so congested that I rarely want to go battle the crowds of out of towners
- Think I have brought forward my complaint, no overnight camping on our streets
Thank you.
- Cleaning out the garages and parking in them would help the situation immensely.
- Look to other communities for ways they have incented people to clear out their garages and driveways and use their own darned parking.
- In respect to the 3 questions I did not answer, I have question marks regarding them. The charging station one is not specific enough as to areas involved etc. The license plate one states " throughout all areas of the city" which suggests you are considering making more pay parking which I don't support, as does the other question about variable rate parking again suggesting increased pay parking areas which I don't support.
- The parking on Marine Drive between Kent Street and Maple Street is terrible due to visitors in the summer and customers shopping at Indigenous Bloom (IB). IB should have to provide parking on their own land and not be taking up street parking. Their customers rarely pay for parking, instead park in residential areas and run over to the store. Traffic from these vehicles is overwhelming and dangerous.
- Residents of White Rock need to be the priority for parking in the City.
- That there is a segregation of parking because of where u live

A resident is a resident

Zone the city

And u need to have a zone decal for ur car. For daytime and after 6 or 9pm it's free

But after 6 pm its free where ever

With you decal u get 1visitor u hanging pass

Cant me money hungry for parking money

NON-PARKING RELATED COMMENTS

- Stop allowing the construction of these high-rise buildings . Makes me wonder about my vote next election.
- Stop making everything about money and increasing the city's revenue...go back to being a people first city not a money first city.
- It would improve if we have the current council and willy nilly walker resign.
- It has become blatantly obvious that a lot of the residents don't want visitors or "outsiders". But if they chase them all away, then is each one of them going to be going down to the beach everyday and support each one? Because by chasing people away, the businesses will not succeed!
- I think White Rock City Council only cares about money and not about people enjoying the space. Especially people who live in close proximity to the beach.
- Stop making dumb decisions

- Less high rises more available parking. Let's keep our small in area city livable. Perhaps a few lots near business hubs like the currently free one across at Russell & 152 with possibly a strip of grass on one side with benches or even small picnic tables. Covid has taught us to have alternatives. Concerns would be turning the city into another revenue producing cash cow , which negatively affects livability, especially for lesser income residents & seniors.

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 25 of 26

SUBJECT: White Rock City-Wide Parking Strategy

APPENDIX B

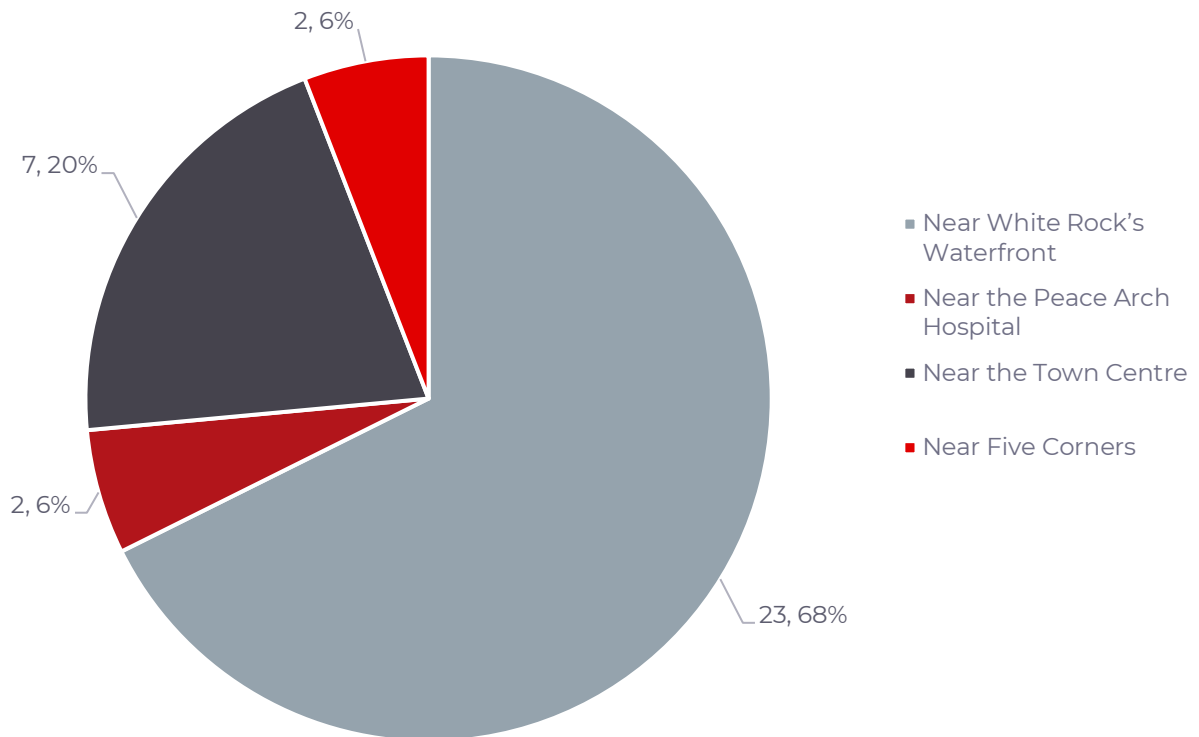
LOCAL BUSINESS SURVEY RESULTS

LOCAL BUSINESS SURVEY RESULTS

This appendix details the complete data received as part of the local business survey for the White Rock Parking Strategy. Note that all comments have been added verbatim as submitted in the survey.

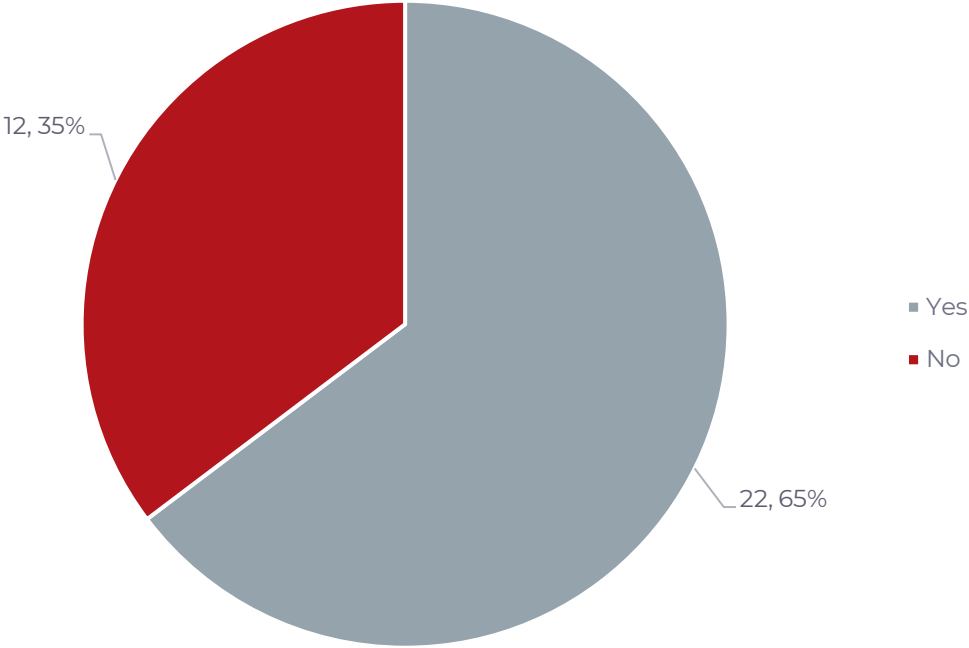
The local business survey received a total of 34 responses.

WHICH OPTION BEST DESCRIBES WHERE YOUR BUSINESS IS LOCATED?



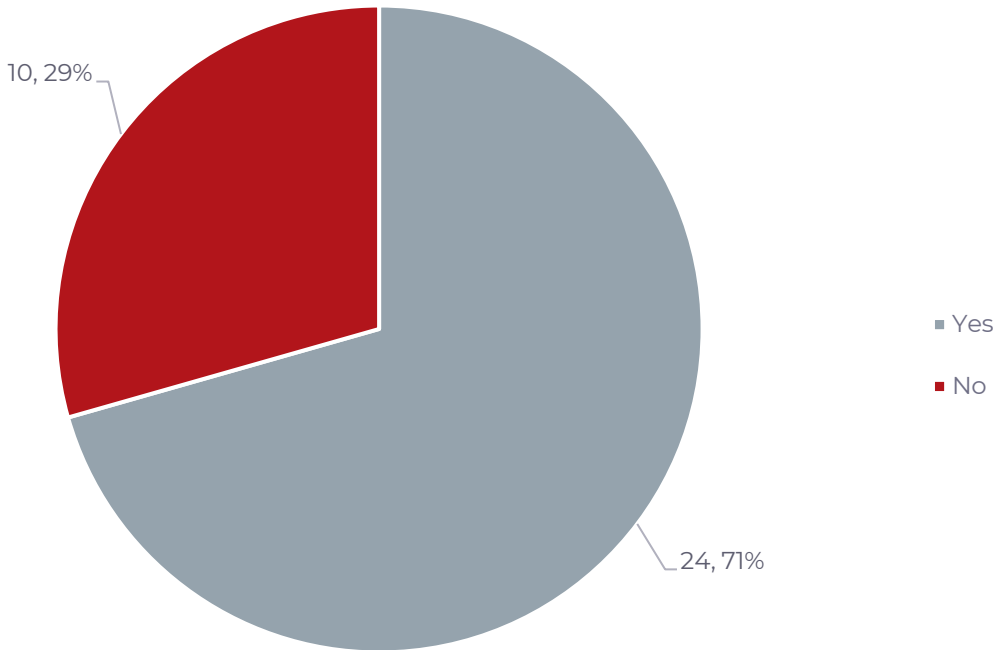
More specifically, which area best describes where you live:	
Near White Rock's Waterfront	23
Near the Peace Arch Hospital	2
Near the Town Centre	7
Near Five Corners	2

DOES YOUR BUSINESS PROVIDE OFF-STREET PARKING FOR CUSTOMERS?



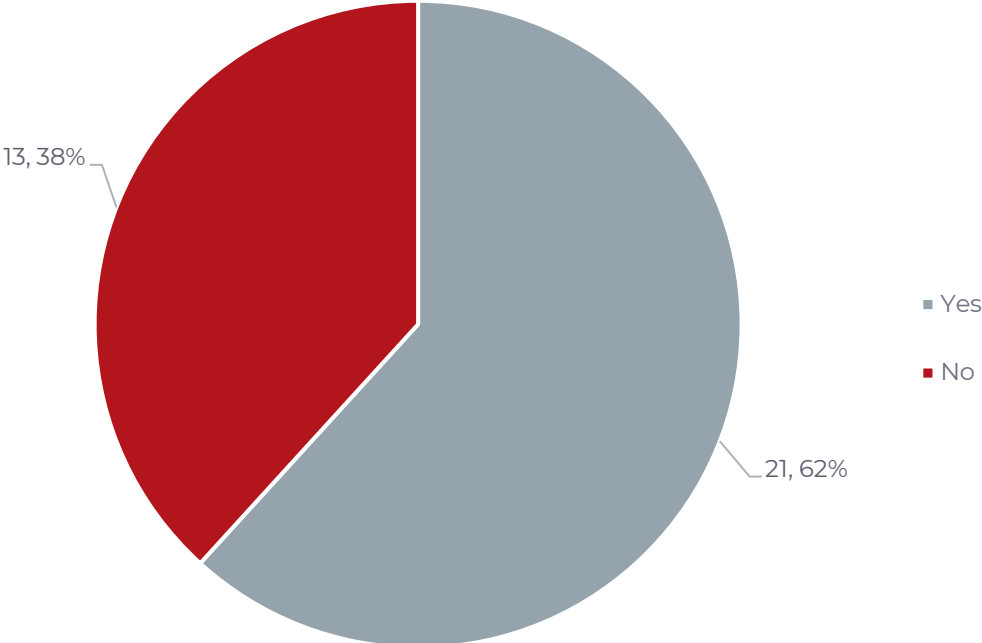
How many vehicles does your household own or lease?	
Yes	22
No	12

DOES YOUR BUSINESS PROVIDE DEDICATED OFF-STREET PARKING FOR EMPLOYEES?



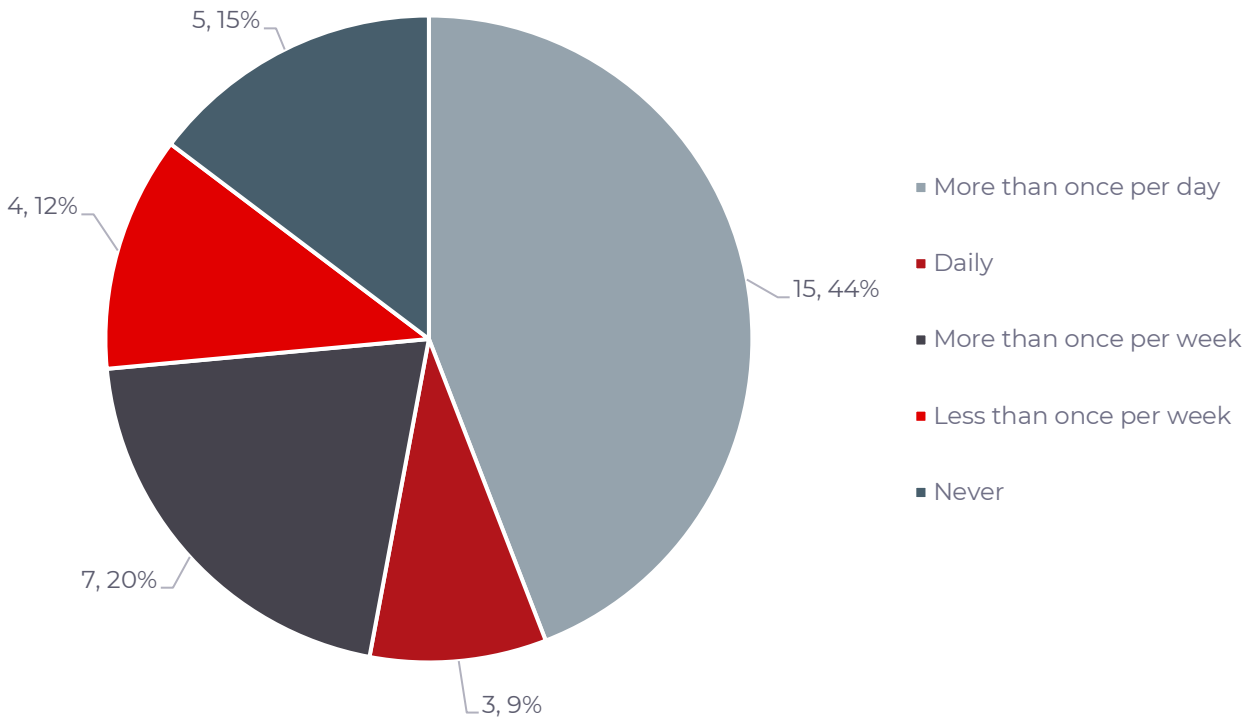
Does your business provide dedicated off-street parking for employees?	
Yes	24
No	10

DOES YOUR BUSINESS HAVE DEDICATED OFF-STREET LOADING AND/OR DELIVERY FACILITIES?



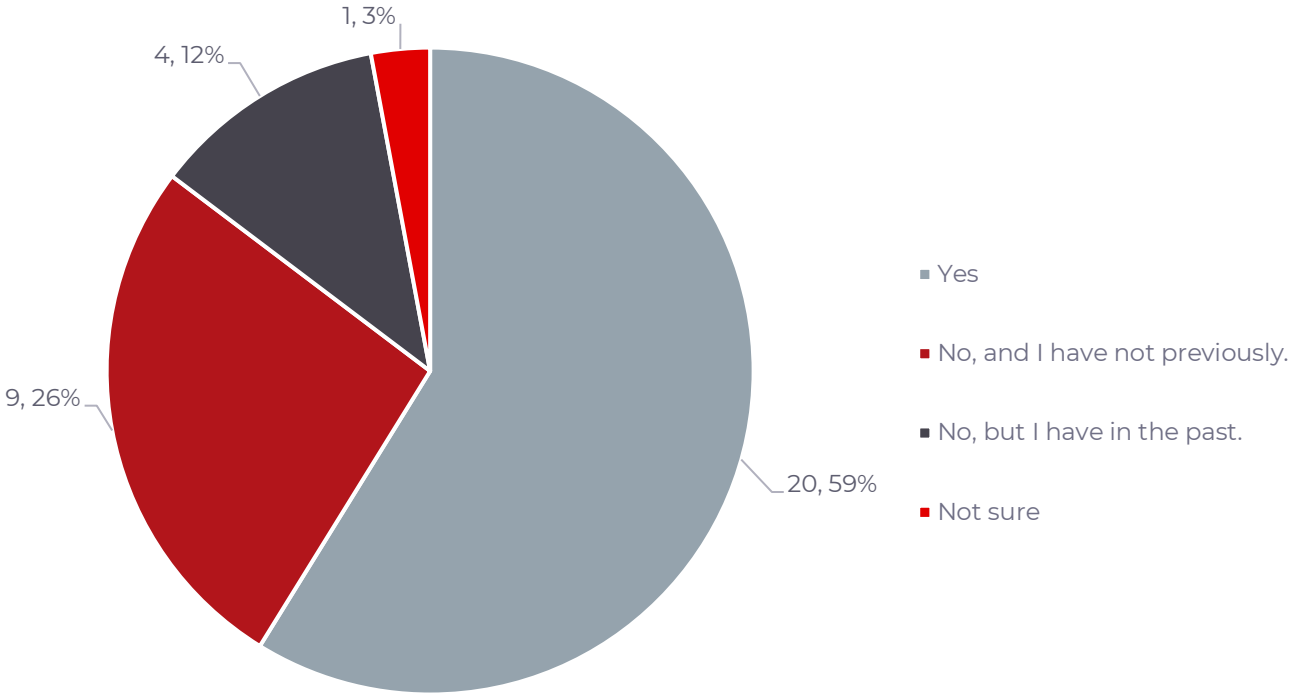
Does your business have dedicated off-street loading and/or delivery facilities?	
Yes	21
No	13

HOW FREQUENTLY DOES YOUR BUSINESS RECEIVE OR LOAD DELIVERIES ON-STREET?



How frequently does your business receive or load deliveries on-street?	
More than once per day	15
Daily	3
More than once per week	7
Less than once per week	4
Never	5

DO YOU PARTICIPATE IN THE CITY'S PAY PARKING DECAL PROGRAM AT THE WATERFRONT AND/OR CENTENNIAL ARENA AND/OR PEACE ARCH HOSPITAL?



Do you participate in the city's pay parking decal program at the waterfront and/or centennial arena and/or peace arch hospital?	
Yes	20
No, and I have not previously.	9
No, but I have in the past.	4
Not sure	1

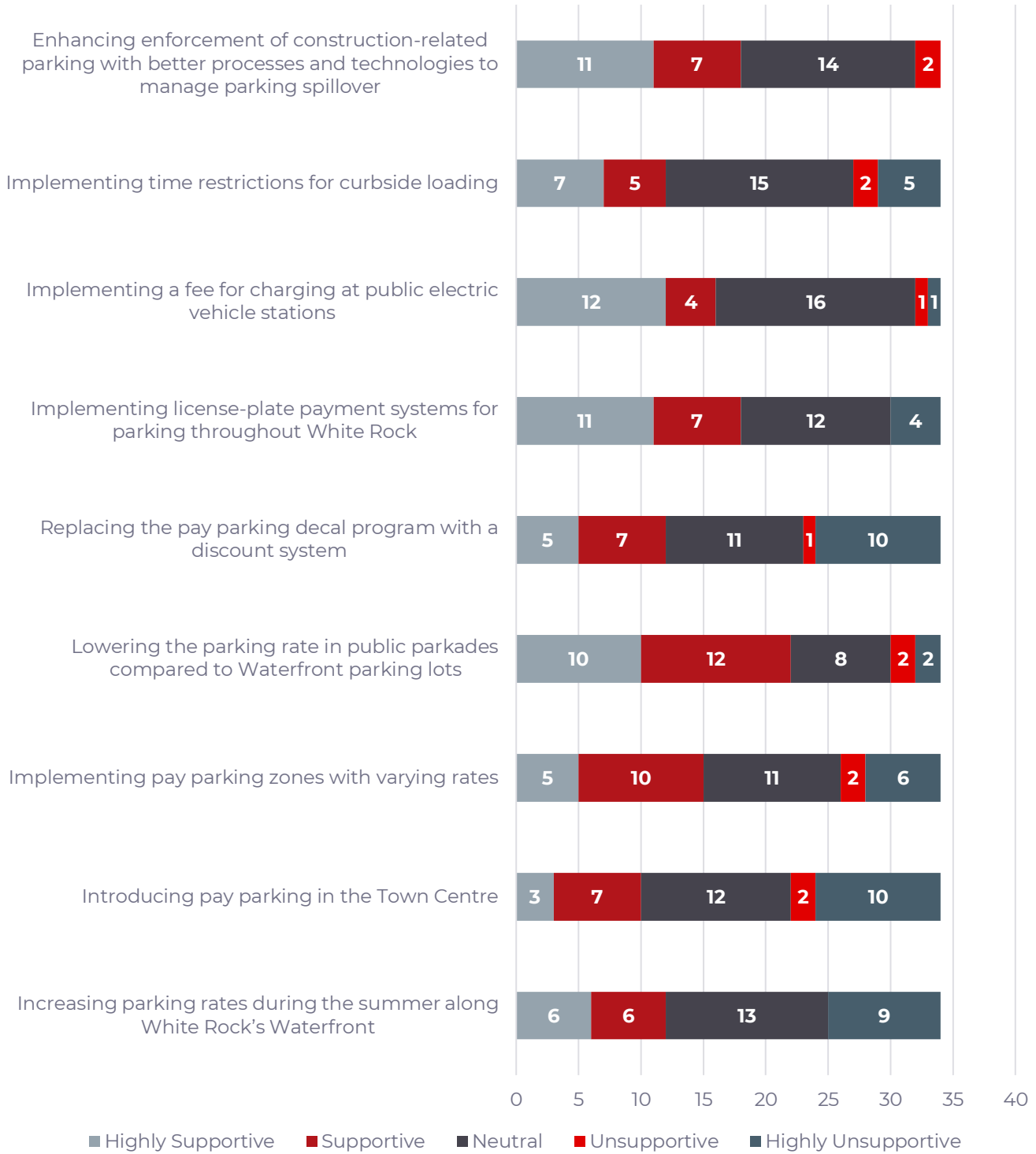
WHAT CHALLENGES, IF ANY, DO YOU, CUSTOMERS, EMPLOYEES, OR DELIVERY DRIVERS MOST COMMONLY FACE WHEN PARKING IN WHITE ROCK?



IF YOUR CHALLENGE WASN'T AVAILABLE IN QUESTION 7, PLEASE DESCRIBE BELOW.

If your challenge wasn't available in question 7, please describe below.
It's very difficult to find street parking close to peach arch
Having to park for a certain amount of time and then move the vehicle to another location if staying longer than allotted time.

FOR EACH OF THE FOLLOWING PARKING OPTIONS, PLEASE RATE HOW SUPPORTIVE OR UNSUPPORTIVE YOU AND YOUR BUSINESS WOULD BE.



WHAT ARE SOME OF YOUR COMMENTS, CONCERNS, OR SUGGESTIONS ABOUT PARKING IN WHITE ROCK?

parking is too expensive at the waterfront for longer stays and ad the hospital

Construction parking has been the second most challenging issue up to now. The biggest issue is delivery trucks blocking access to parking lots behind buildings so customers cant come to visit.

make free parking for short period of time such as

A) Parking in the city should be free for the first hour then if you will be longer then the cost can kick in. Most often you need to be in and out in one hour. B) Developers should have to organize parking for the construction staff or bus /van them in from areas of the city that have more available parking. C) Around doctors offices should have 2 hours free parking to allow for the extra time. Seniors should have free parking with a decal. D) while many people are visitors to the beach, and don't use our city parking on a consistent basis I think the stall parking works at the beach. 2 hour limit

Too many parking restrictions will cause customers to go elsewhere.

It's always going to be an issue in the summer wherever you go. Everyone needs to suck it up for three months and do their best. I still think the shuttle bus system to the beach can work if well advertised and easy, Just not sure where the extra parking would come from (maybe the new towers put in extra?) but these extra spots would be pretty well no revenue 9 months of the year. Good luck ;)

Give Restaurant & Business owners decals for their clients time at the business or restaurant or stamp their receipt to cover parking.

Waterfront commercial properties pay high property taxes, give their clients the time to be there and not come out to tickets on their vehicle.

Do not consider charging for parking in the uptown (Johnston road) or the five corners area. You will harm the businesses greatly. Literally clients can cross 16 Ave to access plenty of free parking & patron the business there instead of here in White Rock.

White Rock charges the 3rd highest business taxes in the GVRD. Business & commercial property owners should have free decals to park throughout White Rock.

Please patrol & ticket cars that exceed the parking limits. This will assist in construction areas where the workers take so much parking all day long.

Please put angle parking own Johnston Road so that cars BACK into the park space. (New Westminster does this backward angle parking.) The current system is so dangerous trying to pull out backwards as traffic comes down the descent on Johnston Road.

Put small angle park spaces for motor cycles & scooters like they do in Europe. So frustrating when parking is hard to find to have the motorcycles & scooters take an entire park space up.

Recently the City of White Rock eliminated high demand park spaces outside Bayview Place condos on George street. This was short sighted and so frustrating to loose commercial /residential parking in this high

density area.

During preparations for the high rises the City of White Rock has without warning to business owners shut down access on roads & side walks. This has happened several times in the last few years with all the new high rises. This is insensitive & really harmful to business owners. The commercial owners make a huge commitment with leases and their other employee & lease hold/business investments. Be grateful these business are in your community because South Surrey is looking really appealing.

I urge you to be thoughtful in your decision making and the way you inform businesses about such shutdowns. Make it a minimal interruption. If you shut down road or sidewalk access we are harmed beyond measure.

We have been in the community running our business for over 36 years. I hope that my comments assist you in offering support to aid the economic survival of the hard working self employed people who occupy the commercial areas of White Rock.

A multi-level public parkade should be developed in the town centre, like the one developed on the beach.

We need to park on waterfront as we have a consultation office there. We need more affordable parking options for offices, employers and employees on waterfront.

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THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Joseph Calenda, Acting Director, Planning and Development Services
SUBJECT: 72 Hour Parking Bylaw Exemption Report

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled “72 Hour Parking Bylaw Exemption Report” and direct staff to undertake a comprehensive approach; and
 2. Provide direction to staff on the enforcement and amendment of the Street and Traffic Bylaw as it pertains to private parking on a public road.
-

EXECUTIVE SUMMARY

This corporate report is in response to Council’s direction to bring forward for consideration information and an amended draft bylaw to permit requests for extension beyond 72 hours of parking. This would apply to single family homes that existed prior to January 1, 1990 and lacked driveway or parking pad.

The report examines whether a public road should be privatized, in the form of a personal parking space or otherwise, for the exclusive use of any resident. The options include, among others, that under qualifying circumstances and in very limited cases, the City may provide to a resident, an exclusive parking space in front of their property. This space would be signed, marked and designated for exclusive use of the resident at the address for which the space is being assigned. If supported by Council, an annual lease fee of \$3600 is proposed and the Street and Traffic Bylaw would be amended as required.

An alternative is to provide a designated space and treat a resident’s request as a “one off” permitting parking in front of the residence, as needed, and no tickets or fines would be issued. This is contrary to the Street and Traffic Bylaw and not recommended by staff.

There are four options identified to address the parking issues: no exemptions, an exclusive private parking space at an annual fee of \$3600 a year, a 21 day relief option for \$315.00 and not more than twice annually, or a comprehensive approach which addresses permit parking, 72 hour parking exemptions and boulevard parking.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021 – 501 December 13, 2021	THAT Council direct staff to bring forward information and a draft bylaw to amend the “Bylaw to Regulate Traffic and the Use of Streets in the City of White Rock, 1999 Bylaw No. 1529” permitting requests for an extension beyond 72 hours of parking on the street exclusively for single family homes existing prior to January 1st, 1990 that not at any time had a driveway or parking pad approved on said property whereby the resident(s) would be able to purchase a permit for the 72 hour exemption.

INTRODUCTION/BACKGROUND

The private parking on public road issues and problems presents in a way particular to White Rock. This is by virtue of the topography, geography and size; 5.1 square kilometres of flat, slope, rise and bluff lands.

A public road has two functions; to move traffic and to temporarily store vehicles. Any new development must include sufficient onsite parking space to ensure that residents regular and long-term parking needs are met on private property and do not spill over onto public roads. In White Rock, many residents own more vehicles than can be stored on their property, and a number of older properties do not have driveways or parking pads. The City has responded by facilitating ‘resident permit parking’ on some streets.

Curbs and sidewalks are typically installed on streets during construction of capital road works. Property owners of older homes built in the 1950’s prior to the existence of parking requirement bylaws, are encouraged at this stage to install a driveway to meet their parking needs if one does not already exist. The City often installs a driveway letdown at each property for this purpose. At times, residents request exclusive parking space rather than incurring the cost of constructing a driveway and creating an onsite parking space.

This ‘de facto’ parking space could be permitted, either in the form of an exclusive parking space properly signed, marked and designated, or, in the form of relief from ticketing. Both options confer a public benefit, on street parking, to a private person. As it is public space, it would be appropriate for a user fee to be implemented. In this case staff propose a fee of \$3600 per year, or \$300.00 per month. This is similar to renting a parking space in a private parking lot throughout Metro Vancouver and the lower mainland.

There are five White Rock properties that, through signage, have been granted exclusive use of public property for parking purposes. There is no City policy that outlines who is eligible for this unique assistance and no fees were or are collected for this privilege.

There are other properties in the City that have no approved driveway who have not been provided the assistance of a dedicated parking space on the road.

Long term storage of vehicles on public space on the street pavement or on a boulevard, adds to parking congestion in the community, and can inhibit positive interaction and engagement among neighbours as it is often not aesthetically pleasing, impacts visibility and limits public use opportunities for that space. The parking complaint received most often by City staff is for enforcement of violations of the 72-hour bylaw. This indicates that many residents do not support long term storage of vehicles on public roads. Charging a user fee would mitigate

potential dissatisfaction of neighbouring residents and would create fairness by providing opportunities for other eligible residents to qualify for the same service.

FINANCIAL IMPLICATIONS

If Council support implementing user fees for exclusive parking spaces for the 20 identified qualifying properties in White Rock, at a proposed fee of \$3600.00 per year, this would result in revenue to the City of \$72,000.00.

LEGAL IMPLICATIONS

It is important to protect public spaces for the benefit of the community as a whole and providing exclusive parking can be achieved, however, staff recommend reasonable user fees be applied for the use of this public asset.

Restricting access to public space and granting exclusive use to one resident may be interpreted as being discriminatory, unfair, and unjust and this can be mitigated by charging an appropriate fee.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

If there are changes to procedures, process and bylaws it can be communicated to the public through the assistance of the Communications Department.

CLIMATE CHANGE IMPLICATIONS

Further to our Official Community Plan, there are two initiatives a municipality can take to address climate change. One is to redevelop its streets and neighbourhoods using best planning practices that produce compact, walkable, sustainable and inclusive mixed density streets. The other is to reduce reliance on the automobile. Introducing appropriate user fees for exclusive parking on public spaces may facilitate reducing reliance on the automobile.

OPTIONS / RISKS / ALTERNATIVES

Four options for Council's consideration related to the consideration of private parking on public streets includes:

1. Continue to Enforce the Current Streets and Traffic Bylaw

Apply the current parking regulations, vehicles can be parked on the street up to 72 hours and after that, a vehicle parked would be subject to ticketing.

2. Introduce Exclusive Parking Permits at \$3600

Permit residents that do not have a driveway or private parking space to apply for an exclusive parking permit for a signed, marked and designated parking space in front of their house and an annual cost of \$3600 and proof that certain criteria are met, subject to staff approval. Applications would be submitted to the City's Engineering Department for review in consideration of the location, safety, and impact on regular traffic circulation. Some risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property, added parking pressures for public use, and potential reduction in traffic efficiency on city streets.

3. Twice Yearly Exemptions

Amend the Street and Traffic bylaw to allow for the purchase of one permit per address, no more than twice per year, which exempts a vehicle registered to the resident from the 72-hour time limit for a maximum of 21 days per permit. To qualify a property must have no existing driveway or parking space(s) available on the property and must have been developed no later than January 1, 1959. A fee of \$15/day be charged for a 72-Hour Exemption Permit with a 21 day maximum to a total of \$315. Some risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property, added parking pressures for public use, and potential reduction of the City's ability to ensure traffic efficiency on some of its streets.

4. A Comprehensive Approach to Private Parking on Public Roads

- Exclusive Parking Permits

Amend the Street and Traffic Bylaw to permit an exclusive signed, marked and designated on road parking space for qualifying properties and introduce an annual permit fee of \$3600 (\$300/month). Residents would have an exclusive right to park on street adjacent to their property in a space signed and marked for their exclusive use. Cost of signage and installation is approximately \$750.00.

- Increase the cost of a Resident Parking Permit from \$13.00 a year to \$2,400 per year or \$200.00 monthly.

This reflects the current market value of the on-street parking benefit, and it mitigates the impact of granting certain residents exclusive use of public parking space at the expense of the other residents and visitors from utilizing the same public parking space.

- Amend the Street and Traffic Bylaw to permit regulated and properly designed boulevard parking under certain conditions, specifications and locations to be reviewed and authorized by the Engineering Department at a proposed annual cost for a Resident Boulevard Parking Permit of \$4800.

Risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property. Benefits include a comprehensive approach to resolving the problem of private resident parking on public roads and rights of way.

CONCLUSION

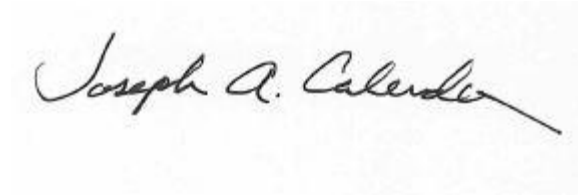
The Community Charter, Zoning Bylaw and Street & Traffic Bylaw all contain language for the purpose of preventing long term vehicle parking on public roads. Checks and balances ensure that no person appropriates public roads for private parking use other than for short term needs.

In 2008, Section 27 of the City's Street and Traffic bylaw was amended by eliminating the 3-hour parking restriction on lands abutting any street used for residential or commercial purposes. This permits residents and non-residents to park for up to 3 days or 72 hours before having to relocate their vehicle. Many continue to take undue advantage by moving their vehicle every 3 days around the 'neighbourhood' to avoid being ticketed. The 72 hour rule also enables landlords of secondary suites to require their tenants to park on the street instead of providing onsite parking as required by the Zoning Bylaw.

Many residents own more vehicles than they can park and store on their property. This results in an overparked condition on many streets.

Staff recommend a comprehensive approach to private parking on public roads.

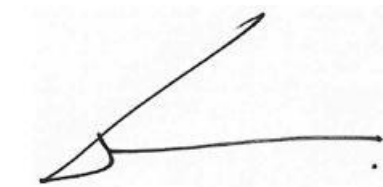
Respectfully submitted,

A handwritten signature in black ink that reads "Joseph A. Calenda". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Joseph Calenda
Acting Director, Planning & Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink that reads "Guillermo Ferrero". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Joseph Calenda, Acting Director, Planning and Development Services
SUBJECT: West Beach Parkade – Utilization of Parking Level 4

RECOMMENDATION

THAT Council receive for information the report dated March 28, 2022, from the Acting Director of Planning and Developments Services, titled “West Beach Parkade – Utilization of Parking Level 4” and direct staff on public access to Parking level 4 to permit public parking during periods of high parking demand.

EXECUTIVE SUMMARY

This report is to provide Council with West Beach Parkade utilization data that identifies periods of time where there is increased demand for parking capacity and provide method and options for public parking access to the 4th level of the West Beach Parkade during times of high parking demand, for Council’s consideration and direction to staff.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021-422 October 25, 2021	That Council direct staff to bring forward information in regard to closing the top floor of the City’s parkade with the exception of long weekends in the summer.

INTRODUCTION/BACKGROUND

The purpose of this report is to determine when additional parking capacity is required to meet periods of high public parking demand and permitting gate access to the 4th level of the West Beach Parkade and when access to the 4th level remains closed to the public.

In January of 2020, a gate was installed at the entrance to the 4th level of the West Beach Parkade to control public access to this parking level following complaints the City received regarding lighting and noise associated disturbances with the 4th level parkade use that negatively impacted area residents. In 2020, staff closed the 4th level parkade during the pandemic to limit visitors to the waterfront, and during the shoulder and winter seasons in 2021 in consideration of the complaints from the nearby residents. The 4th level parkade was opened during the summer season when parking demand is generally higher. Recently, the City received complaints from

the Marine Drive business community inquiring why the 4th level parkade was not opened on the March 4, 5 and 6 weekend as we experienced good weather which brought more visitors to the waterfront and the need for additional parking.

Manually opening and closing the gate is cumbersome and requires multiple parking services staff to manage this task. It is also difficult to definitively predict the dates/times when additional parking capacity will be required, as several factors contribute to parking demand. Weather conditions, time of year and day of the week are the greatest determining factors. The extra parking capacity is most often required July and August weekends, statutory holidays and Fridays in July.

Appended to this report are the utilization rates from year 2021 as follows:

- Appendix A: 2021 Dates when 80% Utilization Exceeded on 3rd Level of Parkade; and
- Appendix B: 2021 Parkade Levels 3 and 4 Utilization.

To note is that the West Beach Parkade was closed for the summer in 2020 due to the pandemic. Therefore no 2020 utilization data was collected.

There is intermittent and unpredictable demand for 4th level parking from March to September and while 4th level parking can create disturbances for nearby residents, the City also needs to balance that with the needs of the community as a whole, which includes visitors to the waterfront, the businesses at the waterfront and the parking demands at all times of the year.

To address staff resources and efficiency, installation of automation and sensors to open and close the gate on an as needed bases is one consideration. Initial inquiries by staff, estimated a cost for replacement and automation of the gate to be approximately \$14,000, but this figure requires confirmation and is not included in the current financial plan budget process.

If the gate access process is manual rather than automated, it would require parking staff resources to manage and would then impact other areas of staff responsibilities.

Providing gate access to 4th level parking at the start of the tourist season from Victoria Day weekend in May to Labour Day weekend in September, with gate access at the beginning and following long weekends or events outside of this period, would provide the public with consistency. It would also provide stretches of time from September to May where it would remain closed.

It is noted that anytime the 4th floor parkade is open, the potential for light or noise disturbances to area residents may occur.

FINANCIAL IMPLICATIONS

If access to the 4th floor of the parkade were opened manually by staff during set periods of time where parking demand is high, this would increase parking revenue. If an automated system was installed and maintained, the associated costs would have to be included in the financial plan budget process.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Providing public access on an as needed basis will reduce the impact on area residents. Providing additional capacity when needed will improve the ability of drivers to find parking and reduce traffic congestion along the waterfront.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

To manually operate the gate to access the 4th level during periods of time throughout the year would require assistance from parking services staff and impact resources and their ability to perform other duties and responsibilities.

To install an automated gate system to provide access to the 4th level of the parkade, will require facilities staff assistance in securing a contractor to install automatic gate operation sensors and equipment. Staff would also need to determine if sensor alerts can be programmed to signal when capacity thresholds are reached to warrant automated gate opening to the 4th level parkade.

CLIMATE CHANGE IMPLICATIONS

Opening the 4th level parkade when extra capacity is needed will reduce traffic congestion and vehicle emissions along the waterfront. Closing public access to the 4th level during periods of underutilization has no climate change implications.

ALIGNMENT WITH STRATEGIC PRIORITIES

Managing the West Beach Parkade as needed aligns with Council's priority of engagement with area residents to provide an excellent quality of life through the efficient management of parking resources to meet the needs of residents, visitors and businesses.

OPTIONS

The following options are available for Council's consideration:

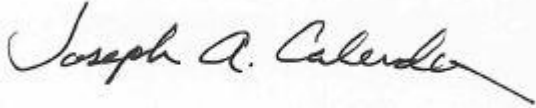
1. Schedule opening of the 4th level gate at the start of the tourist season from Victoria Day long Weekend in May to the Labour Day long weekend in September and the day before and following a long weekend throughout the year and during stretches of good weather.
2. Utilization of parking services staff to manually open and close gate access to the 4th floor.
3. Installation of automated sensors to open and close the gate on as needed basis as extra capacity is required.

These options all have the potential to increase disturbances to neighbourhood residents while being a benefit to visitors and the Marine Drive business community on days when the 4th level parkade is open.

CONCLUSION

Staff recommend a scheduled opening of the 4th level gate at the start of the tourist season from Victoria Day Weekend in May to the Labour Day weekend in September and the manual opening and closing of the gates on an “as needed” basis during long stretches of good weather or events. This will require parking enforcement staff to manually monitor the need for additional capacity.

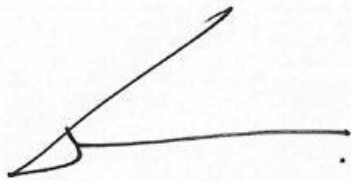
Respectfully submitted,



Joseph A. Calenda
Acting Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: 2021 Dates when 80% Utilization Exceeded on 3rd Level of Parkade
Appendix B: 2021 Parkade Levels 3 and 4 Utilization

APPENDIX A

2021 Dates when 80% Utilization Exceeded on 3rd Level of Parkade

DATES WHEN 80% UTILIZATION
EXCEEDED ON 3RD LEVEL*

Saturday January 23
Saturday March 13
Saturday April 17
Sunday April 18
Sunday May 16
Saturday May 29
Sunday June 20
**Thursday July 1
Saturday July 3
Friday July 9
Saturday July 10
Saturday July 17
Sunday July 18
Friday July 23
Saturday July 24
Sunday July 25
Friday July 30
Sunday August 1
**Monday August 2
Saturday August 14
Sunday August 15
**Monday September 6

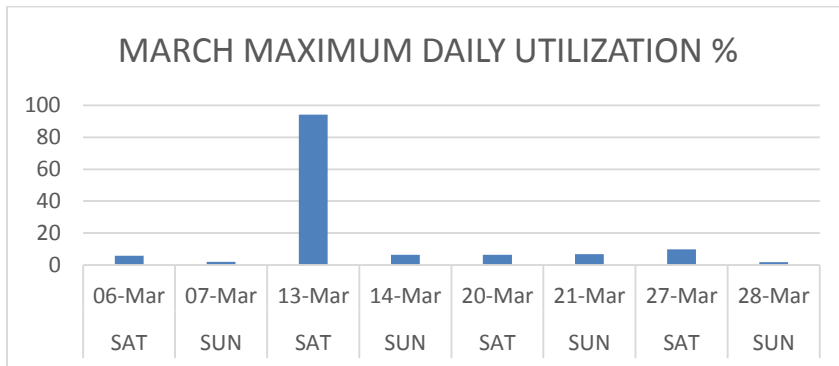
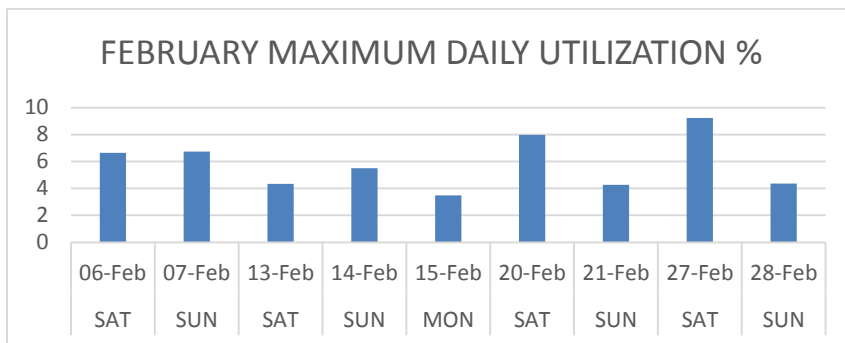
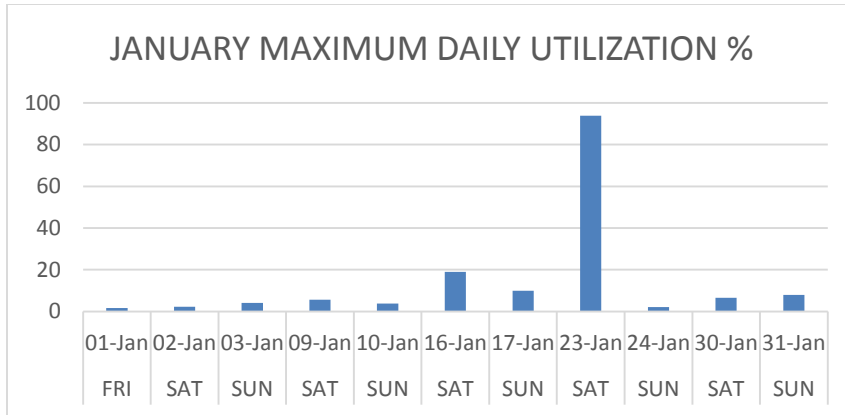
* Indicating need for additional
capacity on 4th level

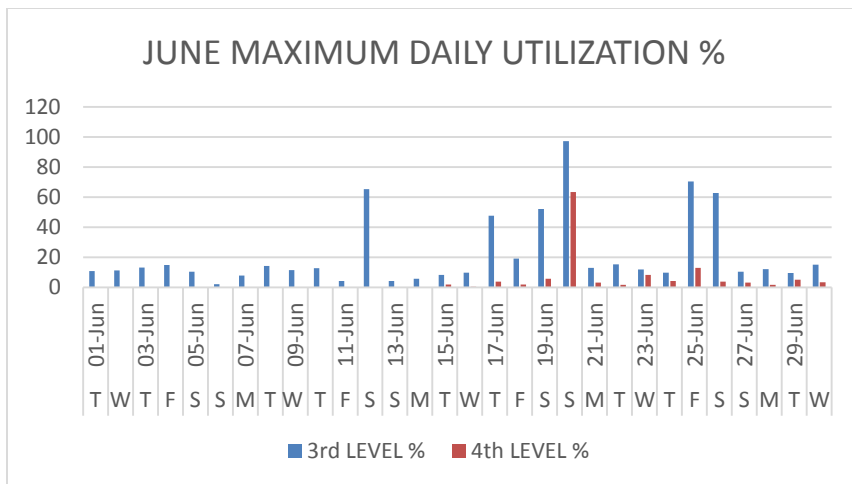
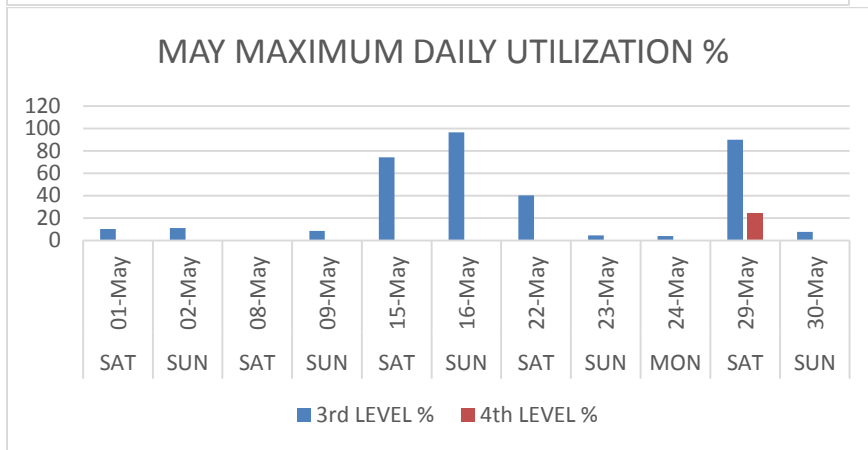
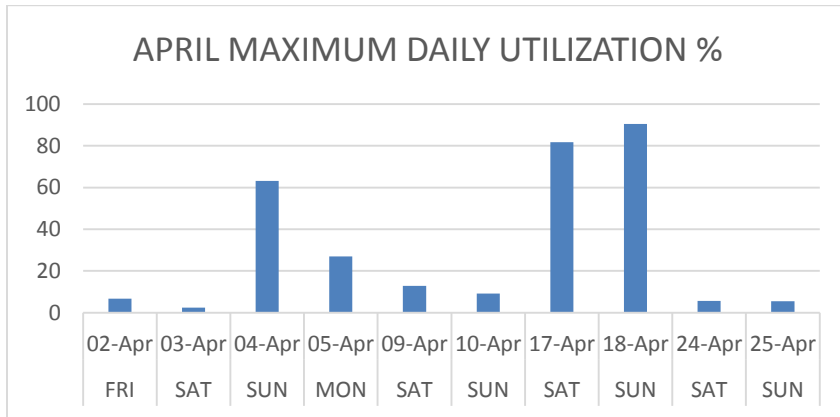
** Stat Holiday

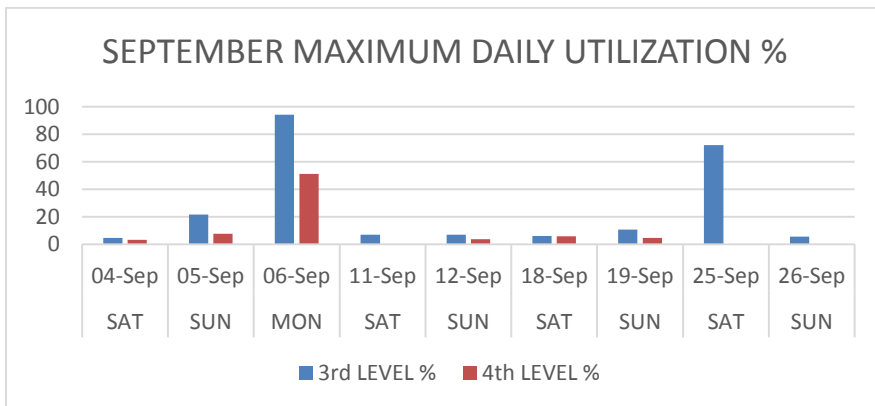
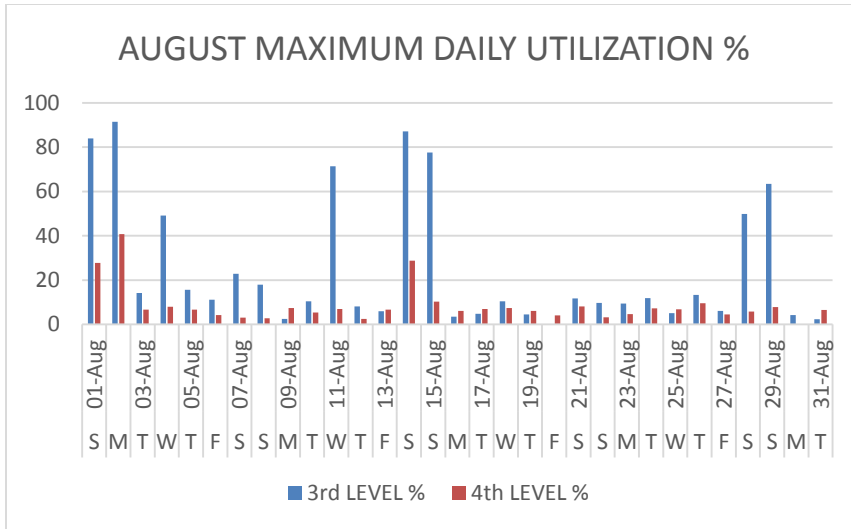
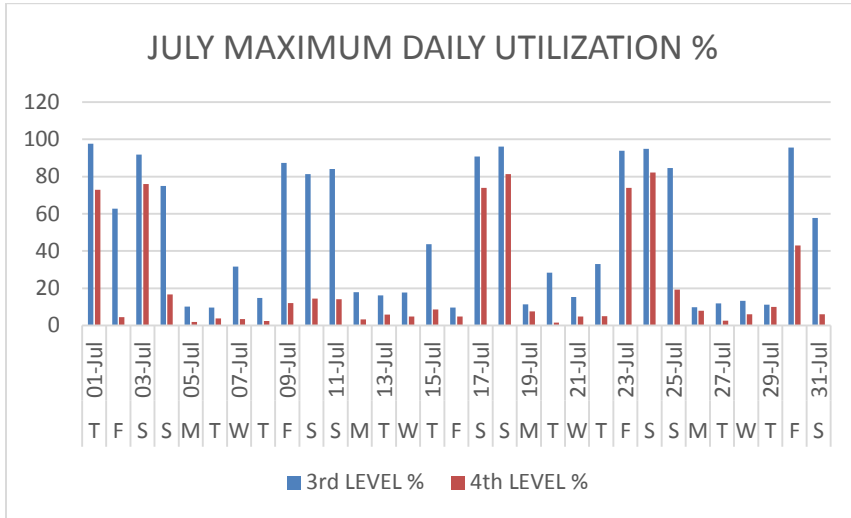
APPENDIX B

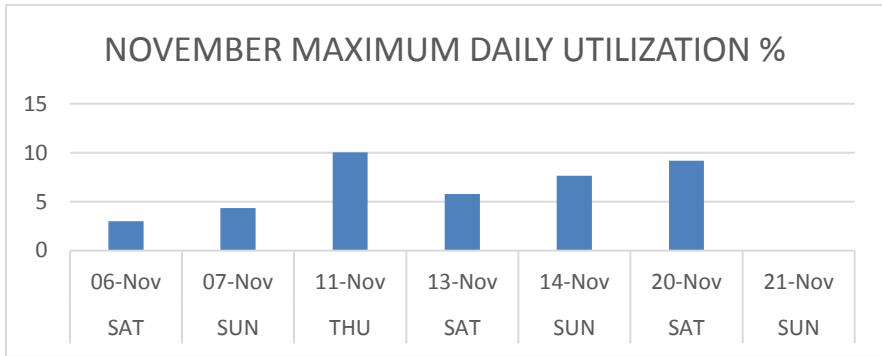
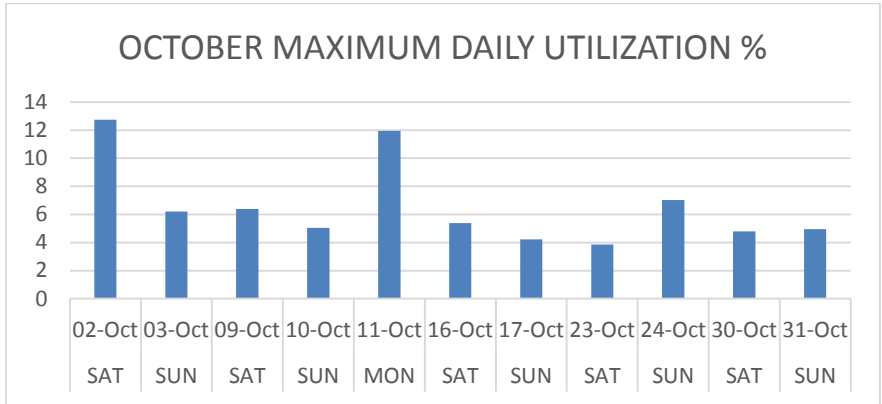
2021 Parkade Levels 3 and 4 Utilization

Note: Only weekends and stat holidays included in off season months, while summer months include all calendar days.









THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Eric Stepura, Director, Recreation and Culture
SUBJECT: Picnic on the Pier Event

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated March 28, 2022, from the Director of Recreation and Culture, titled “Picnic on the Pier Event” and endorse this fundraising event for the Peace Arch Hospital Foundation;
 2. If endorsed, that Council:
 - (a) approve the request for a Beer and Wine Garden/Private Function Liquor License for the “Picnic on the Pier” fundraising event to be held on Thursday, August 4, 2022, on the White Rock Pier; and
 - (b) approve sole use of the southern half of the White Rock Pier on Thursday, August 4, 2022, from 8:00 a.m. to 12:00 a.m. midnight for the setup, event, and take down subject to the conditions outlined in this corporate report.
-

INTRODUCTION/BACKGROUND

The City has received the attached Special Event Application (Appendix A) from the Peace Arch Hospital Foundation (PAHF) requesting permission to use the White Rock Pier on the evening of Thursday August 4, 2022 for a ticketed fundraising event, which includes serving liquor and food.

If approved, this would be the fourth year that this charitable event was held on the White Rock Pier. All of the previous events were sold out, and the last year the event was held (2018), the event raised approximately \$75,000 for the Peace Arch Hospital Emergency Room (ER).

The purpose of this corporate report is to provide further details about the proposed 2022 Picnic on the Pier event and, if approved by Council, outline the conditions that must be met prior to the event taking place.

PAST PRACTICE / POLICY / LEGISLATION

The process for approval of Beer Garden Public Function Liquor Licenses is covered by Recreation and Culture Policy No. 704 (Appendix B).

The policy that covers events on the Pier is Recreation and Culture Policy No. 706 (Appendix C).

ANALYSIS

The Picnic on the Pier event would include a 400+ seat long table (serving food that does not require an oven or open flame), a cocktail reception area, musical entertainment and fundraising activities such as a live auction. The actual event will take place from 5:30 p.m. - 9:00 p.m. The additional time requested preceding and following the event is needed for the event setup and takedown.

The event will be organized by a professional event management agency (the Pace Group), and financially supported by a local developer Landmark Premiere Properties. The beneficiary of the funds raised from the event will be the PAHF.

White Rock Pier has a long history of hosting community celebrations. On Thursday, August 28, 2014, a similar gala event (Party on the Pier) was held to mark the 100th Anniversary of the Pier. Semiahmoo Arts was granted permission by Council to use the White Rock Pier for this ticketed community celebration/fundraiser to mark the 100th Anniversary of the Pier. Permission was granted to sell liquor, food and to provide live dance music.

Recreation and Culture Policy No. 706 Pier Special Events outlines the conditions that must be followed for special events on the Pier. Section B, Item 1 of the policy states that, "The sale or use of alcohol will not be permitted on the Pier." Council may by resolution, make an exception to this policy for historical, civic or charitable events. As this proposed event is for a short duration (5:30 p.m. - 9:00 p.m.) and the sale of alcohol being strictly controlled, staff recommend approval of a beer/wine garden at this event subject to the following conditions:

1. Provide the City with a copy of a certificate of insurance for the event which includes Comprehensive General Liability and Host Liquor Liability Insurance naming the City of White Rock as additional insured for the entire event (from setup through takedown) with a minimum limit of \$5M coverage. Proof of insurance must be received 30 days in advance of the event;
2. Obtain an application for a Special Occasions License – Private Function from the BC Liquor Control and Licensing Branch, submit it to the White Rock Detachment of the RCMP for approval at least thirty (30) days in advance of the event. Following RCMP approval, the Special Occasions License may be issued by a BC Liquor Store Manager, or on-line;
3. Security for the beer garden must be provided by the organizer, and all servers will have Serving It Right certification;
4. Food must be served throughout the event; and
5. Provide the City with a sketch showing the beer/wine garden site layout, including the dimensions of all tents. The White Rock Fire Chief and the White Rock Building Department will review permit and safety issues related to tent size and crowd capacity.

Section B, Item 3 of Recreation and Culture Policy No. 706 Pier Special Events states that, "The preparation and selling of food, or any display that requires gas or electric elements will not be allowed." This policy item is meant to prevent fires occurring on the Pier, therefore any food that is provided at the event must be prepared off-site and delivered to the Pier. Organizers would also be required to obtain necessary temporary food permits from the Fraser Health Authority.

Temporary closure of the Pier for a ticketed event may cause some complaints from visitors to the waterfront. Complaints can be mitigated through the use of highly visible pre-event notification signage posted on the entrance for at least a week prior to the event, ads in the local

paper, a notice in the City web site, and by allowing public access to the northern one-half (1/2) of the Pier for the duration of the event.

The following additional conditions will need to be met by the event organizers in advance of the event taking place:

1. Make provision to control access and egress at the Pier Head entrance from event setup through takedown to inform Pier visitors of the closure for a charitable fundraiser for the local hospital;
2. Corporate advertising by event sponsors will be restricted to only the southern one-half (1/2) of the Pier for the date of Thursday, August 4, 2022 only;
3. Provide waste removal, recycling service, power generators, sound equipment and tents as required;
4. Post prominent signs at the Pier Head one week in advance of the event to provide notice to regular Pier visitors of the partial Pier closure on Thursday August 4, 2022;
5. If event equipment is to be stored on the Pier overnight, security personnel must be provided by the organizers at their cost;
6. Transportation of event equipment to and from the end of the Pier, must be done using electric carts. Gas powered vehicles of all types are not permitted on the Pier;
7. Either arrange to shuttle guests to and from the event, or notify them that pay parking is in effect; and
8. Notify Canada Customs of the event details.

Event organizer, Pace Group and the Executive Director of PAHF, have indicated that the above conditions can be met.

FINANCIAL IMPLICATIONS

There are no financial implications to the City from hosting this event. All costs will be paid for by either the PAHF or Landmark Premiere Properties.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Organizers will install signage at the entrance to the Pier and newspaper advertising to notify the public in advance of the Thursday, August 4, 2022 Pier closure.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The City's Engineering and Municipal Operations Department will review any requests for power hookups on the Pier to ensure that they meet code requirements.

The City's Fire Chief will approve crowd capacity on the Pier.

ALIGNMENT WITH STRATEGIC PRIORITIES

Council Corporate Vision is to provide a high quality of life where arts and culture flourish and our heritage is celebrated, where we can all live, work and play in an enjoyable atmosphere and where the community feels safe, secure and friendly. Special Events support the cultural development needed to build that kind of community.

OPTIONS / RISKS / ALTERNATIVES

The following option is available for Council’s consideration:

1. Not approve the proposed 2022 Picnic on the Pier fundraising event on August 4, 2022.

CONCLUSION

The Picnic on the Pier fundraising event has taken place successfully in the past at this location and in the format described. Council’s endorsement of this event is being sought, along with Council’s approval for a one day Beer/Wine Garden/Private Function Liquor License for Thursday, August 4, 2022, along with use of the southern half of the White Rock Pier for this event from 8:00 a.m.–12:00 a.m. midnight, subject to the conditions outlined in this corporate report.

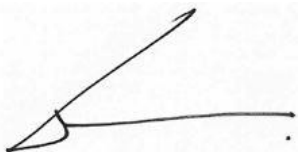
Respectfully submitted,



Eric Stepura
Director, Recreation and Culture

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Special Event Application for the 2022 Picnic on the Pier from PAHF
- Appendix B: Recreation and Culture Services Policy No. 704 Beer Garden/Public Function Liquor Licenses
- Appendix C: Recreation and Culture Services Policy No. 706 Pier Special Events

Print

2022 White Rock Special Event Application - Submission #21346

Date Submitted: 3/10/2022



2022 Event Applications Due Nov 15, 2021

If you have questions regarding filling out this form, please call 604-541-2252.

Name of the Event*

Picnic on the Pier

Date Requested for the Event*

8/4/2022 5:30 PM
8/4/2022 9:00 PM

Event Description (to help us promote your event on our event calendar etc.)*

A special long-table dinner on the White Rock Pier where all proceeds raise funds for Peace Arch Hospital.

Location(s) Request:*

White Rock Pier

Do you have a Communicable Disease Plan?*

- Yes
No
In-Progress

Please upload any relevant documents you have already (event poster, logo, liability insurance, site map, parking requests, communicable disease plan etc.)

Choose File No file chosen

In-person, Virtual or Hybrid Event?*

Please Choose One

- In-Person
Virtual (fully online)
Hybrid (in-person + online component)
In-person but will convert to online if needed due to pandemic
In-person but will postpone event if needed due to pandemic

Ticketing/Admission Info:*

Paid Registration/Tickets

select one that applies

Total Amount of People Involved in Event (Event Organizers, Event Suppliers/Vendors,Volunteers)*

50

What is your expected attendance (Less Event Staff, Event Suppliers and volunteers)*

400 guests

Type of Event*

<input type="checkbox"/> Festival	<input type="checkbox"/> Sporting Event (non run/walk)	<input type="checkbox"/> Children/Family Focused
<input type="checkbox"/> Fun Run/Walk	<input type="checkbox"/> Arts Event	<input type="checkbox"/> Seniors Focus
<input type="checkbox"/> Community Celebration	<input type="checkbox"/> Cultural Event	<input checked="" type="checkbox"/> Fundraiser
<input type="checkbox"/> Private Vendor/Corporate Event		

How many times has this event occurred in WR?

Four

If you haven't had your event in White Rock before, please describe the purpose of your event and relevance to the city

EVENT LOGISTICS AND CITY SUPPORT REQUESTS

Special Event Category*

B - City as Co-Producer

C - City as Supporter

See Special Event Policy #710

City of White Rock support requested*

Check all that apply.

In Kind Support (tents, barricades, etc.)

Financial Contribution

Promotion Only

Free Parking

Please Provide More Details on Event Logistics*

Please select all that apply

<input type="checkbox"/> City Stage	<input type="checkbox"/> City 6ft Tables	<input type="checkbox"/> Using own/rental dance floor
<input type="checkbox"/> City PA System	<input checked="" type="checkbox"/> City Barricades	<input checked="" type="checkbox"/> I plan to have food vendors
<input checked="" type="checkbox"/> City Power	<input type="checkbox"/> City Delineators	<input checked="" type="checkbox"/> I plan to have sales (raffle, merch, artisans etc.)
<input type="checkbox"/> City 10x10 tent(s)	<input type="checkbox"/> City Stanchions	<input checked="" type="checkbox"/> I plan to sell or serve liquor
<input type="checkbox"/> City 20x20 tent(s)	<input checked="" type="checkbox"/> Using own/rental PA System	<input type="checkbox"/> I plan to have pyrotechnics/fireworks
<input type="checkbox"/> City Folding Chairs	<input type="checkbox"/> Using own/rental stage	

Upload your proposed budget *

Budget for City Event Application.docx

Please include details on how you are going to fund your event including fundraising, grants, city financial support requests, ticket sales, anticipated sponsorship revenue as well as event expenses.

APPLICANT INFORMATION

Name of Applicant*

Vicki Brydon

Email Address*

vicki@pahfoundation.ca

Address

15521 Russell Ave

City

White Rock

Province

British Columbia

Postal Code

V4B 2R4

Mobile Number*

6046792011

Business/Organization/Society you are applying on behalf of:

Peace Arch Hospital Foundation

Not for profit society?*

yes

no

in progress

Society Number

Charitable #12731 1348 RR0001

IMPORTANT Insurance requirement:

The Corporation of the City of White Rock, 15322 Buena Vista Avenue, White Rock, BC V4B 1Y6), must be named as an additional insured on your liability policy; The amount of the liability insurance shall not be less than \$5,000,000 (or more depending on your request); The insurance policy cannot be cancelled unless the City is notified in writing 30 days in advance; and a Cross Liability Endorsement noted

APPENDIX B

THE CORPORATION OF THE
CITY OF WHITE ROCK
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



POLICY TITLE: BEER GARDEN / PUBLIC FUNCTION LIQUOR LICENCES

POLICY NUMBER: RECREATION AND CULTURE - 704

<i>Date of Council Adoption:</i> April 29, 2013	<i>Date of Last Amendment:</i> July 27, 2015
<i>Council Resolution Number:</i> 2013-134, 2015-285	
<i>Originating Department:</i> Recreation and Culture	<i>Date last reviewed by the Governance and Legislation Committee:</i> July 13, 2015

Policy:

General Policy Guidelines:

1. The process for Council approval of a beer garden is as follows:
 - a) Application must be made to the Director of Recreation and Culture at least 45 days in advance of the event in order to provide sufficient time for processing.
 - b) The Director along with a representative of the White Rock Detachment of the RCMP will review the request and report to Council.
 - c) If the Council approves the beer garden, then the applicant must next obtain the permission of the NCO in charge of White Rock Detachment of the RCMP, the application can then be taken to the local Liquor Control and Licensing Branch authority for final approval and a Special Occasion Licence.
2. Licences for outdoor public functions will only be approved by the R.C.M.P. after the applicant has first received approval from the City Council.
3. Following approval by the RCMP, the licence may be issued by the Liquor Control and Licensing Branch.

Rationale:

This policy has been established to provide consistent guidelines to be utilized by staff when processing an application for an event that is requesting a beer garden / public function where a liquor license has been requested and for Council to apply as part of their approval process.

THE CORPORATION OF THE
CITY OF WHITE ROCK
 15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



POLICY TITLE: PIER (SPECIAL EVENTS)
POLICY NUMBER: RECREATION AND CULTURE - 706

<i>Date of Council Adoption:</i> September 11, 2000	<i>Date of Last Amendment:</i> November 4, 2019
<i>Council Resolution Number:</i> 2013-134, 2015-285, 2019-498	
<i>Originating Department:</i> Recreation and Culture	<i>Date last reviewed by the governance and Legislation Committee:</i> October 21, 2019

Policy:

1. Booths and displays shall not be permitted on the Pier except for special events and with the prior written approval of the Director of Recreation and Culture.
2. Approved booths and displays should relate to the theme of the special event.
3. Requests for booths or displays on the Pier during Special Events must be submitted in writing, 30 days prior to the event and must be approved by the Director of Recreation and Culture.
4. The preparation and selling of food or any display that requires gas, electrical, or combustible elements will not be permitted on the Pier.
5. Installation of decorative lighting for special events held on the Pier requires an electrical permit and approval from the Director of Engineering and Municipal Operations.

Rationale:

This policy has been established to set guidelines, criteria and processes in regard to special events being held in and or around the White Rock Pier.

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Eric Stepura, Director, Recreation & Culture
SUBJECT: Promenade Sculptures Competition Proposal Review

RECOMMENDATIONS

THAT Council endorse the White Rock Promenade Sculptures Competition, as proposed by the White Rock Events Society, subject to the conditions outlined in this corporate report and if endorsed, approved:

- a) a one-time contribution of \$10,000 funded from the City's 2022 operating contingency to fund in-kind expenses required to host the White Rock Promenade Sculptures Competition; and
 - b) approve a one-time \$15,000 cash contribution to the White Rock Events Society funded from the City's 2022 operating contingency to host the White Rock Promenade Sculptures Competition in 2022/2023.
-

EXECUTIVE SUMMARY

At its regular meeting of February 28, 2022, Council asked staff to review the event application from the White Rock Events Society (Appendix A) requesting permission to host a yearlong Promenade Sculpture Competition exhibit at the White Rock waterfront.

As the 2022 Promenade Sculpture Competition is not a "special event" as defined in the City's Special Event Policy, but rather an outdoor art display, a further review of this proposal was carried out by staff from both the Recreation and Culture Department and the Engineering and Municipal Operations Department. Additionally, input was sought from the City of White Rock's Arts and Culture and Public Art Advisory Committees.

This corporate report provides a review of the White Rock Events Society proposal, information about the level of support being requested from the City and makes recommendations to Council on the conditions that the White Rock Events Society (WRES) must meet for the event to be held in White Rock.

PREVIOUS COUNCIL DIRECTION

At the February 28, 2022, Regular Council meeting, Council approved the following motion:

11.2.b. RECONSIDERATION - WHITE ROCK PROMENADE SCULPTURE COMPETITION

Councillor Johanson has requested Council to reconsider the carried motion in regard to the White Rock Promenade Sculpture Competition from the February 7, 2022 regular Council meeting:

THAT Council not approve the following event for 2022:

2. White Rock Promenade Sculpture Competition, May 22, 2022, through April 2023, to be organized by the White Rock Events Society.

2022-066

THAT Council endorses a reconsideration of the **second item (2.)** of the following carried resolution:

THAT Council not approve the following events for 2022:

1. White Rock Lights display from November 18, 2022 to February 18, 2023, to be organized by the White Rock Lights Society; and

2. White Rock Promenade Sculpture Competition, May 22, 2022, through April 2023, to be organized by the white Rock Events Society.

Result: CARRIED

2022-067

THAT Council refer consideration of the following event for 2022 to the March 28, 2022 meeting:

- **White Rock Promenade Sculpture Competition, May 22, 2022, through April 2023, to be organized by the White Rock Events Society.**

Result: CARRIED

INTRODUCTION/BACKGROUND

History of the Event

The WRES have a history of producing short-term events in White Rock prior to 2017, most notably the Sea Festival up until it transitioned into an “A” level City run event in 2017.

The Promenade Sculpture Competition is a new event proposal for White Rock. The WRES have patterned the event after similar events held in other jurisdictions, notably the Sculpture Walk in Castlegar. The Castlegar event has a large board of directors and an Executive Director to assist with organizing their event. The Castlegar event was started as an initiative from the arts community.

Comments from Committees of Council

At its regular meeting held March 12, 2022, the City of White Rock Arts and Culture Advisory Committee made the following motion, noting that an endorsement in principle would initiate the start of the fundraising process by the WRES:

“THAT the Arts and Cultural Advisory Committee recommends that Council endorse the proposed White Rock Promenade Sculpture Competition event, on the condition that the White Rock Events Society raises the required amount of money, which will be determined in a corporate report from the Director of Recreation and Culture.

Motion CARRIED”

At its regular meeting held March 15, 2022, the City of White Rock Public Art Advisory Committee received a presentation from WRES regarding the White Rock Promenade Sculpture Competition. A concern was expressed that the Public Art Committee and the Public Art and Placemaking Policy should be considered when an art selection and display event is being planned. The Committee members made the following motion, noting that the Public Art and Placemaking Policy must be followed:

“THAT the Public Art Advisory Committee recommends that Council endorse the White Rock Promenade Sculpture Competition event in principle, with the expectation that the organizers raise the required amount of money through donations and sponsorship.

Motion CARRIED”

City of White Rock Grants-in-Aid Sub Committee

At the recent Grants-in-Aid Sub Committee meeting held on March 22, 2022, the Committee recommended that Council support the White Rock Events Society receiving a \$5,000 grant-in-aid for the proposed event, subject to conditions being met by the Society.

Comments from Staff on Funding and In-Kind Services Requested

On March 11, 2022, representative staff from Recreation & Culture and Municipal Engineering and Operations met with event proponents at West Beach to discuss further the scope of the proposed event and what was being asked of the City.

Municipal Engineering and Operations would be required for the use of the property, location of underground utilities and installation of the artwork.

Recreation and Culture staff would be required to support any special event and provide pre-event assistance including coordinating a public art jury process and the involvement of the Public Art Advisory Committee to ensure it aligns with the City’s Public Art and Placemaking Policy.

Comments on Timing

Staff and members of the City’s Arts and Culture and Public Art Committee Advisory Committees have expressed concern that 2022 may be an ambitious starting year to successfully deliver this initiative. Organizers have indicated that they require six months from the start of fundraising to installation for creating.

Budget Comments

The White Rock Events Society has provided a budget estimate (Appendix B).

Staff have analyzed the proposed budget and have the following concerns:

- The additional \$15,000 required in cash contribution from the City has not been identified in the 2022-2026 Financial Plan.

- The \$75,000 anticipated in fundraising for 2022 is ambitious given many businesses are emerging from hardship and challenges from a two year pandemic and have cut budgets for sponsorship. As well, new community events typically have more difficulty attracting funds until they are well established and proven.
- The request for in-kind services for an event of this length and scope, including Recreation & Culture and Municipal Engineering and Operations staff time, has not been planned for in 2022 staff work priorities. Staff have estimated in-kind costs requested from the City at \$10,000. The breakdown of these costs is shown in the budget section below.

Recommended Conditions for Approval of the Promenade Sculpture Competition

Staff recommend that the following conditions must be met by the WRES for the Promenade Sculpture Competition to take place on City owned and/or leased property at the White Rock waterfront:

1. That the White Rock Events Society secure commitments for 75% of the Society’s \$75,000 fundraising target (\$56,250) prior to any pedestals or sculptures being installed at the waterfront.
2. That a Memorandum of Understanding (MOU) between the WRES and the City be developed outlining the responsibilities of each party, and the conditions that must be met by the WRES prior to the installation of the pedestals or sculptures. The MOU would also include the scope of the project, schedule, and resources required. A final debriefing report, based on the MOU metrics, would measure success, including sustainability of the event for future years.
3. That the display be limited to the grass area east of the Pier between the flagpole and P’Quals (white rock).
4. That event sponsorship and other signage be pre-approved by City staff.
5. That the project aligns with the City of White Rock’s Public Art and Placemaking Policy including that the selection of artists and art be coordinated with the Public Art Advisory Committee, and that artists are compensated fairly.
6. That before beginning the installation, the WRES obtain liability insurance for the entirety of the time the display is on City owned or leased property. The insurance must cover injuries and/or death to organizers, volunteers, contractors, and visitors, as well as potential damage to streetlights and other infrastructure. The insurance policy must be a minimum \$5M coverage, naming the City of White Rock as added insured, include a cross liability clause and a no cancellation clause stating that the policy cannot be cancelled without first providing the City with 30 days written notice of cancellation.

FINANCIAL IMPLICATIONS

If Council agrees to support the WRES Promenade Sculpture Competition, the City’s contribution towards the event would be estimated as follows:

Cash requested from the City (according to the proposed budget)	\$15,000
Subject to Council’s approval, Grant-in-Aid as recommended by the City’s Grants-in-Aid Sub-Committee	\$ 5,000

Recreation and Culture staff assistance with event planning, coordination, promotion and site meetings; and provision of event related materials, equipment and supplies.	\$2,500
Recreation and Culture staff assistance in coordinating the Public Art Advisory Committee and Public Art artist and art work jury process.	\$2,500
Engineering and Municipal Operations services including, labour assistance, site preparation, transport and installation of concrete pedestals, daily cleanup, maintenance of sculptures as needed and project planning assistance.	\$5,000
Total Estimated Funds Required from the City of White Rock	\$30,000

As the 2022-2026 Financial Plan does not include funding for this event, the \$25,000 portion would have to be funded from the City’s 2022 operating contingency.

LEGAL IMPLICATIONS

There is some risk of injury to visitors to the waterfront if the sculptures are climbed on. Having a City staff representative on the panel that selects the art pieces will help reduce this risk.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Staff will promote the competition on the City’s web site and on social media channels.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The City’s Recreation and Cultural Services Department will work with the White Rock Events Society with event planning, coordination, and promotion assistance. Staff will also coordinate with the Clerk’s office to coordinate with the Public Art Advisory Committee and the public art artist and art jury process.

The City’s Engineering and Municipal Operations Department will assist the White Rock Events Society with staff time and value-in-kind resource and service support including site preparation and cleanup, washroom maintenance etc.

The City’s Communication Department will assist with promoting the event.

ALIGNMENT WITH STRATEGIC PRIORITIES

Council desires to make the best possible community decisions in collaboration with residents and stakeholders, providing an excellent quality of life.

OPTIONS / RISKS / ALTERNATIVES

The following alternate option is available for Council’s consideration:

1. Decline the proposal for a Promenade Sculpture Competition as submitted by the WRES.

CONCLUSION

The proposal from the WRES is exciting and ambitious. If successful, the event could attract more visitors to White Rock, and continue to build on the Council’s goal identified in the Cultural Strategic Plan to integrate arts and culture into everyday life of White Rock residents.

The City must provide oversight of all events taking place on its owned or leased facilities as it has a duty to monitor public safety, public health, and manage its fiduciary responsibilities. As a result, staff have outlined six conditions which must be met by the WRES for the Promenade Sculpture Competition to take place on City owned and/or leased property at the White Rock waterfront.

The WRES has requested \$15,000 in cash plus an estimated \$10,000 in services-in-kind from the City and the Grants-in-Aid Sub Committee recently recommended that Council approve a \$5,000 grant-in-aid for this proposed event. If approved, the source of \$25,000 in funding would come from the 2022 operating contingency budget.

The White Rock Promenade Sculpture Competition has the potential to be a welcome new addition to the City's cultural event calendar if organizers can secure the necessary financial support from sponsors.

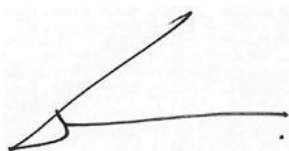
Respectfully submitted,



Eric Stepura
Director of Recreation and Culture

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: White Rock Events Society Proposal
- Appendix B: White Rock Events Society Proposed Budget



White Rock Promenade Sculptures Competition

May 2022 – April 2023 - Pilot Project

Our model:

A year-round outdoor parade of 10 original sculptures by artists located on a pleasant walking tour along the waterfront, museum and west, grassy side of the promenade. We will have an open call to all artists in our area.

The 10 sculptures will be selected by a panel comprised of one out of town artist, a city rep, a board member and a member from the city art community.

Viewers are encouraged to vote for their favourite sculpture via ballot and the winner of the People’s Choice Award is purchased for permanent display in the city (Up to \$15,000) 2nd place award, \$1000 and 3rd, \$500.

Artistic Merit Award – Selected by an anonymous jury of artists, overseen by an adjudicator from outside the area.

Winner \$5000

2nd \$1000

3rd \$ 500

Each artist selected to participate receives a \$500 honourarium.

Theme for 2022 Pilot Project – Water

Artists may submit a range of materials and interpretations covering the spectrum from classical cast bronze statues to abstract works that invite personal interpretation through stained glass, living organics and recycled and found objects. This is a 12-month outdoor project and all sculptures need to be made of a durable material in a public setting.

Our inspiration came from the Sculpturewalk Capital of Canada, Castlegar. Originated in 2010 as a trial project, their program has grown year after year and is the #1 local attraction on Trip Advisor and 100% of sponsors said they would recommend sponsorship to other businesses.



Any sale of art pieces will be shared, organization 30%, artist, 70%, vitally important to their financial and artistic sustainability. The Society would provide comprehensive/liability insurance, not the artist.

Castlegar had a team of welders, city workers, fabricators and artists ready to install the sculptures. We are hopeful we can attract the same quality of interested supporters.

The opportunities to the city for this program are many:

- Developing a unique identity for the city
- Encourage tourism and attract investment
- Support local artists
- Support the revitalization of the water front and beautify the city
- Develop regional municipal partnerships through sales and possibly, in the future, leasing

We would like to reach out to artists from Semiahmoo First Nation to participate in this artistic endeavour.

We have more specific information to share and will Request to Appear as a Delegation.

Thank you

Deanna Pedersen
Cindy Poppy
Jodi Delaney
White Rock Events Society

White Rock Events Society

White Rock Promenade Sculptures-Draft budget 2022

	Budget	Comments
Income		
City of White Rock		
Funding		
Grant in Aid	5,000.00	
Total City of White Rock	5,000.00	
Sponsors	70,000.00	
Total Income	75,000.00	
Operating Expenses		
Legal and professional fees	1,000.00	
Insurance - Directors	700.00	
Office supplies	1,500.00	
Advertising/printing	2,000.00	
Volunteer program	1,000.00	
Volunteer/Sponsor Gala	1,500.00	
Venue signage	1,000.00	
Social Media	1,200.00	
Miscellaneous	3,000.00	
Contingency fund	5,000.00	
Sub Total Operating Exp	17,900.00	
Event Expenses		
Installation/Removal	5,600.00	
Const Materials/plaques	25,000.00	Approx \$2500 per pad/pedestal x 10
Maintenance	5,000.00	
Awards	25,000.00	
Artist Honourariums	5,000.00	
Sponsor Gift Certificates	1,500.00	Towards purchase of Sculptures
Insurance - Event	5,000.00	
Sub Total Event Expenses	72,100.00	
Total Expenses	90,000.00	
Other Income		
In-Kind Goods Income		
In-Kind Service Income		
Total Other Income		
Other Expenses		
In-Kind Goods Expense		
In-Kind Service Expense		
Total Other Expenses		
Net	-15,000.00	

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Tracey Arthur, Director, Corporate Administration
SUBJECT: White Rock Freedom of Information Bylaw, 2022, No. 2421

RECOMMENDATION

THAT Council receive for information this corporate report dated March 28, 2022, from the Director of Corporate Administration, titled “White Rock Freedom of Information Bylaw, 2022, No, 2421” and endorse an update to the White Rock Freedom of Information practice that will introduce an FOI application fee in White Rock.

INTRODUCTION/BACKGROUND

This corporate report informs Council of recent amendments by the province to the *Freedom of Information and Protection of Privacy Act* (the “Act”) and the *Freedom of Information and Protection of Privacy Regulation* (the “Regulation”) (together, FIPPA Legislation) have made it possible for public bodies to now charge a prescribed application fee for Freedom of Information (“FOI”) access requests. Council is being asked to consider endorsing an update to the White Rock Freedom of Information Bylaw that will introduce an application fee for FOI access requests in White Rock.

The City’s Administration Department processes FOI access requests pursuant to the requirements of FIPPA Legislation. Through the FOI process, the public can gain access to City records that are not routinely available or readily accessed through other means.

The City receives and processes a number of FOI access requests each year:

Year	FOI Requests
2021	53
2020	58
2019	51
2018	78
2017	96

Many requests received require significant staff resources to clarify and respond to. An application fee will encourage FOI applicants to be clearer with their requests and treat the FOI process less casually.

An as example, one applicant, who is not a member of the media, made 19 of the City's 53 access requests in 2021(≈ 36%). This equates to a significant amount of staff resources dedicated to the interests of one (1) person.

Other public bodies are considering the implementation of an FOI application fee. The Province of British Columbia, the City of Surrey, and the City of Pitt Meadows have already implemented or indicated an intention to implement an FOI application fee. However, it is expected that some public bodies will decide not to implement an application fee for this service.

This is something that each municipality has the ability to consider in what will work for their community.

FINANCIAL IMPLICATIONS

An FOI application fee will help offset a portion of the costs associated with processing FOI access requests. Until recently, the Act prohibited the charging of an application fee for FOI access requests except in limited circumstances (ex: for locating and retrieving a record \$7.50 per ¼ hour after the first three (3) hours). In practice, the City has rarely charged such fees.

Staff are proposing the implementation of an FOI application fee pinned to the rate described in the Regulation. This rate is currently set at \$10.00 per request (maximum permitted charge brought in by the recent amendments to the legislation).

LEGAL IMPLICATIONS

The implementation of an FOI application fee will require an update to the *White Rock Freedom of Information Bylaw, 2010, No. 1922*. Staff are proposing that this bylaw be repealed and replaced with a newly created *White Rock Freedom of Information Bylaw, 2022, No. 2421*. The proposed replacement bylaw includes some updated wording and pins all of the City's FOI fees to those set by the Province of British Columbia in the Regulation.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

If supported by Council, the Freedom of Information page on the City website will be updated with information about the FOI application fee and include the new Bylaw.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

If supported by Council, the Information Technology Department will be involved in the creation of a new online FOI access request form that will assist with the collection of FOI application fees.

The Finance Department will be tasked with accounting related to the FOI application fees collected.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Endorse the newly presented *White Rock Freedom of Information Bylaw, 2022, No. 2421* as circulated, thereby directing the implementation of an FOI application fee be applied in White Rock.
2. Take no action, thereby preserving the City's FOI process in its current state.
3. Provide alternative direction.

CONCLUSION

Recent amendments to FIPPA Legislation have made it possible for public bodies to charge a prescribed application fee for FOI access requests. City staff recommend that Council endorse an update to the White Rock Freedom of Information practice that will introduce an FOI application fee in White Rock. The fee is proposed to be pinned to the rate described in FIPPA Legislation, which is currently set at \$10.00 per request.

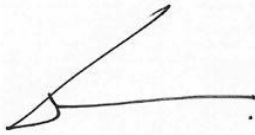
Respectfully submitted,



Tracey Arthur
Director of Corporate Administration

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Draft “*White Rock Freedom of Information Bylaw, 2022, No. 2421*”

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2421**



A Bylaw for the administration of the Freedom of
Information and Protection of Privacy Act

Whereas the Freedom of Information and Protection of Privacy Act, RSBC 1996, Chapter 165, as amended, states that a local public body, i) must designate by bylaw a person or group of persons as the head of the local public body for the purposes of the Act, and ii) may set by bylaw any fees the local public body requires to be paid under Section 75 of the Act;

The Council of the Corporation of the City of White Rock, in public meeting, enacts as follows:

1. This Bylaw may be cited as “White Rock Freedom of Information Bylaw, 2022, No. 2421”.

Definitions

2. (a) The definitions contained in the Act will apply to this Bylaw except where the context requires otherwise.

(b) In this Bylaw:

“Act” means the Freedom of Information and Protection of Privacy Act, RSBC 1996, Chapter 165, as amended, or any successor legislation to the same general intent and effect.

“City” means the Corporation of the City of White Rock.

“Head” means the person designated as the City’s head for the purposes of the Act in accordance with Section 77 of the Act.

“Regulation” means the Freedom of Information and Protection of Privacy Regulation, BC Reg 155/2012, OC 491/2012, as amended, or any successor legislation to the same general intent and effect.

Administration

3. The Director of Corporate Administration is designated as the Head.

4. The Head may delegate any of the Head’s duties under the Act to City staff within their office.

Fees

5. An applicant making an access request will pay to the City a non-refundable application fee at the prescribed rate described in the Regulation. The City will not begin processing an access request until payment is received in full.
6. An applicant making a request will pay to the City fees at the maximum rates described in the Regulation for:
 - (a) locating, retrieving, and producing a record;
 - (b) preparing a record for disclosure;
 - (c) shipping and handling a record; and
 - (d) providing a copy of a record.
7. The fees described in Sections 5 and 6 do not apply to a request for an applicant’s own personal information.

Repeal

8. White Rock Freedom of Information Bylaw, 2010, No. 1922 and amendments is hereby repealed.

RECEIVED FIRST READING on the _____ day of _____
RECEIVED SECOND READING on the _____ day of _____
RECEIVED THIRD READING on the _____ day of _____
ADOPTED on the _____ day of _____

MAYOR

CITY CLERK



Finance and Audit Committee

Minutes

March 1, 2022, 5:00 p.m.

City Hall Council Chambers

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

PRESENT: Mayor Walker
Councillor Chesney
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Joe Calenda, Acting Director of Planning and Development Services
(via electronic means)
Shannon Johnston, Acting Director of Financial Services
Kale Pauls, Staff Sergeant WR RCMP Detachment
Eric Stepura, Director of Recreation and Culture (via electronic means)
Ed Wolfe, Fire Chief
Chris Zota, Manager of Information Technology (via electronic means)

GUEST Paul Murray, Consultant for the City – Budget

PUBLIC 1

1. **CALL TO ORDER**

Councillor Kristjanson, Chairperson

The meeting was called to order at 5:08 p.m.

2. ADOPTION OF AGENDA

Motion Number: 2022-F&A-013 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for March 1, 2022 as circulated.

Motion CARRIED (6 to 0)

3. ADOPTION OF MINUTES

Motion Number: 2022-F&A-014 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the February 7, 2022, meeting minutes as presented.

Motion CARRIED (6 to 0)

4. CITY OF WHITE ROCK 2022 BUDGET - PUBLIC COMMENT SUMMARY

Corporate Report dated March 1, 2022, from the Acting Director of Financial Services and P. Murray, Consultant, titled "City of White Rock 2022 Budget - Public Comment Summary".

Mr. Murray gave an overview of the proposed budget document format (using the GFOI standard), noting it was a work in progress.

Motion Number: 2022-F&A-015 It was MOVED and SECONDED

THAT the Finance and Audit Committee receive the March 1, 2022, Corporate Report from the Acting Director of Finance, titled "City of White Rock 2022 Budget – Public Comment Summary."

Motion CARRIED (6 to 0)

5. DEPARTMENT BUDGET PRESENTATIONS

5.1 PROTECTIVE SERVICES

5.1.a Fire Rescue

The Fire Chief provided a Fire Services Department overview from the Proposed 2022 Financial Plan document.

The following discussion points were noted:

- Assistance with fires up north in the province, most departments are asked to send help and the City's Fire Department reviews this on a case-by-case basis (includes cost recovery from the Province)
- In the past there was a Fire Rescue Boat, staff noted it is only needed if there is a high call volume for those call types, at this time it is not cost effective to have one
- Fire staff are fully trained in regard to hazardous materials going through via rail the City / derailment
- Volunteer Firemen, paid on an On Call basis and they are paid for the training they participate in
- Inspection numbers anticipated to go up. Due to COVID inspections were down, the department is now behind in this area (additional Fire Fighter will help in this capacity)

5.1.b Police Services

Staff Sergeant Pauls provided a Police Services Department overview from the Proposed 2022 Financial Plan document.

The follow discussion points were noted:

- Community Policing, re-alignment of services with Victim Services. Victim Services is something the province mandates (certain services required when there is a victim, and it is beyond what the RCMP Officer can offer)
- Peer Counselling for the detachment, there is a training cost (currently included in the training budget)
- There is overtime (many factors impact this)
- It was confirmed that at the present time there is the correct number of staff (impacted by population growth)

5.2 RECREATION AND CULTURE

The Director of Recreation and Culture provided a Recreation and Culture Department overview from the Proposed 2022 Financial Plan document.

The following discussion points were noted:

- Fraser Health utilized some space at City facilities during COVID, was there revenue from this? Staff noted there was some revenue and the City also rents space (Centre for Active Living) to Fraser Health for cardiac rehab - some of the fitness equipment was moved out during COVID and a number of desks were brought in
- It was confirmed there were some layoffs in this department due to COVID (Recreational Instructors / casual staff)
- It was requested that staff provide names of staff with a line as to what they do
- Tour de White Rock for 2022 is that confirmed to occur? Staff are looking at this now there may be other options (smaller event) offered
- Special Events note a large jump, staff are hoping to get back to hosting in person events (Canada Day by the Bay, Sea Festival and Tour de White Rock)
- Interest to receive a list of all programs offered at each center including cost, interest and revenue (help keep track of spending)

Motion Number: 2022-F&A-016 It was MOVED and SECONDED

THAT the Finance and Audit Committee requests the following be provided:

- **A list of all programs offered at each of the City Facilities with a break down of the cost (including special events).**

Voted in the Negative (5): Mayor Walker, Councillor Chesney, Councillor Kristjanson, Councillor Manning, and Councillor Trevelyan

Motion DEFEATED (1 to 5)

- It was confirmed that the department plans to continue some online activities
- Has there been a review of increasing user fees? Staff confirmed every few years they do conduct a survey to ensure rates are comparable (in many cases the City rates are at the higher end)

- Has the department considered partnering for larger events (less cost for taxpayers)? Staff confirmed that was once the management model for the Sea Festival and White Rock Festival of Lights, not always the best way (decision was made instead to bring these under the City's umbrella)
- Indoor Pickleball was offered at the Curling Club (Club) site a few years ago, the Club took it on and had one (1) - two (2) then COVID hit preventing it from continuing
- Good to see 31 online programs being offered

Motion Number: 2022-F&A-017 It was MOVED and SECONDED

THAT The Finance and Audit Committee directs the Talk White Rock platform be re-opened as soon as possible, and this be advertised as much as possible, in order to continue to engage the community in the current budget process.

Motion CARRIED (6 to 0)

Motion Number: 2022-F&A-018 It was MOVED and SECONDED

That the Finance and Audit committee request to:

- **Receive an estimate for the following information for future budgets for the Budget Binder to include for each capital project the following information:**
 - **Name**
 - **Description**
 - **Business Case**
 - **link to prior Council strategic Priority**
 - **resources needed**
 - **number of hours**
 - **equipment costs**
 - **funding sources**
 - **and how much would that cost.**

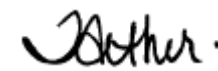
Voted in the Negative (4): Mayor Walker, Councillor Chesney, Councillor Manning, and Councillor Trevelyan

Motion DEFEATED (2 to 4)

6. **CONCLUSION OF THE MARCH 1, 2022 FINANCE AND AUDIT COMMITTEE MEETING**

The meeting was concluded at 6:55 p.m.

Councillor Kristjanson, Chairperson



Tracey Arthur, Director of Corporate Administration

Unapproved



Finance and Audit Committee

Minutes

March 2, 2022, 5:00 p.m.
City Hall Council Chambers
15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT: Mayor Walker
Councillor Chesney
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

ABSENT: Councillor Johanson

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Debbie Johnstone, Deputy Corporate Officer

GUEST Paul Murray, Consultant for the City – Budget

Public 1

1. CALL TO ORDER

Councillor Kristjanson, Chairperson

The meeting was called to order at 5:02 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2022-F&A-019 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for March 2, 2022, as circulated.

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

3. **DEPARTMENT BUDGET PRESENTATIONS**

3.1 **ENGINEERING**

The Director of Engineering and Municipal Operations provided a department operational overview from the Proposed 2022 Financial Plan document.

The following discussion points were noted:

- Reserves, each utility has its own reserve fund however the road work reserves are in a general fund
- Request for a breakdown of each staff person and a brief description of their duties was requested
- It was clarified that staff are waiting for Council direction in regard to the city owned site at Hogg Park where the house was demolished

Motion Number: 2022-F&A-020 It was MOVED and SECONDED

THAT the Finance and Audit Committee endorse the Bright Walk in White Rock event be maintained at the current level (what was provided in 2021) and reduce the 2022 funding by \$25,000.

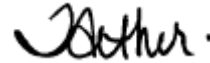
Voted in the Negative (1): Councillor Kristjanson

Absent (1): Councillor Johanson

Motion CARRIED (4 to 1)

4. **CONCLUSION OF THE MARCH 2, 2022, FINANCE AND AUDIT COMMITTEE MEETING**

The meeting was concluded at 5:30 p.m.



Councillor Kristjanson, Chairperson

Tracey Arthur, Director of Corporate Administration

Unapproved



Finance and Audit Committee

Minutes

March 3, 2022, 5:00 p.m.

City Hall Council Chambers

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

PRESENT: Mayor Walker
Councillor Chesney
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

ABSENT: Councillor Johanson

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Joe Calenda, Acting Director of Planning and Development Services
Jim Gordon, Director of Engineering and Municipal Operations
Shannon Johnston, Acting Director of Financial Services
Eric Stepura, Director of Recreation and Culture (via electronic means)
Chris Zota, Manager of Information Technology
Debbie Johnstone, Deputy Corporate Officer

GUEST Paul Murray, Consultant for the City – Budget

PUBLIC 2

1. **CALL TO ORDER - Councillor Kristjanson, Chairperson**

The meeting was called to order at 5:01 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2022+-F&A-021 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for March 3, 2022, as circulated.

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

3. **DEPARTMENT BUDGET PRESENTATIONS**

3.1 **PLANNING AND DEVELOPMENT SERVICES**

The Acting Director of Planning and Development Services provided a departmental overview from the Proposed 2022 Financial Plan document.

The following discussion points were noted:

- Increase for banking fees / credit cards (payments made by credit cards - merchant fees) varies by card as to how much is being charged
- Application time periods, goal is to make 12 months there will be work to do to get there. The Housing Strategic Action Plan can help with this by helping to accelerate review and approval times The province is giving municipalities the tools to accelerate the approval process (eg. public hearing may not be required when the project aligns with the City's Official Community Plan and Zoning)
- Would be interested to know how to get the approvals down to six (6) months, would like to see what is needed for that and for 12 month approval for a comparison
- At this point each single-family home needs to go through a design review, this can be addressed in the Housing Strategic Action Plan
- Would like to see a workshop set up with Council and staff to have discussion in regard to processes and how they can be made quicker

3.2 **COUNCIL AND CAO**

The Chief Administrative Officer (CAO) provided an overview of the Council and CAO department outlined in the Proposed 2022 Financial Plan document.

The following discussion points:

- Do other City's expect Council Members to use their own funds to go to a conference? Staff noted this was not the case
- The Grant Writer position, in the private sector they are paid on commission, could this work for the City? Staff noted they usually accept a fixed fee and incentive (commission) from the grant the City receives, in the end it is likely it would be more expensive to do then than to hire for the position.

Motion Number: 2022-F&A-022 It was MOVED and SECONDED

THAT the Finance and Audit Committee recommend staff add the position of a Grant Writer to the budget at this time.

Voted in the Negative (3): Councillor Chesney, Councillor Manning, and Councillor Trevelyan

Absent (1): Councillor Johanson

Motion DEFEATED (2 to 3)

Motion Number: 2022-F&A-023 It was MOVED and SECONDED

THAT the Finance and Audit Committee direct staff to arrange for next week an opportunity for direct public input.

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

3.3 CORPORATE ADMINISTRATION

The Director of Corporate Administration provided a department overview from the Proposed 2022 Financial Plan document.

3.4 HUMAN RESOURCES

Mr. Murray provided a Human Resources (HR) Department overview from the Proposed 2022 Financial Plan document.

The following discussion points were noted:

- RCMP support services (confirmed this is within the RCMP budget however HR oversee the RCMP support staff)

- Staff turnover rate, what does that cost from a budget perspective, the CAO will bring forward information on this
- It was confirmed that the HR department is only four (4) staff working in that capacity, much work is done by this group for the entire organization, it is a department that can use some help

3.5 INFORMATION TECHNOLOGY

The Manager of Information Technology provided a department overview from the Proposed 2022 Financial Plan document.

3.6 FINANCIAL SERVICES

The Acting Director of Financial Services provided a department overview from the Proposed 2022 Financial Plan document.

3.7 FISCAL SERVICES

The Acting Director of Financial Services provided a department overview from the Proposed 2022 Financial Plan document.

It was noted that there is a timeline for the budget to be completed (May 15) staff are inquiring with the Ministry of Finance in this regard.

Motion Number: 2022-F&A-024 It was MOVED and SECONDED

CONSIDER TO RESCIND MOTION 2022-F&A-023

THAT the Finance and Audit Committee rescind the following motion:

- **THAT the Finance and Audit Committee direct staff to arrange for next week an opportunity for direct public input.**

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

Motion Number: 2022-F&A-025 It was MOVED and SECONDED

THAT the Finance and Audit Committee direct staff to arrange a further meeting with as soon as possible where there will be opportunity for direct public input on the proposed budget with requested amendments.


Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

4. **CONCLUSION OF THE MARCH 3, 2022, FINANCE AND AUDIT COMMITTEE MEETING**

The meeting was concluded at 6:59 p.m.

Councillor Kristjanson, Chairperson


Tracey Arthur, Director of Corporate Administration



Finance and Audit Committee

Minutes

March 8, 2022, 5:00 p.m.

City Hall Council Chambers

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

PRESENT: Mayor Walker
Councillor Chesney
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

ABSENT: Councillor Johanson

STAFF: Guillermo Ferrero, Chief Administrative Officer
Jim Gordon, Director of Engineering and Municipal Operations
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief (via electronic means)
Shannon Johnston, Acting Director of Financial Services
Joseph Calenda, Acting Director of Planning and Development Services (via electronic means)
Chris Zota, Manager of Information Technology (via electronic means)
Debbie Johnstone, Deputy Corporate Officer
Chloe Richards, Committee Clerk

GUEST: Paul Murray, Budget Consultant

PUBLIC: 3

1. CALL TO ORDER

Councillor Kristjanson, Chairperson

The meeting was called to order at 5:02 p.m.

2. ADOPTION OF AGENDA

Motion Number: 2022-F&A 026 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for **March 8, 2022**, as amended to include:

- On-Table Document titled “Summary of Preliminary Incomplete 2021 Asset Improvement Projects to be Carried Over to 2022”; and,
- Under Item 3 – Utilities to be added as a topic for discussion.

Absent (1): Councillor Johanson

Motion CARRIED (5 to 0)

3. ASSET IMPROVEMENT (CAPITAL) PROGRAM

The Director of Engineering and Municipal Operations provided an overview of the City's Utilities and the Asset Improvement (Capital) Program.

The following discussion points were noted:

Utilities:

- Solid Waste:
 - Question was asked why the green waste is taken to Delta and not to Surrey. Staff noted Delta provides the best value. Suggested staff look into if this could be taken to a facility in Surrey.
- Drainage Utility:
 - Water quality testing information from the outfalls into Semiahmoo Bay – how often is this posted on the website? Staff noted that at this time the data is provided to the Ministry and the Semiahmoo First Nation. It is not posted on the city website.
 - Concerns were noted with climate change and an increase in storm events, such as atmospheric rivers. Staff confirmed that while there was flooding and road closures in the city due to the atmospheric river, there was no flooding into the sanitary system.

- Provincial and Federal Grants for climate change issues (landslides) are available. The City has applied for grants of this nature before and could apply again for certain projects.
- This is another area in which a full-time grant writer position could be utilized.
- Sanitary Sewer:
 - Questions were asked regarding difficulties to source supplies for projects. Staff noted that items such as asphalt and concrete can be affected with inflation. Raw materials are more of a concern than supplies at this time.
 - Johnston Road and Thrift Avenue work – hoping to postpone with many development projects in that area. Staff confirmed this is a utility project, and that the small mains are old and will need to be replaced in the next three (3) to four (4) years.
- Water:
 - Water Treatment Plant - arsenic scrubbers are aging faster than expected – it was enquired if this being covered and if there is anything that can be done to prolong their longevity. Staff confirmed that the arsenic media filters are not performing as well as the City had wanted. Regeneration for the media filters was done once last summer and is taking place again now.
 - A request was made to ensure that information on arsenic levels for the water continue to be updated on the City website. Staff will look into this to make sure that the data is being posted regularly.

General Fund Asset Improvement Program

- When replacing City vehicles – are we looking at electric vehicles where possible? Staff noted this is something that is being looked into. When replacing a vehicle, a business case can be made for it to be electric, if possible.
- For roads – on Thrift Avenue, from Johnston Road to Vidal Street– is there concern with heavy vehicle traffic on Thrift due to other projects (Foster Martin, for example) breaking ground? Staff confirmed they are not concerned with heavy vehicles, as they need to operate within the road limits. Concerns were noted, however, with digging in the area. Staff will look into this further.

- Are there plans for a left turn signal at Oxford Street and North Bluff Road? Staff will report back on this.
- For the Kent Street Activity Centre – it was enquired what the remaining lifespan of the building is. Staff noted this building is very well used, especially prior to COVID. Staff can provide a better estimate on the lifespan once the Facility Master Plan is completed (estimated time is eight (8) or nine (9) months for completion of that project).
- The road reconstruction project for Johnston Road – Russell Avenue to Thrift Avenue – it was noted that price seems high. Staff will review the estimate.
- Pedestrian controlled crosswalks at Martin Street / Parker Street and Johnston Road and Prospect Street – when will these be completed? Staff noted that there have been delays working with Surrey on these projects and Surrey does not feel as though this is required. The previous Manager of Engineering was working on this; as this position is now vacant, this project is requiring additional time. It was noted that a compromise needs to be reached to move forward on this.
- Speed reduction on Marine Drive – what has been done/ are there any plans to address this? It was noted that there is nothing budgeted for speed humps/ curb extensions. Staff confirmed any work done on this would require an agreement with Surrey. Some common ground may be reached through narrowing roads at intersections, road paintings or other methods of traffic calming.
- Noted that a corporate report was brought forward to Council on speed calming options for Marine Drive. It was requested that this be brought forward to a future Council meeting for further discussion.
- How is it determined which roads take priority and is there public input on this? Staff noted they are working on an Integrated Transportation Master Plan, which is to be completed later this summer. Public consultation has been part of this process and is being used to formulate the plan.
- Staff confirmed that the Development Cost Charges (DCC) Bylaw is scheduled to be reviewed in 2022. Once a project is included in this Bylaw, the City can use DCC's to fund it.

4. **CONCLUSION OF THE MARCH 8, 2022 FINANCE AND AUDIT COMMITTEE MEETING**

The meeting was concluded at 6:13 p.m.



Councillor Kristjanson, Chairperson

Debbie Johnstone, Deputy
Corporate Officer

Unapproved



Finance and Audit Committee

Minutes

March 9, 2022, 5:00 p.m.

City Hall Council Chambers

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

PRESENT: Mayor Walker
Councillor Chesney
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Jim Gordon, Director of Engineering and Municipal Operations
Eric Stepura, Director of Recreation and Culture
Shannon Johnston, Acting Director, Financial Services
Ed Wolfe, Fire Chief
Kale Pauls, Staff Sargent
Debbie Johnstone, Deputy Corporate Officer
Janessa Auer, Committee Clerk

GUEST: Paul Murray, Budget Consultant

PUBLIC: 3

1. CALL TO ORDER

Councillor Kristjanson, Chairperson

The meeting was called to order at 5:01 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2022-F&A-026 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for **March 9, 2022**, as circulated.

Motion CARRIED (6 to 0)

3. **BUDGET PRESENTATION RECAP AND DISCUSSION**

P. Murray, Consultant, provided a summary of the previous budget presentations. Two (2) changes to the budget have been proposed at this time:

- Funding for half of the warming shelter (to be shared with the City of Surrey); and,
- Bright Walk in White Rock – budget to remain the same for 2022 as it was in 2021.

The city is currently sitting at a 6.31% overall tax increase.

The following discussion points were noted:

- For the Community Response Team Constable, what other duties would the position have?

Staff confirmed that the position is a full-time constable, and this would be the primary role of the position. Additional duties and assistance to others in the department take place when required/ time permits.

There is uncertainty with the Surrey Police Service as to how this will affect White Rock. It is important to ensure roles are being covered and there isn't any negative affect for White Rock when Surrey Police Service is fully operational.

- What would the impact be to the Financial Services Department if the Purchasing Specialist position was deferred or eliminated? What are the cost savings this position would realize for the City?

Staff noted deferring or eliminating this position would have an impact on all City departments, not just Finance. Purchasing is specialized and this position would create efficiencies for many departments.

Staff clarified that in many cases it would be a cost savings in capital. This position could assist with Request for Proposals (RFPs) for various

departments and would likely allow staff to accomplish additional work that they are currently unable to do.

- Does the position need to be full-time, or could a part-time position be considered for this role? And further, could this type of position merge with the Grant-Writer position?

Staff noted that it would be challenging for this work to take place on a part-time basis. Both the Purchasing Specialist position and the Grant-Writer position would have a separate skill set. So finding one (1) candidate to do both roles would be challenging.

- The vacant Building Official 1 position was discussed.

Staff noted current delays in the Planning and Development Services Department with respect to building permits. Not filling this position would slow the process even further.

- For the additional Rec Attendant hours at the Centre for Active Living - what would the impact be to remove this from the budget?

Staff noted that most of the programs offered at the facility occur in the afternoons and evenings for drop-in classes. Not having a Rec Attendant working the front desk could have safety concerns (would not be able to see people coming and going from the facility) and there would be no staff there to greet people, answer any questions etc.

- The Special Event Assistant position was discussed, and the potential impact for not hiring this position in 2022.

Staff clarified that this position would alleviate overtime currently accrued by the Special Events Coordinator due to a number of events taking place on the weekends and evenings.

It was suggested that fewer events could take place in order to assist with this.

Staff noted that the special events schedule for 2022 has already been approved by Council for the upcoming year; however, events that are to go ahead could be scaled back to address workload issues.

- Reducing the number of Council members attending conferences in B.C. and having no members costs' covered for conferences outside of B.C. was suggested.

There is benefit for members of Council to attend conferences, such as UBCM. Conferences act as an important way to network and build relationships with other municipalities.

- Questions were asked regarding the impacts for reducing the annual transfer to the capital works reserve.

Staff confirmed once the \$100,000 is removed it continues to be removed through the budget five (5) years unless Council were to provide direction to add it back into the financial plan.

Council could choose to increase the transfer to the capital works reserve in 2023 to compensate for the reduction in 2022.

- What would the impact on capital projects be if this funding was deferred or was removed for the next 5 years?

Staff noted that some projects in the Capital Plan would be delayed further down the road. By delaying these projects, however, there is always a risk that something could happen.

- A suggestion was made to consider canvassing commercial property owners to gauge their support for the White Rock Business Improvement Association (BIA). While this would not reduce household taxes, it could help commercial property owners.

Staff noted that currently there is a Bylaw in place for the establishment of the Business Improvement Association Area Bylaw which expires in 2024.

- What would the impact be for reducing contracted road maintenance and what that would look like?

Staff advised that this type of work includes pothole patching, sidewalk patches, asphalt repairs, road end brush maintenance, line painting etc. Reducing this work would reduce the level of services for this.

Motion Number: 2022-F&A-027 It was MOVED and SECONDED

THAT the Finance and Audit Committee remove the Community Response Team Constable Member position and associated costs for the position from the 2022 budget.

Voted in the Negative (5): Mayor Walker, Councillor Johanson, Councillor Kristjanson, Councillor Manning, and Councillor Trevelyan

Motion DEFEATED (1 to 5)

Motion Number: 2022-F&A-028 It was MOVED and SECONDED

THAT the Finance and Audit Committee defer or eliminate the hiring of a Purchasing Specialist from the 2022 budget.

Voted in the Negative (2): Mayor Walker, and Councillor Chesney

Motion CARRIED (4 to 2)

Motion Number: 2022-F&A-029 It was MOVED and SECONDED

THAT the Finance and Audit Committee defer the hiring of a Building Official 1 position to 2023.

Voted in the Negative (5): Mayor Walker, Councillor Chesney, Councillor Johanson, Councillor Kristjanson, and Councillor Trevelyan

Motion DEFEATED (1 to 5)

Motion Number: 2022-F&A-030 It was MOVED and SECONDED

THAT the Finance and Audit Committee defer or eliminate the hiring of a Special Events Assistant.

Voted in the Negative (3): Mayor Walker, Councillor Kristjanson, and Councillor Manning

Motion DEFEATED (3 to 3)

Motion Number: 2022-F&A-031 It was MOVED and SECONDED

THAT Council limit conference registration to two (2) members of Council per conference in B.C. and no council registration be covered for conferences outside of B.C.

Voted in the Negative (3): Mayor Walker, Councillor Johanson, and Councillor Kristjanson

Motion DEFEATED (3 to 3)

Motion Number: 2022-F&A-032 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce the annual transfer to the Capital Works Reserve for 2022 in the amount of 100,000.

Voted in the Negative (4): Mayor Walker, Councillor Chesney, Councillor Manning, and Councillor Trevelyan

Motion DEFEATED (2 to 4)

Motion Number: 2022-F&A-033 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce Parks Workshops.

Voted in the Negative (4): Mayor Walker, Councillor Chesney, Councillor Johanson, and Councillor Kristjanson

Motion DEFEATED (2 to 4)

Motion Number: 2022-F&A-034 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce the combined operating consulting budget by 10% for 2022.

Voted in the Negative (2): Mayor Walker, and Councillor Chesney

Motion CARRIED (4 to 2)

Motion Number: 2022-F&A-035 It was MOVED and SECONDED

THAT the Finance and Audit Committee ask commercial property owners if they want to maintain their funding for the White Rock Business Improvement Association (BIA) levy, requiring a 50% +1 approval rating to continue.

Voted in the Negative (2): Mayor Walker, and Councillor Trevelyan

Motion CARRIED (4 to 2)

Motion Number: 2022-F&A-036 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce the number of hard copy Recreation Guides by 50%

Motion CARRIED (6 to 0)

Motion Number: 2022-F&A-037 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce contracted roads maintenance for 2022.

Voted in the Negative (5): Mayor Walker, Councillor Chesney, Councillor Johanson, Councillor Kristjanson, and Councillor Manning

Motion DEFEATED (1 to 5)

Motion Number: 2022-F&A-038 It was MOVED and SECONDED

THAT the Finance and Audit Committee reduce parks temporary full-time wages.

Voted in the Negative (5): Mayor Walker, Councillor Chesney, Councillor Johanson, Councillor Kristjanson, and Councillor Manning

Motion DEFEATED (1 to 5)

Motion Number: 2022-F&A-039 It was MOVED and SECONDED

THAT the Finance and Audit Committee defer hiring the additional Fire Fighter position and Building Official 1 position to June of this year (2022).

Motion CARRIED (6 to 0)

Motion Number: 2022-F&A-040 It was MOVED and SECONDED

THAT a Finance and Audit Committee meeting be scheduled prior to the March 28th Regular Council meeting (5:00 p.m. for one hour).

Motion CARRIED (6 to 0)

Staff noted that, with these changes, the current tax rate is 5.37%. Staff can bring a report back to a future Finance and Audit Committee meeting on how this would look. Following that, it was suggested that public input on the 2022 Budget take place on Monday, April 4, 2022.

4. **CONCLUSION OF THE MARCH 9, 2022 FINANCE AND AUDIT COMMITTEE MEETING**

The meeting was concluded at 7:03 p.m.



Councillor Kristjanson, Chairperson

Debbie Johnstone, Deputy
Corporate Officer



Grants-In-Aid Sub-Committee

Minutes

March 21, 2022, 4:00 p.m.
City Hall Council Chambers
15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT: Councillor Chesney, Chairperson
Councillor Johanson
Councillor Manning

STAFF: Eric Stepura, Director of Recreation and Culture
Shannon Johnston, Acting Director of Financial Services
Elizabeth Keurvorst, Manager of Cultural Development
Janene Brierley-Green, Manager of Revenue Services
Debbie Johnstone, Deputy Corporate Officer

1. **CALL TO ORDER**

The meeting was called to order at 4:02 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2022-GIA-001 It was MOVED and SECONDED

**THAT the Grants-In-Aid Sub-Committee adopt the agenda for
March 21, 2022 as circulated.**

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number: 2022-GIA-002 It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee adopt the minutes of the May 12, 2021, meeting as circulated.

Motion CARRIED

4. **2022 GENERAL GRANTS-IN-AID**

Corporate report dated March 21, 2022, from the Acting Director of Financial Services titled "2022 General Grants-In-Aid".

Each application was reviewed as presented in the package (tab by tab).

The following discussion points were noted:

- Concerns were noted with the White Rock Players' Club request. The cost of a roof replacement is substantially more than what is being requested. It was also noted that this is not a city facility.
- It was suggested that a grant could be allocated to the White Rock Players' Club for a different request (open houses, recruitment projects etc.) should they re-submit in time for the late application deadline. The White Rock Lawn Bowling Club's request for funding for an aging furnace was discussed. Staff clarified that the White Rock Lawn Bowling Club has a Licence Agreement with the City; however, the purchase of a furnace would be the responsibility of the Lawn Bowling Club and not the City. The Committee debated this further and decided to allocate the funds.

Motion Number: 2022-GIA-003 It was MOVED and SECONDED

THAT the Grants-in-Aid Sub Committee:

- **Hold back funds for the White Rock Players' Club at this time due to the cost for the stage and backstage roof replacement and consideration that this is not a city owned building; and,**
- **Encourages the White Rock Players' Club to come forward with an additional request for the late submission deadline.**

Motion CARRIED

Motion Number: 2022-GIA-004 It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee recommend that Council approve the following Grants-in-Aid for 2022:

Tab/Reference #	Applicant	Recommended Grant-in-Aid
1	Avalon Women's Centre White Rock	\$2,000
2	CARP	\$1,000
4	Together South Surrey-White Rock	\$600
5	Volunteer Cancer Drivers Society	\$1,500
6	White Rock Elks Lodge No. 431	\$1,750
7	White Rock Pride Society	\$2,000
8	Christmas On the Peninsula Society	\$2,000
9	Peninsula Arts Foundation	\$1,750
10	Sources Foundation	\$2,000
11	White Rock City Orchestra	\$1,500
12	White Rock Museum & Archives Society	\$2,000
13	White Rock Players' Club	\$1,000
14	Mann Park Lawn Bowling Club	\$1,000
15	White Rock Lawn Bowling Club	\$1,000
16	BC Pets and Friends	\$2,000
17	Critter Care Wildlife Society	\$750
18	Earl Marriott Secondary School	\$1,000
19	Semiahmoo Peninsula Marine Rescue Society	\$2,000
20	Semiahmoo Secondary School	\$1,000

Motion CARRIED

5. 2022 GRANTS-IN-AID - ARTS AND CULTURE

Corporate report dated March 21, 2022, from the Director of Recreation and Culture titled "2022 Grants-in-Aid - Arts and Culture".

The Manager of Cultural Development summarized the corporate report. It was noted that following the application deadline, there has been one (1) late submission.

The application from the Surrey Youth Theatre Company was discussed. Staff noted that the project aims to celebrate the youth theatre's 25 years on the peninsula. The Gala would be held at the Kent Street Activity Centre in April 2023.

The Committee suggested that Staff work with the Surrey Youth Theatre Company to come back with an application in time for the late submission deadline with further information on the costs for the actual Gala event, where filming of the video would occur (if this were to be funded it would be contingent on the video being filmed in White Rock), and the breakdown of members that reside in White Rock.

The Committee discussed the late submission application from the White Rock Events Society for the White Rock Promenade Sculpture Competition. It was noted this project has come to both the Public Art Advisory Committee and the Arts and Cultural Advisory Committee, and both had recommended it move forward contingent on fundraising.

Motion Number: 2022-GIA-005 It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee recommend that Council allocate 2022 Grants-in-Aid - Arts and Culture funding in support of the following two events:

- **White Rock Pride Family Festival in the amount of \$5,000; and,**
- **The White Rock Museum and Archives - Morosan: A Retrospective in the amount of \$5,000.**

Motion CARRIED

Motion Number: 2022-GIA-006 It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee recommend that Council allocate 2022 Grants-in-Aid - Arts and Culture funding in the amount \$5,000 to the White Rock Events Society for the White Rock Promenade Sculpture Competition, contingent that the event takes place in 2022.

Motion CARRIED

6. **CONCLUSION OF THE MARCH 21, 2022 GRANTS-IN-AID SUB-COMMITTEE MEETING**

The meeting was concluded at 4:55 p.m.



Councillor Chesney, Chairperson

Debbie Johnstone, Deputy
Corporate Officer

Unapproved



Economic Development Advisory Committee

Minutes

March 4, 2022, 11:30 a.m.

Electronic Meeting via Microsoft Teams

- PRESENT:**
- Councillor Manning, Chairperson (non-voting)
 - Adam Smith, Community Member
 - Doug McLean, Community Member
 - Grace Cleveland, Community Member (left the meeting at 1:00 p.m.)
 - Michele Partridge, Community Member
 - Peter Zheng, Community Member (entered the meeting at 11:40 a.m.)
- GUEST:**
- Mayor Walker
- ABSENT:**
- Aroon Shah, Community Member
- STAFF:**
- Joseph Calenda, Acting Director of Planning and Development Services
 - Carolyn Latzen, Economic Development Officer
 - Chloe Richards, Committee Clerk
-

1. CALL TO ORDER

The meeting was called to order at 11:35 a.m.

2. ADOPTION OF AGENDA

Motion Number 2022-EDAC-014: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the March 4, 2022 meeting agenda as circulated.

Motion CARRIED

**3. ECONOMIC DEVELOPMENT ADVISORY COMMITTEE WORK PLAN:
REVIEW OF STAFF RECOMMENDATIONS**

Council received the Economic Development Work Plan at the October 25, 2021 Regular Council meeting, including a corporate report, titled "Staff Feedback on 2021-2022 Economic Development Advisory Committee (EDAC) Work Plan".

The previous Economic Development Advisory Committee meeting ended during this agenda item. The Economic Development Officer continued discussing the work plan along with the staff recommendations for this work plan, continuing with Item 15.

Item 15:

- A working group pertaining to this item was formed at a previous meeting (A. Smith, P. Zheng and M. Partridge). Working group members provided a brief update.
- It was noted that a corporate report on the inventory of city property will be presented at an upcoming Regular Council meeting.

P. Zheng joined the meeting at 11:40 a.m.

Motion Number 2022-EDAC-015: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommends that Council approve the Committee continuing to include Item 15: "*Actively seek & reclaim underutilized, undervalued, or distressed City Land - Back alleys, former industrial, or subject to easements or right of ways.*" in their 2021-2022 Work Plan.

Motion CARRIED

Item 16:

- It was noted that this is an outcome of Item 15.

Motion Number 2022-EDAC-016: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommends that Council approve the Committee continuing to include Item 16, "*Develop a future plan to*

repurpose mini commercial economic zones throughout the City - E.g., Back alley becomes a brewery row, creating arts clubs or pop-up theater stations, or creating new city business zones.", be combined with Item 15, "Actively seek & reclaim underutilized, undervalued, or distressed City Land - Back alleys, former industrial, or subject to easements or right of ways.", in their 2021-2022 Work Plan.

Motion CARRIED

Item 17:

- It was noted that this Work Plan item would be led by Committee members.
- A working group pertaining to this item was formed at a previous meeting (A. Smith, P. Zheng, and M. Partridge).

Motion Number 2022-EDAC-017: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommends that Council approve the Committee continuing to include Item 17, "*Develop a working plan to create a tech friendly environment*", in their 2021-2022 Work Plan.

Motion CARRIED

Item 18:

Motion Number 2022-EDAC-018: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee form a working group to explore opportunities to obtain a higher education institution satellite campus in White Rock; and

THAT the working group work with staff to achieve the objective of Item 18 of the Work Plan.

Motion CARRIED

Motion Number 2022-EDAC-019: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee appoint Committee members D. McLean and A. Smith to a working group for exploring opportunities to obtain a higher education institution satellite campus in White Rock.

Motion CARRIED

4. **ECONOMIC DEVELOPMENT STRATEGIC PLAN**

The Economic Development Officer presented the latest draft of the Economic Development Strategic Plan.

Three (3) goals were highlighted in the Economic Development Strategic Plan, along with their objectives and action items. The Committee discussed these goals, objectives and items in detail.

The following was noted for each goal:

- **Goal #1:** To attract and retain small and medium sized independent businesses that will enhance the existing character and charm of the city.
 - A Parking Strategy corporate report is anticipated to be presented at an upcoming regular Council meeting.
 - A Committee member recommended that research be done to see what other municipalities are doing to address parking concerns.

The Committee took a five (5) minute break at 12:23 p.m. The meeting resumed at 12:28 p.m.

Motion Number 2022-EDAC-020: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council endorse Goal #1 of the Economic Development Strategic Plan: *To attract and retain small and medium sized independent businesses that will enhance the existing character and charm of the city.*

Motion CARRIED

- **Goal #2:** To promote private and public development and projects that will enhance white rock's existing strengths and improve its overall attractiveness and livability.
 - **ACTION ITEM:** The Economic Development Officer to contact City of West Vancouver to gather information on their strategy to limiting certain business types.

Motion Number 2022-EDAC-021: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council endorse that the City of White Rock, in collaboration with the White Rock Business Improvement Association and the South Surrey White Rock Chamber of Commerce, create an inventory of existing businesses, perhaps by business type (or sub-type), and use this information to attract newer businesses.

Motion CARRIED

Motion Number 2022-EDAC-022: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council direct staff to amend the second initiative of the first objective from the Economic Development Strategic Plan's Goal #2 to read as follows:

Take measure to support vibrancy, diversity, locality and charm in all commercial centres by enacting bylaws designed to limit or encourage the number of types of businesses that Council feels there are too many of (as West Vancouver is doing).

Motion CARRIED

Motion Number 2022-EDAC-023: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council direct staff to include descriptive words, such as coach house, laneway houses and secondary suites, that could ideally be permitted on single family lots, in the Economic Development Strategic Plan, in the final action item of the last objective for Goal #2.

Motion CARRIED

Motion Number 2022-EDAC-024: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council direct staff to conduct a survey, through Talk White Rock, on White Rock residents working from home, and possibly creating a focus group thereafter, with the intention of capturing information for the Economic Development Strategic Plan.

Motion CARRIED

Motion Number 2022-EDAC-025: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council endorse Goal #2 of the Economic Development Strategic Plan, "*To promote private and public development and projects that will enhance white rock's existing strengths and improve its overall attractiveness and livability*", with the recommended changes.

Motion CARRIED

G. Cleveland left the meeting at 1:00 p.m.

- **Goal #3:** To increase visitation to White Rock by making the City the most captivating destination south of the Fraser River.
 - It was noted that the Center Street Walkway was just recently renamed to the Helen Fathers Walkway. The walkway name change will be addressed in the following Economic Development Strategic Plan document version.

Motion Number 2022-EDAC-026: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommend Council to endorse Goal #3 of the Economic Development Strategic Plan: *To increase visitation to White Rock by making the City the most captivating destination south of the Fraser River.*

Motion CARRIED

The Implementation Plan began being discussed. Due to time limitations with the meeting, the Committee ended discussions of Item 4, *Economic Development Strategic Plan*, early and will resume at the following meeting, where the Annual Report Card metric section of the Implementation Plan will finish being reviewed.

5. TECH INDUSTRY WORKING GROUP

Due to time limitations with the meeting, Item 5, *Tech Industry Working Group*, will be discussed at the following meeting.

6. UNDERUTILIZED CITY LAND WORKING GROUP

Due to time limitations with the meeting, Item 6, *Underutilized City Land Working Group*, will be discussed at the following meeting.

7. OTHER BUSINESS

None.

8. INFORMATION

8.1 COMMITTEE ACTION TRACKING

Due to time limitations with the meeting, Item 8.1, *Committee Action Tracking*, will be discussed at the following meeting.

9. 2022 MEETING SCHEDULE

It was noted that, moving forward, Councillor Trevelyan will assume the role as Chairperson, and that Councillor Manning will assume the role as Vice-Chairperson.

Motion Number 2022-EDAC-027: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee endorse the 2022 meeting schedule as presented:

- March 16, 2022;
- April 20, 2022;
- May 18, 2022;
- June 15, 2022;
- July 20, 2022; and
- September 21, 2022.

All meeting times will be scheduled to take place on Wednesdays from 4:00 p.m. to 6:00 p.m.

Motion CARRIED

10. CONCLUSION OF THE MARCH 4, 2022 ECONOMIC DEVELOPMENT ADVISORY COMMITTEE MEETING

The Chairperson concluded the meeting at 1:30 p.m.



Councillor Manning, Chairperson



Chloe Richards, Committee Clerk



Arts and Cultural Advisory Committee

Minutes

March 10, 2022, 4:00 p.m.

Via Microsoft Teams

PRESENT:	Denice Thompson, Community Member Elaine Cheung, Community Member Jim Adams, Community Member (left meeting at 4:40 p.m., re- entered meeting at 4:44 p.m.) (left meeting at 5:22 p.m.)
NON-VOTING MEMBERS:	Kelly Woods, White Rock Library Karin Bjerke-Lisle, White Rock Museum & Archives Helmut Gruntorad, Semiahmoo Arts Society
COUNCIL:	Mayor Walker (non-voting) (left meeting at 4:42 p.m.) Councillor Manning, Chairperson (non-voting) Councillor Kristjanson, Vice-Chairperson (non-voting) (entered at 4:12 p.m.)
GUESTS:	Cindy Poppy, White Rock Events Society (entered meeting at 4:07 p.m., left meeting at 4:32 p.m.) Deanna Pedersen, White Rock Events Society (entered meeting at 4:07 p.m., left meeting at 4:32 p.m.)
ABSENT:	Louise Taylor, Community Member
STAFF:	Eric Stepura, Director of Recreation and Culture Elizabeth Keurvorst, Manager of Cultural Development Janessa Auer, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 4:05 p.m.

2. ADOPTION OF AGENDA

Motion Number 2022-ACAC-001: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee amends the March 10, 2022 meeting agenda to include the following:

- On-Table Other Business Item 7.1: White Rock Promenade Sculpture Competition Proposal Presentation, to be discussed after Item 3: Adoption of Minutes;

AND THAT the agenda be adopted as amended.

Motion CARRIED

C. Poppy and D. Pedersen, White Rock Events Society, entered the meeting at 4:07 p.m.

3. ADOPTION OF MINUTES

Motion Number 2022-ACAC-002: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee adopts the minutes of the October 14, 2021 meeting as circulated.

Motion CARRIED

Note: In accordance with motion 2022-ACAC-001, Item 7.1 - *White Rock Promenade Sculpture Competition Proposal Presentation* was discussed at this time.

7.1 WHITE ROCK PROMENADE SCULPTURE COMPETITION PROPOSAL PRESENTATION

Cindy Poppy and Deanna Pedersen, representatives from the White Rock Events Society, provided a brief overview of their proposed sculpture competition, as well as an update on the status of their proposed event after recently meeting with City staff.

A roundtable discussion followed, with Committee members, Council members and staff providing their feedback to the presenters.

The Vice-Chairperson entered the meeting at 4:12 p.m.

Motion Number 2022-ACAC-003: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee recommend that Council endorse the proposed White Rock Promenade Sculpture Competition event, on the condition that the White Rock Events Society raises the required amount of money, which will be determined in a corporate report from the Director of Recreation and Culture.

Motion CARRIED

C. Poppy and D. Pedersen, White Rock Events Society, left the meeting at 4:32 p.m.

4. COMMITTEE FEEDBACK REGARDING FUTURE MEETING METHODS

The Chairperson asked each committee member at the meeting for their individual preference in regard to meeting methods.

Two (2) members noted that they would prefer to continue meeting virtually for the time being. One (1) member noted that either option is feasible for her, so she is open to being flexible to suit the needs of the other members.

5. BUSINESS ARISING FROM ACTION AND MOTION TRACKING DOCUMENT

J. Adams left the meeting at 4:40 p.m.

Note: At this time, quorum was lost, so the Chairperson paused the meeting.

J. Adams re-entered the meeting at 4:44 p.m.

Note: Having re-achieved quorum, the Chairperson resumed the meeting at 4:44 p.m.

The Manager of Cultural Development provided an overview of the status of action items and recommendations from previous minutes.

It was noted that the Cultural Strategic Plan document has already received feedback from Committee members regarding its design, and recommended modifications are going ahead in collaboration with the Communications department.

6. **2021-2022 WORK PLAN UPDATE**

The Manager of Cultural Development provided an update on the Committee's 2021-2022 Work Plan items and their status. It was noted that this document will continue to be updated as progress is made throughout the term.

Motion Number 2022-ACAC-004: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee recommend that Council direct staff to assign special event volunteers to gather statistical data regarding attendance numbers, revenue of events, detailed information about attendees (gender, age, where they come from) in a survey format, to demonstrate the impact of these special events.

Motion CARRIED

Action Item: Committee Clerk to distribute updated Work Plan document to Committee members following this meeting.

Action Item: The Director of Recreation and Culture to share past destination marketing data collected by the Tourism White Rock service provider with Committee members.

Action Item: Committee Clerk to provide an invitation to the Economic Development Officer to attend the next Arts and Cultural Advisory Committee meeting to provide an update regarding the Economic Development Strategic Plan.

J. Adams left the meeting at 5:22 p.m.

Note: At this time, quorum was lost, so the Chairperson paused the meeting.

7. **OTHER BUSINESS**

7.1 **WHITE ROCK PROMENADE SCULPTURE COMPETITION PROPOSAL PRESENTATION**

Note: This item was discussed prior to Item 4: *Committee Feedback Regarding Future Meeting Methods.*

8. **INFORMATION**

None

9. **2022 MEETING SCHEDULE**

This agenda item was deferred to the following meeting, scheduled for April 14, 2022.

10. **CONCLUSION OF THE MARCH 10, 2022 ARTS AND CULTURAL ADVISORY COMMITTEE MEETING**

Due to a loss of quorum, the Chairperson declared the meeting concluded at 5:29 p.m.



Councillor Manning, Chairperson

Janessa Auer, Committee Clerk

Unapproved



Public Art Advisory Committee

Minutes

March 15, 2022, 4:00 p.m.

Via Microsoft Teams

PRESENT: Barbara Cooper, Committee Member
Gary Kennedy, Committee Member (entered meeting at 4:05 p.m.)
Jim Adams, Committee Member
Patti Ghuman, Committee Member
Yvonne Everson, Committee Member

COUNCIL: Mayor Walker (non-voting)
Councillor Chesney, Chairperson (non-voting)

GUESTS: Cindy Poppy, White Rock Events Society (left meeting at 4:32 p.m.)
Deanna Pedersen, White Rock Events Society (left meeting at 4:32 p.m.)

ABSENT: Patryk Stasieczek, Community Member

STAFF: Elizabeth Keurvorst, Manager of Cultural Development
Janessa Auer, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 4:04 p.m.

G. Kennedy entered the meeting at 4:05 p.m.

2. **ADOPTION OF AGENDA**

Motion Number 2022-PAAC-001: It was MOVED and SECONDED

THAT the Public Art Advisory Committee adopts the agenda for the March 15, 2022 meeting as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number 2022-PAAC-002: It was MOVED and SECONDED

THAT the Public Art Advisory Committee adopts the minutes of the October 12, 2021 meeting as circulated.

Motion CARRIED

4. **WHITE ROCK PROMENADE SCULPTURE COMPETITION PROPOSAL PRESENTATION**

Deanna Pedersen and Cindy Poppy, representatives from the White Rock Events Society (WRES), provided an overview of their proposed sculpture competition, as well as an update on the status of their proposed event after recently meeting with City staff.

A roundtable discussion followed, with Committee members providing their feedback and posing questions to the WRES representatives.

The WRES representatives were encouraged to work very closely with the Public Art Advisory Committee throughout the planning and implementation process of their proposed event, if approved.

During this roundtable discussion, the Manager of Cultural Development also gave the Committee an overview of discussion and feedback given to the WRES representatives when they presented to the Arts and Cultural Advisory Committee at their March 10, 2022 meeting.

Motion Number 2022-PAAC-003: It was MOVED and SECONDED

THAT the Public Art Advisory Committee recommends that Council endorse the White Rock Promenade Sculpture Competition project in principle, with the expectation that the organizers raise the required amount of money through donations and sponsorship.

Motion CARRIED

C. Poppy and D. Pedersen left the meeting at 4:32 p.m.

5. **COMMITTEE FEEDBACK REGARDING FUTURE MEETING METHODS**

The Chairperson asked each Committee member to share their preferences regarding virtual versus in-person meetings.

Four (4) Committee members would prefer to meet in person; however, one (1) Committee member noted that they would prefer to continue joining the meetings virtually.

6. **BUSINESS ARISING FROM ACTION AND MOTION TRACKING DOCUMENT**

The Manager of Cultural Development provided an overview of the status of action items and recommendations from previous meeting minutes.

7. **2021-2022 WORK PLAN UPDATE**

The Manager of Cultural Development provided a status update on each of the Committee's 2021-2022 Work Plan items.

Throughout this update, the Committee members engaged in roundtable discussions pertaining to individual Work Plan items.

Action Item: Committee members to email photos of potential mural locations around White Rock to the Manager of Cultural Development, who will collaborate with the Engineering and Municipal Operations department to determine which locations are City owned or privately owned.

Action Item: Committee members, P. Ghuman and G. Kennedy, to conduct research regarding other municipalities' policies for murals on construction hoarding and share this information with the Manager of Cultural Development.

8. **DEVELOPMENT OF AN ART PLAN FOR THE INTEGRATION OF PUBLIC ART IN THE HELEN FATHERS CENTRE STREET WALKWAY PROJECT**

Note: This item was discussed during Item 7: *2021-2022 Work Plan Update*.

The Manager of Cultural Development proposed the idea of the Committee working together to design specific signage for the Helen Fathers Centre Street Walkway Project, and then asked Committee members to share their feedback.

After a roundtable discussion, the Committee determined that it is best to leave sign design to the Communications and Parks departments at this time.

9. **INTERSECTION ART PROJECT STATUS UPDATE**

Note: This item was discussed during Item 7: *2021-2022 Work Plan Update*.

The Manager of Cultural Development noted that this project continues to stay on track, with plans for a selection jury to review four (4) shortlisted artists' proposals before the end of March. The final artist selected by the jury will then be presented to Council for their endorsement, with installation of the selected art piece anticipated to begin before summer.

10. **OTHER BUSINESS**

None

11. **INFORMATION**

11.1 **RESCINDMENT OF PUBLIC ART ADVISORY COMMITTEE MEMBER APPOINTMENT TO ADVISORY DESIGN PANEL**

During their December 13, 2021 Regular Council meeting, Council released the following items from their Closed Council meeting, held November 22, 2021, regarding the appointment, and subsequent rescindment, of a Public Art Advisory Committee member to the Advisory Design Panel:

On July 26, 2021, Council adopted the following Motion No. 2021-299:

THAT Council endorse future planning applications, that could potentially host an arts and cultural space, be circulated to the Manager of Cultural Services for consideration of incorporating this element, which aligns with the Creative City by the Sea Strategic Plan.

Note: Since receiving this direction, staff have added a referral step in the application review process to ensure the Manager of Cultural Development is given the opportunity to comment on planning applications which may host an arts and cultural space / component. In instances where the Manager believes a project lends itself to the incorporation of a

public art component, they would notify the Planner for discussion with the applicant. As the application is advanced, there would be opportunities to engage members of the Public Art Advisory Committee (PAAC) in a discussion regarding the potential inclusion of an arts and cultural space / component into a specific project; ideally, before this occurs the proponent, working with the Manager of Cultural Development, has advanced options to be formally presented to PAAC.

Taking this new step into account it is believed that the appointments of PAAC members to the Advisory Design Panel (ADP) as noted in the following recommendation is no longer necessary:

2021-PAAC-010: THAT Council approve the Public Art Advisory Committee appointing member, G. Kennedy (and Y. Everson as the alternate), to serve as a non-voting member on the Advisory Design Panel (ADP), to be invited to ADP meetings when there is a public art component proposed or expected, based on Council Policy 511 Density Bonus / Amenity Contribution, until the end of their term (October 31, 2022).

This information has been released from the November 22, 2021 Closed Council meeting whereby the following resolution was adopted by Council 2021-IC-094 due to there now being an internal process in place (as noted above) that will be followed by staff:

THAT Council rescind their original approval for the need for representative members of the Public Art Advisory Committee to sit on the City's Advisory Design Panel.

12. 2022 MEETING SCHEDULE

Motion Number 2022-PAAC-004: It was MOVED and SECONDED

THAT the Public Art Advisory Committee approves the 2022 schedule of meetings (taking place from 4:00 p.m. to 6:00 p.m.) as follows:

- April 12, 2022;
- May 10, 2022;
- June 14, 2022;
- July 12, 2022; and,
- September 13, 2022.

Motion CARRIED

The Manager of Cultural Development facilitated a roundtable discussion regarding the planning of a joint workshop with the Arts and Cultural Committee, an action step from the Public Art Advisory Committee's Work Plan. The purpose of this joint workshop will be to discuss and develop a draft art plan for the City as a whole.

It was noted that late April would be an ideal time to plan this workshop, which will give the Committee an opportunity to determine potential agenda ideas during their next meeting on April 12, 2022.

13. **CONCLUSION OF THE MARCH 15, 2022 PUBLIC ART ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:10 p.m.



Councillor Chesney, Chairperson

Janessa Auer, Committee Clerk



Economic Development Advisory Committee

Minutes

March 16, 2022, 4:00 p.m.
City Hall Council Chambers
15322 Buena Vista Avenue, White Rock, BC V4B 1Y6

PRESENT: Councillor Manning, Vice-Chairperson (non-voting)
Adam Smith, Community Member
Aroon Shah, Community Member
Doug McLean, Community Member (joined at 4:05 p.m.)
Grace Cleveland, Community Member
Michele Partridge, Community Member (joined at 4:05 p.m.)
Peter Zheng, Community Member

NON-VOTING ADVISORS: Ange Chew, Executive Director of Explore White Rock

ABSENT: Councillor Trevelyan, Chairperson (non-voting)

STAFF: Joseph Calenda, Acting Director of Planning and Development Services
Carolyn Latzen, Economic Development Officer
Chloe Richards, Committee Clerk

Councillor Manning assumed the role of Chairperson.

1. **CALL TO ORDER**

The meeting was called to order at 4:03 p.m.

2. **ADOPTION OF AGENDA**

Motion Number 2022-EDAC-028: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the March 16, 2022 meeting agenda as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number 2022-EDAC-029: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the following meeting minutes as circulated:

- February 24, 2022; and
- March 4, 2022.

Motion CARRIED

4. **ECONOMIC DEVELOPMENT STRATEGIC PLAN**

M. Partridge joined the meeting at 4:05 p.m.

D. Mclean joined the meeting at 4:05 p.m.

The Economic Development Officer continued presenting the Annual Report Card metric section of the Implementation Plan. A roundtable discussion followed thereafter.

ACTION ITEM: Staff to provide information on how many short-term rentals are in White Rock.

Motion Number 2022-EDAC-030: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee endorse the Annual Report Card Metric of the Implementation Plan as presented by the Economic Development Officer, contingent on several issues, brought forward by the Committee, being resolved.

Motion CARRIED

5. **REVITALIZING COSMIC ALLEY AND EAST BEACH - THE ART OF THE POSSIBLE**

The Manager of Information Technology provided a presentation on electronic art displays. The presentation displayed visually appealing cityscapes and activated alleyways that are present in cities around the world. A roundtable discussion followed the presentation.

Motion Number 2022-EDAC-031: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee recommends that the City of White Rock develop a beautification plan from an economic perspective and an implementation process to make that happen; and

THAT the Economic Development Advisory Committee recommends that the Visually Appealing Cityscapes and Activated Alleyways presentation be shared with the Arts and Cultural Advisory Committee.

Motion CARRIED

6. **TECH COMPANIES WORKING GROUP UPDATE**

C. Zota left the meeting at 5:07 p.m.

A. Smith, Working Group member, noted how the three working groups can be combined into one working group. An update on the working groups' findings was also provided.

Motion Number 2022-EDAC-032: It was MOVED and SECONDED

THAT the Economic Advisory Committee combine the following three working groups into one working group:

- Tech Companies Working Group
- Underutilized City Land Working Group
- Higher Education Institution Satellite Campus Working Group

Motion CARRIED

Motion Number 2022-EDAC-033: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee endorse the following members to the combined working group, that will look at tech companies, underutilized City lands and higher education institution satellite campuses, with

the understanding that the South Surrey & White Rock Chamber of Commerce, White Rock Business Improvement Association, Director of Planning & Development Services, and Economic Development Officer be available as resources when required:

- A. Smith;
- D. McLean; and
- P. Zheng.

Motion CARRIED

Note: Item 7, *Underutilized City Land Working Group Update*, and Item 8, *Higher Education Institution Satellite Campus Working Group Update*, were discussed during this item.

7. UNDERUTILIZED CITY LAND WORKING GROUP UPDATE

This item was discussed under Item 6, *Tech Companies Working Group Update*.

8. HIGHER EDUCATION INSTITUTION SATELLITE CAMPUS WORKING GROUP UPDATE

This item was discussed under Item 6, *Tech Companies Working Group Update*.

9. SISTER CITY AGREEMENT WITH LA CONNER, WASHINGTON

Staff requested that this item be on the following meeting agenda, with the intention of them presenting on the topic and leading a thorough discussion.

The Executive Director of Explore White Rock noted that Explore White Rock has limited funding this year (provided by the City of White Rock), so there is a limited budget for creating new communication pieces to include information on White Rock's Sister City.

ACTION ITEM: Staff to provide a summary of the White Rock - LaConner Sister Cities at the following meeting, March 29, 2022.

10. **OTHER BUSINESS**

The Economic Development Officer provided an update on the City of West Vancouver's practice of limiting the amount of certain business types.

In response to the Action Item from Item 4, *Economic Development Strategic Plan*, the Acting Director of Planning and Development Services noted that, according to AIRDNA, a short-term rental analytics website, there are 72 active short-term rentals in White Rock. According to City of White Rock records, only 21 are licensed short-term rentals and 12 are licensed bed and breakfasts.

A Committee member enquired when the Economic Development Strategic Plan would go to Council for approval. Staff responded that it is not expected to go to Council until late April at the earliest.

10.1 **COMMITTEE FEEDBACK REGARDING FUTURE MEETING METHODS**

This item was discussed between Item 3, *Adoption of Minutes*, and Item 4, *Economic Development Strategic Plan*.

The Chairperson asked each committee member at the meeting for their individual preference regarding meeting methods. All members were in favour of returning to in-person meetings.

11. **INFORMATION**

11.1 **COMMITTEE ACTION TRACKING**

Corporate Administration provided the action and motion tracking document to the Committee for information. The attached document is updated after each meeting and provided to members for review.

- Council adopted the motion (2021-437) regarding the Soleil signage installation idea at the November 8, 2021 Regular Council meeting.

12. **2022 MEETING SCHEDULE**

The Committee previously approved the 2022 meeting schedule as presented:

- March 16, 2022;
- April 20, 2022;
- May 18, 2022;
- June 15, 2022;

- July 20, 2022; and
- September 21, 2022.

All meetings are scheduled to take place on Wednesdays from 4:00 p.m. to 6:00 p.m.

13. **CONCLUSION OF THE MARCH 16, 2022 ECONOMIC DEVELOPMENT ADVISORY COMMITTEE MEETING**

The Chairperson concluded the meeting at 5:45 p.m.

Councillor Manning, Vice-Chairperson



C. Richards, Committee Clerk

UNAPPROVED

THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2311



**A Bylaw to establish and designate a Business Improvement Area
in the City of White Rock.**

WHEREAS the City may establish a business improvement area service to grant money to an organization that has the planning and implementation of a business promotion scheme as one of its aims, functions or purposes;

AND WHEREAS the owners of certain properties within the municipal boundaries have formed an association know as the "White Rock Business Improvement Association", a registered not for profit society in the Province of British Columbia to undertake certain works and services and to market and promote business within that area;

AND WHEREAS a City Council may propose to undertake a business improvement area, as a local area service, on its own initiative;

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

Definitions

1. For the purpose of this Bylaw:

Area means the lands and improvements contained within the three geographic areas of the City of White Rock as shaded on the maps attached to and forming part of this bylaw as Schedule "A".

Association means the White Rock Business Improvement Association or any other name that the members of the association may approve;

Business Promotion Scheme means the development and undertaking of projects and initiatives to encourage business and commerce in the Area. This includes:

- a. carrying out studies, preparing reports and undertaking projects or initiatives to encourage business and commerce in the Area;
- b. encouraging and promoting commercial business and encouraging entertainment, sports, and cultural activities within the Area;
- c. creating a pleasant physical environment;
- d. removing graffiti from buildings and other structures in the Area
- e. improving, beautifying or maintaining streets, sidewalks or municipally owned land, buildings or other structures in the Area

City means The Corporation of the City of White Rock

Council means the Council for the City

Taxable Property means land and improvements in the Area that fall within the Class 6 property class for assessment purposes.

Grant

2. Subject to the conditions and limitations set out in this bylaw Council hereby grants the following sums to the Association to undertake its Business Promotion Scheme:
 - a) In 2020, a sum not to exceed \$337,006;
 - b) In 2021, a sum not to exceed \$343,014;
 - c) In 2022, a sum not to exceed \$350,021;
 - d) In 2023, a sum not to exceed \$357,029;
 - e) In 2024, a sum not to exceed \$364,037
3. The City will pay 50% of the applicable grant to the Association on or before April 1 of the calendar year in which the funds are collected, and 50% of the applicable grant on or before October 1 of the same calendar year, subject to the requirements noted in Sections 4 and 5 of this Bylaw.
4. The April 1 annual grant installments will only be paid if the requirements of Sections 6, 10 and 16 of this Bylaw have been complied with.
5. The October 1 annual grant installments will only be paid if the requirements of Sections 6, 13 and 16 of this Bylaw have been complied with.

Expenditures and Indebtedness

6. Monies granted to the Association pursuant to this bylaw will be expended only:
 - a) By the Association;
 - b) In accordance with the conditions and limitations set out in this bylaw; and
 - c) For the Business Promotion Scheme.
7. Monies granted pursuant to Section 2 of this bylaw must be expended by the Association on expenses provided for in the annual budget submitted pursuant to Section 10.
8. The Association must not incur any indebtedness or other obligations beyond the sum granted for each calendar year.
9. The Association shall keep separate from any other accounts, the account used for money granted to the Association by City Council pursuant to this Bylaw, and shall report separately from the requirement of Section 13 of this Bylaw, the revenues and expenditures related to that separate account, upon the request of the City.

Budget

10. The Association must submit annually to the City Clerk for information, or before March 1st of each year, 2020 through 2024 inclusive, a budget for the Association's fiscal year beginning on April 1 of the same year, which contains information sufficient in detail to describe all anticipated

expenses and revenues and which has been approved by a majority of the members present at the Annual General Meeting of the Association.

Recovery and Tax Levy

11. All of the money granted to the Association pursuant to this Bylaw will be recovered as a property value tax from the owners of the Taxable Property within the Area.
12. For the purpose of recovering the monies granted the Association, the City will impose each year a levy rate per \$1,000 of assessment on the Taxable Property within the Area which when multiplied by the total assessment for land and improvements will yield the maximum amount of the respective grants set out in this Bylaw.

Financial Statements

13. Notwithstanding any provisions of the Association's Bylaws concerning its fiscal year, the Association must submit to the City on or before July 31 each year an audited annual financial statement for the Association's preceding April 1 to March 31 fiscal year which will be prepared in accordance with generally accepted accounting principles and will include a balance sheet and a statement of revenue and expenditures.
14. The financial statement submitted by the Association must also be prepared in accordance with the requirements of the Society Act, R.S.B.C. 1996, c. 433 as amended from time to time.
15. The Association will permit the Director of Financial Services for the City or his or her nominee to inspect during normal business hours on reasonable notice all books of account, receipts, invoices and other financial position records which the Director of Financial Services deems advisable for the purposes of verifying and obtaining further particulars of the budget and any financial statements of the Association as they relate to monies granted to Association by the Council pursuant to this Bylaw.

Insurance

16. The Association must carry at all times a policy of comprehensive general liability insurance in the amount of \$5,000,000 with:
 - a) The City as an additional named insured;
 - b) A cross coverage provision; and
 - c) An endorsement to provide the City Clerk with 30 days notice of change or cancellation.
17. The Association will deliver a copy of the each insurance policy to the City Clerk within 60 days of payment of the premiums for the insurance policy.

Alterations to the Association's Constitution

18. The Association may not alter or approve amendments to its constitution and bylaws without providing the City Clerk with one (1) months notice of its intention to make such alteration or amendment and where any alteration or amendment is made without such notice, the City may withhold any payments of the grant referred to in Section 2. The Association must provide

written notice of every meeting of the Association’s members, annual or general, at least 14 days prior to the meeting, to the City Clerk.


Independent Entity

- 19. The Association is independent from the City.
- 20. The Association will bear all the responsibility of managing its own affairs, hiring its own employees and paying all its own expenses including all salaries, office rent, subject to this Bylaw.

General Provisions

- 21. This Bylaw will be operative only from the date of final adoption to December 31, 2024.
- 22. If any portion of this Bylaw is held to be invalid by a court of competent jurisdiction, the invalid portion shall be severed and the remainder of this Bylaw shall be deemed to have been enacted without the invalid portion.
- 23. This Bylaw may be cited for all purposes as the “White Rock Business Improvement Area Bylaw 2019, No. 2311”

RECEIVED FIRST READING on the	7 th day of	October, 2019
RECEIVED SECOND READING on the	7 th day of	October, 2019
RECEIVED THIRD READING on the	7 th day of	October, 2019
NOTICE OF INTENTION advertised in the Peace Arch News, pursuant to section 213 of the <i>Community Charter</i> , on the	18 th & 25 th day of	October, 2019
A MAJORITY OF THE OWNERS representing at least 50% of the value of lands and improvements of the Taxable Property failed to petition the Council not to proceed as of the	29 th day of	November, 2019
ADOPTED on the	16 th day of	December, 2019

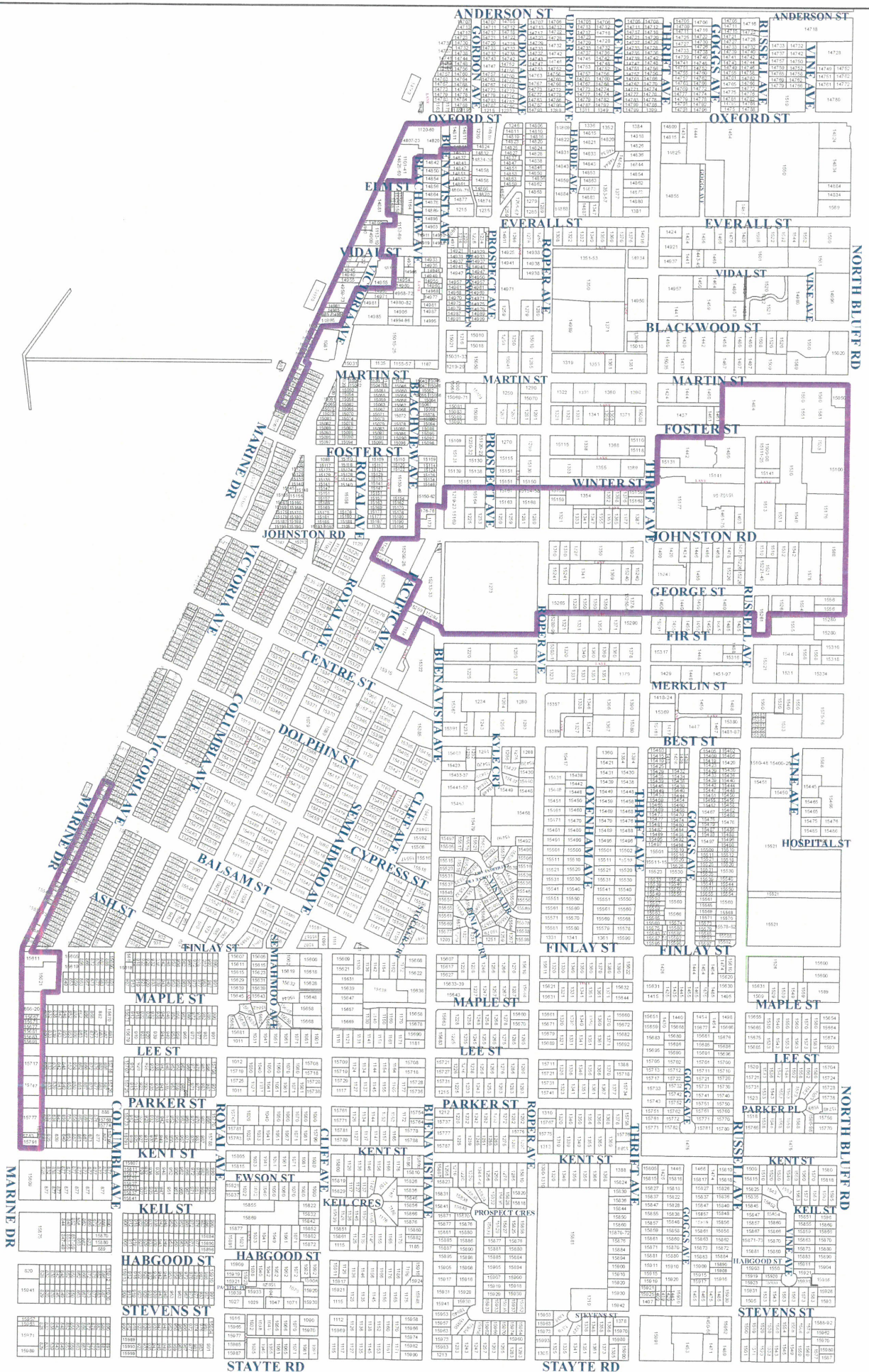


 MAYOR



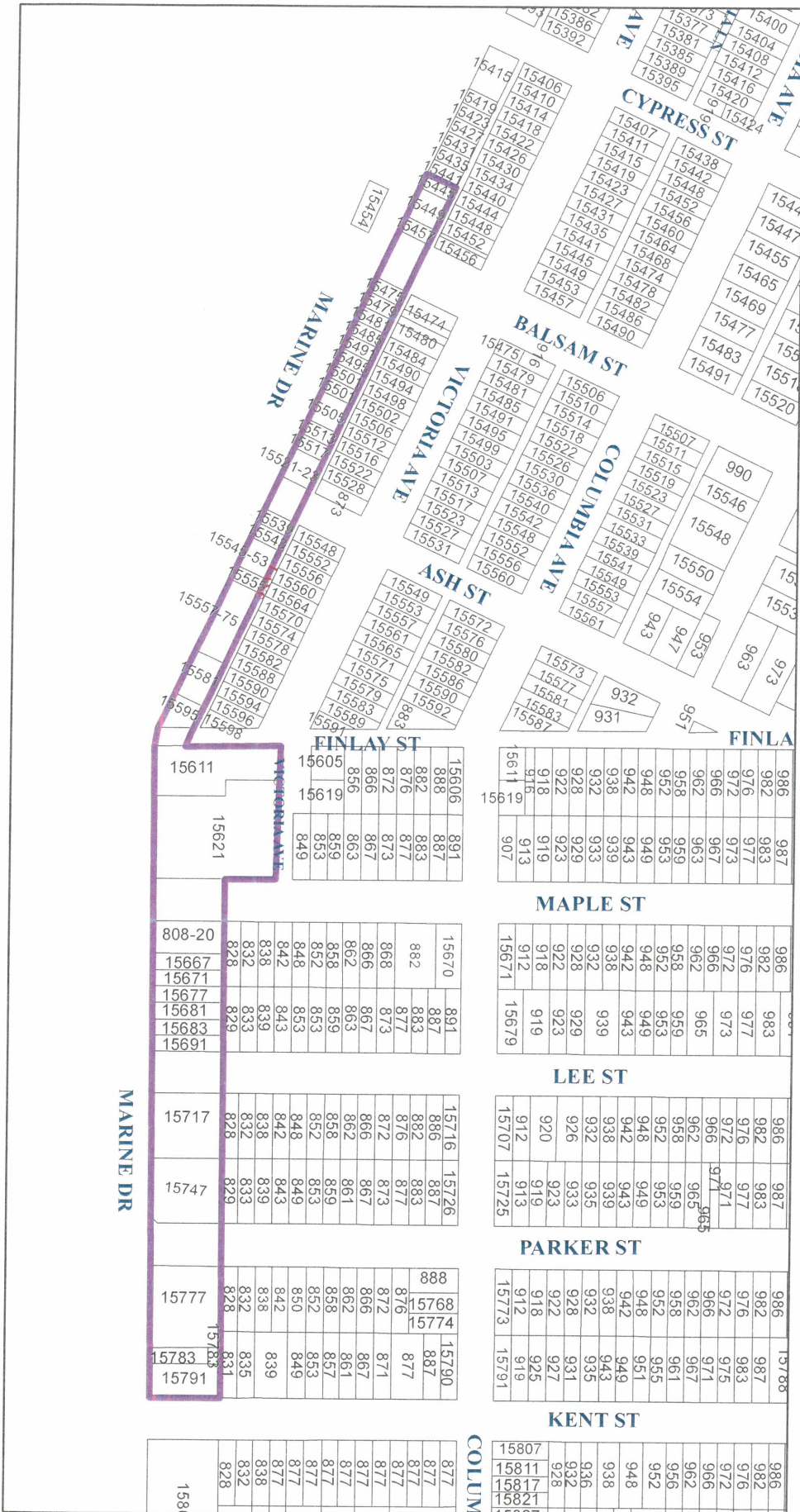
 DIRECTOR OF CORPORATE ADMINISTRATION

BIA Bylaw - Schedule A

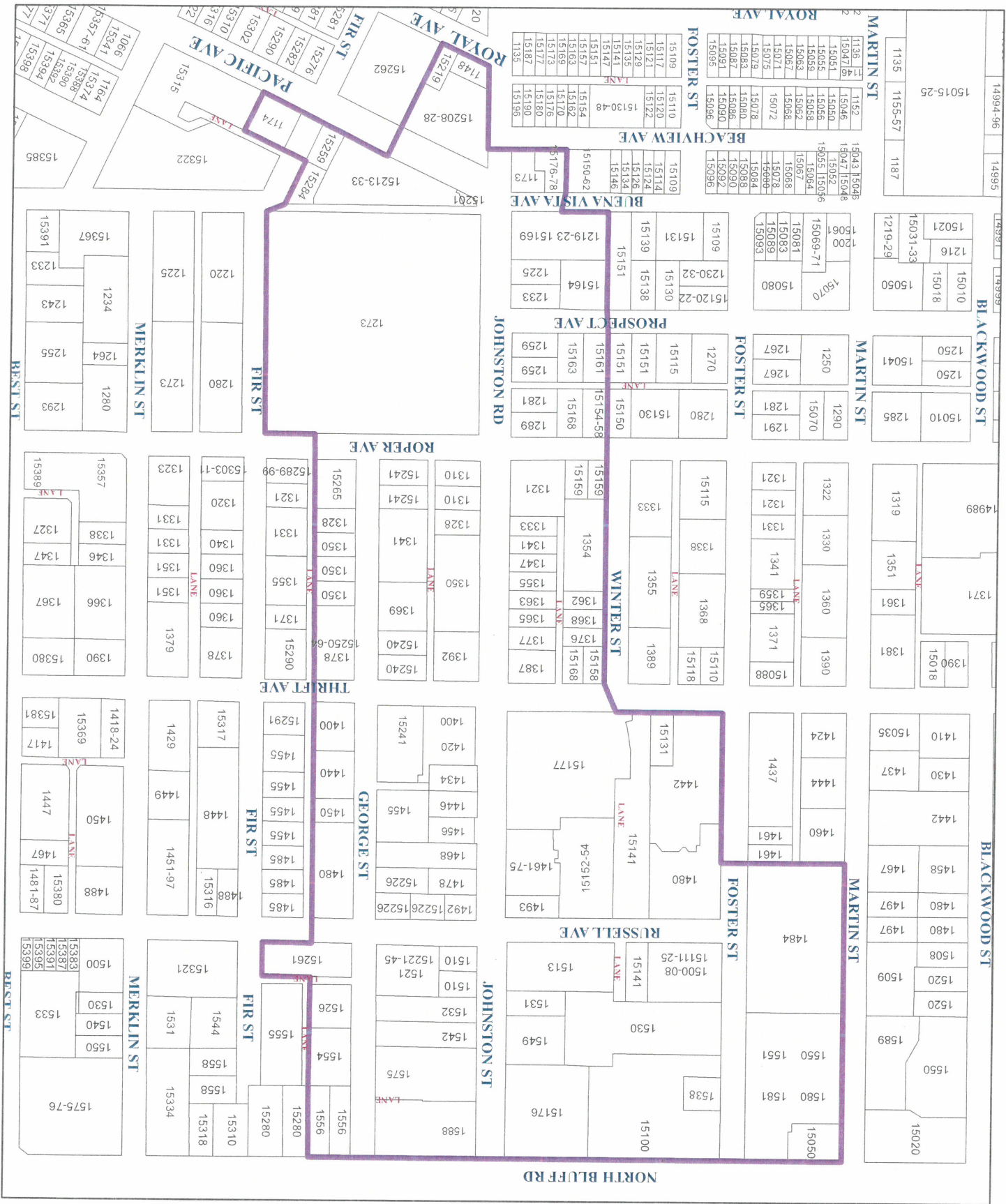


Waterfront Commercial Areas

East Beach:

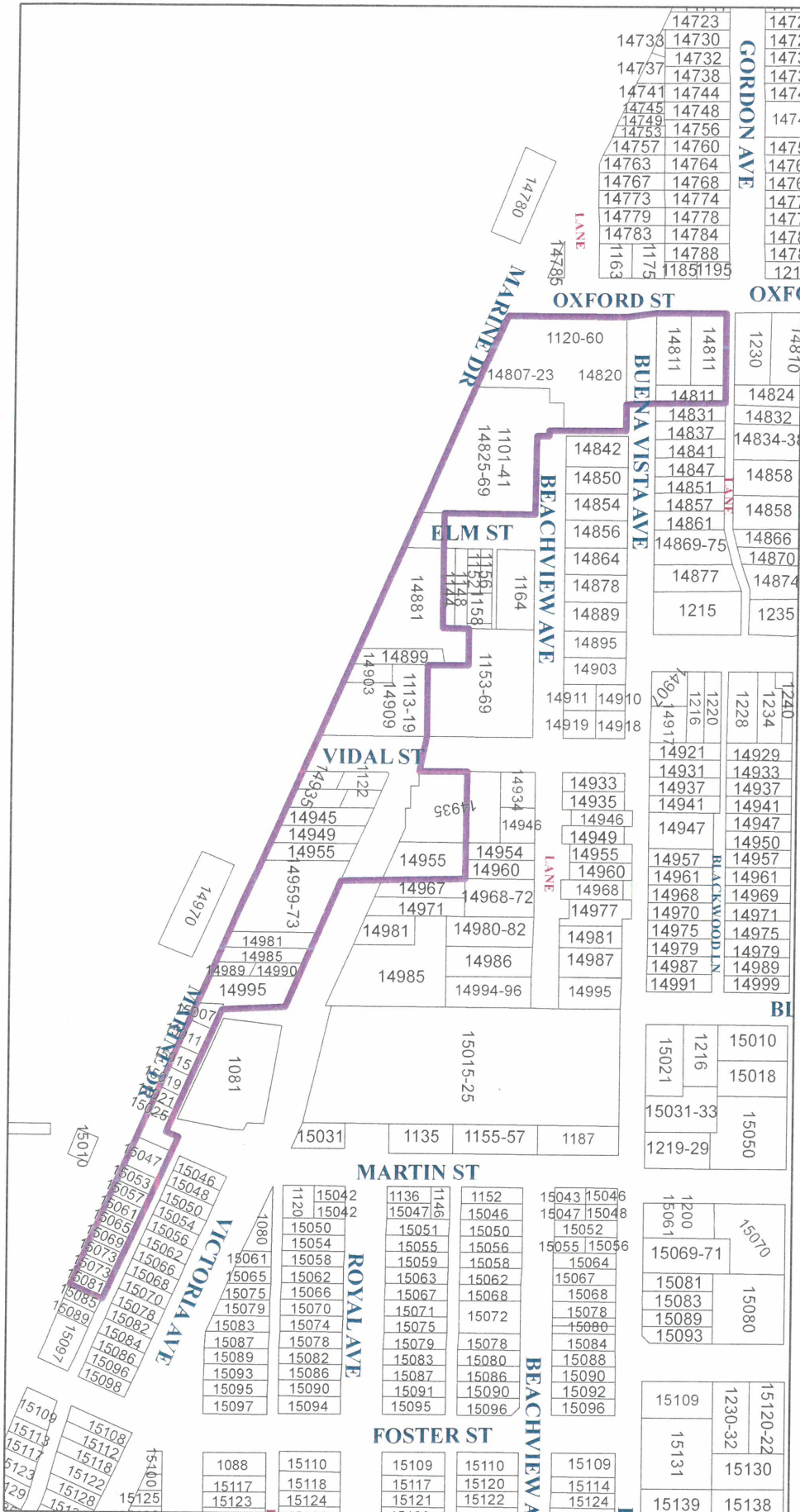


Uptown Commercial Area



Waterfront Commercial Areas

West Beach:



EDAC Workplan Recommendations

Task/Activity	Recommendation
Remove from workplan:	
1	<p>Create a multi-use plaza from Vidal Street to Martin Street on Marine Drive to facilitate more patio space for businesses, traffic calming and a larger special event space.</p> <p>Remove from workplan EDSP Objective 3.1 has related recommendations that could be updated during the EDAC members review of the Plan. In light of current, limited staff resources, this specific undertaking would require funding to support the retention of a consultant to do this work.</p>
2	<p>Focus on making the town centre an attractive location for small retailers.</p> <p>Remove from workplan EDSP Objectives 1.3, 2.1</p>
3	<p>Initiate a review of walking / cycling off-street corridors in uptown White Rock with a focus on completing a walking/cycling pathway from Centennial Park to Miramar Plaza.</p> <p>Remove from workplan The OCP supports the establishment of a “greenway” between the Town Centre and Centennial Park. Upon receipt of development applications, planning staff leverage the policies of the Plan to realize this objective.</p>
4	<p>Review zoning and bylaws related to different accommodation needs.</p> <p>Remove from workplan EDSP Action Item 3.4.2 As part of the on-going Zoning Bylaw Review, revisions have been made to the “Short Term Rental” (STR) bylaw to help prevent issues of land use incompatibility. STRs are recognized as a use limited to a period of no more than 30 days. The use is permitted within a “Registered Secondary Suite”; ancillary to one-unit residential use only; in other words the use is not permitted within the entirety of the home. STRs must comply with BC’s Building Code, not exceed a maximum of 2 bedrooms, provide one additional parking space and be inspected and registered through the City’s Secondary Suite Registration process.</p>

5	Recommend that City Council consider a request that allows EDAC to form a subcommittee to review options for re-establishing a publicly accessible west wharf float facility for the summer of 2022.	Remove from workplan <i>EDSP Action Item 3.3.1</i> recommends improvements to the Pier. This item was defeated at the Oct.20 th EDAC meeting but was included in the subsequent workplan that was presented to Council on Oct.25 th . EDAC could remove this item from the workplan or update it to read “EDAC to form a working group to review options.”
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Include in Workplan:

Group 1 – Final review of EDSP

6	Review, provide input on and approve draft version of EDSP.	Include in workplan Bring draft version of EDSP to EDAC Meeting on 2/16. Following that, make revisions and then present the Plan to Council for adoption.
7	Recommend appropriate report card metrics for the updated EDSP.	Include in workplan The draft version of the Plan includes metrics. EDAC’s recommendations on metrics are welcome and will be included based on the availability and ease of collecting the data set.

Group 2 – Funding for City initiatives

8	Explore all grant opportunities related to economic development.	Include in workplan <i>EDSP Action Item 1.2.2</i> This would be a good item for EDAC to advance to Council. Staff would not have capacity unless directed to do this by Council.
9	Establish tax break incentives to attract more businesses. Eg. First year is discounted for property tax for building owners or rentals (rebates given to building owners for their renters)	Include in workplan The Community Charter does not allow for the allocation of tax breaks to support business in this way. EDAC may wish to explore opportunities for grant funding from other levels of government to support local business
10	Develop an exposure plan for corporate sponsorships of City initiatives related to new festivals for example, Birding, Kite Boarding and Vegan Food (off season events).	Include in workplan Recommend that this be led by EDAC members. The actions that are suggested would need to be considered in light of staff and funding resources that may be required.

Group 3 – Further develop Tourism		
11	Create a permanent Tourism position in the City for an experienced individual who can accomplish increasing day and overnight visits to White Rock.	Include in workplan EDSP Action Item 3.4.1 recommends an evaluation of funding and resources needed to support tourism in White Rock. Suggest that this be completed before EDAC recommends that a permanent position be created.
12	Encourage more festivals for example, Birding, Kite Boarding and Vegan Food (off season events). Combined with Task #10 as decided at 02 24 22 EDAC meeting	Include in workplan EDSP Action Item 3.2.1 Recommend that EDAC identify specific events and the potential groups / resources needed to support the event
13	EDAC to recommend that Council direct staff to identify feasibility and trade offs related to improving the tourist experience throughout the city by installing digital information kiosks (one Uptown, one on Marine Drive and one at Memorial Park).	Include in workplan EDSP Action Item 3.1.3 Will require capital expenditures. EDAC could recommend that Council direct staff to identify feasibility and trade offs
14	Open discussion with TransLink to review the frequency and effectiveness of public transport options, specifically focussing on routes from Uptown to Marine Drive. Motion passed on this item at 02 24 22 meeting	Revise and include in workplan The Mayor is currently Council's Translink liaison. EDAC may wish to identify specific routes and frequencies that are of concern and submit a report to Council.
Group 4 – Attract new investment		
15	Actively seek & reclaim underutilized, undervalued, or distressed City Land - Back alleys / Former industrial / Subject to easements or right of ways.	Include in workplan Recommend that EDAC pursue this initiative through a proactive identification of areas for which a specific theme / character is identified. Mechanisms to implement the themes would need to be evaluated. Staff does not have the capacity to lead this sort of area specific planning study.
16	Develop a future plan to repurpose mini commercial economic zones throughout City - Back Alley becomes Brewery Row - Arts Clubs or Pop-up theater stations - City Business zones.	As above

17	Develop a working plan to create a tech friendly environment	<p><i>Include in workplan</i> Recommend that this be led by EDAC members. The actions that are suggested would need to be considered in light of staff and funding resources that may be required.</p>
18	Invite a Higher Education Institution to open a White Rock campus, e.g., Emily Carr White Rock Fine Arts Campus, Tech BC White Rock.	<p><i>Include in workplan</i> <i>Strategies to attract new business and investment to White Rock are included in the EDSP.</i> EDAC could consider establishing a task force to explore this particular opportunity.</p>

WHITE ROCK
City by the Sea!

Economic Development Strategic Plan

2022



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Executive Summary

The City of White Rock's Official Community Plan (OCP) and Council's Strategic Priorities both emphasize the importance of a strong and diversified local economy, that supports the local business community, attracts new investment, and makes White Rock a great place to live. The update of the City's Economic Development Strategic Plan (EDSP) acknowledges and incorporates those priorities.

Council values making the best possible community decisions in collaboration with residents and stakeholders, and so a robust consultation process was used to ensure that the views all interested stakeholders were heard. Input was solicited from residents, local businesses, community partners, senior staff within the City administration, tourism personnel and elected officials. These discussions provided valuable insight into the opportunity areas for the City and potential limitations on economic growth.

The City is part of a rapidly evolving regional economy. It's strategic location as part of Metro Vancouver, its burgeoning clusters of resident and visitor friendly businesses, its sandy beaches, historic Pier and 2km Promenade, make it a highly desirable location to visit and live. It is home to a unique blend of local independent businesses, a vibrant Arts & Culture community, an extensive network of Health & Wellness providers, and a popular Waterfront. The 2021 -2022 Economic Development Strategic Plan recognizes the distinctiveness of White Rock and provides a framework that is focused on leveraging the City's existing strengths and making improvements that enhance its overall attractiveness to businesses, investors, residents, and visitors.

The three primary Goals outlined in the Economic Development Strategic Plan recognize that White Rock is well-positioned to capitalise on post pandemic trends including the preference for shopping local, an interest environmentally sustainable goods, the rise in remote work, the desire to participate in live experiences and events, and the increase in domestic tourism. The Objectives that support the Goals detail actions that can be taken to leverage this opportunity and improve the business environment, and resident and visitor experience.

Economic Vision

The Economic Development Strategic Plan is designed to provide optimum outcomes for local businesses, residents, and visitors, and this is reflected in the Economic Vision Statement:

“The City of White Rock supports a prosperous and diverse economic base through policies, practices and other placemaking initiatives that make the City a desirable place to live, work, visit, shop and invest.”





Economic Goals and Objectives

This vision is supported by three Economic Goals with corresponding Objectives and Action Steps.

GOAL #1:

To attract and retain small to medium sized independent businesses that will enhance the existing character and charm of the city.

OBJECTIVES:

1. Create a more business-friendly experience at City Hall
2. Improve the resiliency of the local economy through retention and expansion activities
3. Promote White Rock as an ideal location for small to medium size independent businesses

GOAL #2:

To promote private and public development and projects that enhance White Rock's existing strengths and improve its overall attractiveness and liveability.

OBJECTIVES:

1. Encourage the establishment of clusters of local, independently owned businesses that reflect the character of the community and appeal to residents and visitors alike
2. Promote the development of public and private spaces that facilitate social interaction
3. Support the expansion of White Rock's current Arts and Culture corridor along Johnson Road from Five Corners to North Bluff Road
4. Undertake initiatives that make White Rock a highly desirable location for those who work from home

GOAL #3:

To increase visitation to White Rock by making the city the most captivating destination South of the Fraser River.

OBJECTIVES:

1. Improve the pedestrian experience throughout the city
2. Expand cultural programming and activities, with a focus on the shoulder seasons (October through April)
3. Improve the attractiveness of the Waterfront streetscape through aesthetics and economic diversification
4. Grow year-round day visits and increase the number of overnight visits to White Rock

Priorities for Action

The Objectives have 54 associated action steps. Of these, 16 have been selected as priorities based on their ease of implementation and relative impact. They are focused on making it easier to do business in the City, promoting the City to potential investors, accessing senior level government funds to support economic development, making improvements to community spaces, and determining the optimum model for the delivery of tourism services

Jump Start Action Items

1.	Identify and apply for provincial and federal grants available to support municipal operations and initiatives
2.	Review City regulations and bylaws that have been identified as a concern by business operators, (Sign Bylaw, Sidewalk Use Agreement Bylaw) to identify ways to improve them
3.	Undertake a comprehensive review of parking throughout the city (<i>currently underway</i>)
4.	Review municipal taxes and charges for business to ensure they are competitive with the City of Surrey
5.	Identify business community stakeholders by sector for regular dialogue with the City to identify challenges and opportunities
6.	Create a user-friendly Business Resource Guide for new and existing businesses (<i>complete</i>)
7.	Create an external business directory and internal contact list for businesses (<i>complete</i>)
8.	Update the community profile and enhance economic development information on the City's website (<i>currently underway</i>)
9.	Expand the definition of permitted use for home-based businesses (<i>currently underway</i>)
10.	Develop a strategy to attract small to medium size enterprises in the Tech and Advanced Education sectors
11.	Identify opportunities for patio expansion on to City space and encourage businesses to apply for Sidewalk Use Licences
12.	Evaluate the current Tourism Service and Funding model to determine if it is the most effective model for supporting the development of tourism infrastructure, visitor experiences and market awareness
13.	Identify additional shoulder season event options and determine community capacity to present them (<i>ongoing</i>)
14.	Evaluate the feasibility of using Marine Drive as a "Pedestrian First Zone" between Vidal and Martin Street (<i>currently underway</i>) (WES)
15.	Determine the feasibility of allowing all season patios
16.	Add public Wi-Fi Uptown and at Five Corners

Introduction

This project was undertaken throughout 2021, during the COVID19 Pandemic, a time of unprecedented economic events in the global economy. Stock markets experienced record highs, governments incurred record levels of debt to support individuals and businesses, central banks intervened to support government spending and markets, entire sectors of the economy were shut down and social activities were severely restricted. As the pandemic enters its third year, supply chain disruptions and rising inflation have emerged as primary concerns. Central banks have begun to end quantitative easing and are expected to begin to raise interest rates from their historical lows.

The ultimate impact of these events and policy changes for the global economy remains unknown. It was widely anticipated that the economy would enter a period of robust growth once normal activities resume, but there remain many unknowns. The pandemic has accelerated trends that were already underway (online shopping for example) and made previously limited practices routine (working from home for example). As the pandemic marches on it is becoming clearer which trends will accelerate, which will continue as is, which will decelerate, and which will go away.

How will these events affect the White Rock economy and the context for this Strategic Plan? White Rock will not be immune from any positive or negative economic conditions that result and will need to continue to pivot to meet new opportunities and challenges and adapt to the events as they occur. It is clear at this stage, however, that White Rock is uniquely positioned to take advantage of many of the consumer preferences that have emerged in the last 22 months. A more stable environment is materializing and the competitive strengths and weaknesses of White Rock relative to other locations in Metro Vancouver appear to be strong.

There are few local government policy tools that affect macroeconomic conditions, but the pandemic has shown that municipal governments can be nimble and appropriately reactive in responding to business needs. The focus of this Strategic Plan is on creating a favourable local environment for economic development and the analysis that underlies the plan encompasses a long-run view and the recommended strategies are anticipated to be valid for multiple years to come.



Engagement Snapshot

The consultation process engaged residents, local businesses, members of the Economic Development and Arts and Culture Advisory Committees, various community partners and White Rock City staff through a combination of surveys, workshops, and one on one consultations.



White Rock at a Glance

COMMUNITY PROFILE



Population
20,900
est. 2001



Population growth, steady at
+3%
every 5 years



Sought after destination for active retirees,
53%
of the population is 55+

COMMUNITY WORKFORCE

Highly skilled workforce with
74%
of the population engaged in:

- 22%** Sales & Service
- 19%** Business & Finance
- 14%** Management
- 11%** Education & Law
- 8%** Healthcare

HOUSEHOLD INCOME

White Rock has some of the highest average housing prices in the Fraser Valley Real Estate area, perhaps being reflective of the value placed on this beautiful seaside community .

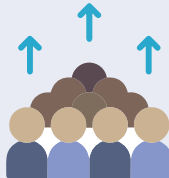
- \$1.8 million** Single-family
- \$885,000** Townhouse
- \$623,000** Condo

Robust residential construction activity with an average of **\$119 million** in Building Permits issued in each of the last 6 years.

COMMUNITY AMMENITIES



Delightful, compact city of **5 square kilometres**



Most densely populated city south of the Fraser River at **3,773** per square kilometre



Moderate year-round climate, less rain and **20% more sunshine** than Vancouver



Major tourist destination, home to the famous **White Rock and historic Pier**

RETAIL AND RESTAURANTS



Vibrant cafe culture
16 cafes and tea shops



Wide variety of dining
70 restaurants with menus from around the globe



Sustainable, environmentally concious retail environment with
8 Thrift stores

9 shops selling locally sourced goods

3 craft breweries

COMMUNITY EVENTS



22 Annual festival and events




6 Annual concerts




White Rock Farmers' Market runs **May** to **October**


FAMILY FRIENDLY



2 Elementary schools



2 local high schools



15 Child care centres, plus numerous enhanced education options

Economic Development Vision and Goals

Economic Development Vision

The Economic Development Strategic Plan establishes a framework for guiding economic activities that is aligned with the City's other plans, policies, and initiatives. It ensures that White Rock's economic development will be responsive to the demands and opportunities created by an evolving post-pandemic economy and leverages other initiatives being undertaken by the City. The plan is designed to provide optimum outcomes for local businesses, residents, and visitors, as reflected in the Economic Vision Statement:

“The City of White Rock supports a prosperous and diverse economic base through policies, practices and other placemaking initiatives that make the City to be a desirable place to live, work, visit, shop and invest.”

Economic Development Goals, Objectives & Actions

A Strategic Priority for City Council is to “make the best possible community decisions in collaboration with residents and stakeholders and support the prosperity and diversification of the City's economic base”. The Economic Development Strategic Plan contains three primary goals that are designed to nurture a resilient and sustainable community and that reflect Council's priorities. Each goal is supported by corresponding objectives and actions steps.

Definitions:

- Small business – up to 50 employees
- Medium business – 50 to 150 employees
- Existing Character and Charm – small town atmosphere, local independent businesses, vibrant Waterfront, Arts & Culture community, Events & Activities



Economic Development: Goal 1

The first goal establishes processes by which the City can effectively engage on a regular basis with key economic stakeholders, Metro Vancouver municipalities and other levels of government. It acknowledges that the success of local entrepreneurs and businesses is due to hard work, ingenuity, and perseverance, while recognizing that City Hall can play a vital role by fostering an environment that meets the need of both existing and new businesses. It outlines business retention and attraction activities that will focus on expanding the presence of small to medium sized businesses that are local and independent, in line with the preference expressed by businesses and residents. This goal also recognizes that collaboration with neighbouring municipalities and stakeholders on projects and initiatives will strengthen the regional economy and acknowledges that White Rock's economic development efforts will be enhanced by participation in Invest Vancouver's regional economic initiatives.

GOAL 1:

To attract and retain small to medium sized independent businesses that will enhance the existing character and charm of the city.

OBJECTIVES:

1. Create a more business-friendly experience at City Hall
2. Improve the resiliency of the local economy through retention and expansion activities
3. Promote White Rock as an ideal location for small to medium size independent businesses

ACTIONS:	
<p>Create a more business-friendly experience at City Hall</p>	<ul style="list-style-type: none"> • Review City regulations and bylaws that have been identified as a concern by business operators, (Sign Bylaw, Sidewalk Use Agreement Bylaw) to identify ways to improve them
	<ul style="list-style-type: none"> • Review municipal taxes and charges for business to ensure they are competitive with the City of Surrey
	<ul style="list-style-type: none"> • Undertake a comprehensive review of parking throughout the city (currently underway)
	<ul style="list-style-type: none"> • Create a user-friendly Business Resource Guide for new and existing businesses (complete)
	<ul style="list-style-type: none"> • Create an external business directory and internal contact list for businesses (complete)
	<ul style="list-style-type: none"> • Take appropriate actions and liaise with the development and construction industry in anticipation of the implementation of the Provincial Step Code initiative in February 2022
	<ul style="list-style-type: none"> • Request an additional Planning & Development position during the 2023 – 2027 Financial planning process. Assign initial responsibility for (1) identifying and implementing opportunities for digitization and process improvement, and (2) ways to improve communication between PDS, Engineering and businesses
<p>Improve the resiliency of the local economy through retention and expansion activities</p>	<ul style="list-style-type: none"> • Maintain an Economic Development budget to fund contract employees/consultants, or establish a part time Economic Development position, to complete Economic Development related projects (including grant writing for all departments)
	<ul style="list-style-type: none"> • Identify and apply for provincial and federal grants available to support municipal economic development
	<ul style="list-style-type: none"> • Identify business community stakeholders by sector for regular dialogue with the City to identify challenges and opportunities
	<ul style="list-style-type: none"> • Conduct business surveys annually to get feedback on the business climate, satisfaction with the City and the BIA, and recommendations on ways to address common issues
	<ul style="list-style-type: none"> • Identify specific challenges and opportunities in the Uptown and in the Five Corners commercial areas and develop a plan to address them

Economic Development: Goal 1

ACTIONS:	
<p><i>(continued)</i></p> <p>Improve the resiliency of the local economy through retention and expansion activities</p>	<ul style="list-style-type: none"> • Improve White Rock’s aesthetics through the appropriate policies, guidelines, and initiatives <ul style="list-style-type: none"> ◦ Apply design guidelines to new development and review as needed ◦ Establish a façade improvement incentive program ◦ Extent street beautification guidelines to all commercial areas including lower Johnston Road and Marine Drive
	<ul style="list-style-type: none"> • Identify economic development opportunities that can be pursued in partnership with neighbouring local governments
<p>Promote White Rock as an ideal location for small to medium size independent businesses</p>	<ul style="list-style-type: none"> • Update the community profile and enhance economic development information on the City’s website (complete)
	<ul style="list-style-type: none"> • Develop a business brochure (digital and print) that illustrates White Rock’s investment attractiveness and unique characteristics that can be used to promote the city
	<ul style="list-style-type: none"> • Promote White Rock to specific industry associations that represent businesses in target sectors
	<ul style="list-style-type: none"> • Identify opportunities related to the expansion of Peace Arch Hospital and surrounding commercial areas and promote them to businesses in the health and wellness sector

Target Sectors / Emerging Opportunities	
Maker Sector:	Craft Brew Pubs / Locally sourced / Butcher / Vegetarian, Vegan / Organic / Home cooked meals to go/ Arts & Crafts / Fabric & Knitting
Entertainment Sector:	Theatre / Cinema / Dance Halls / Concerts / Festivals / Art Shows / Comedy / Film
Science & Technology:	Digital Health / Marine research or reclamation / E-Gaming
Childcare Sector:	Daycares / Playgrounds / Afterschool activities
Food & Beverage Services:	Cafes / Take out / Food Trucks/ Fine Dining / Delicatessen /Wine Bars
Marine Based:	Water sports / Day cruises / Competitions / Fishing

Economic Development: Goal 2

The second goal outlines tactics to attract businesses that can create “clusters”, that will help make the city a great place to live and visit, for example, Craft Breweries, Thrift Stores, Cafes, Wellness Clinics, Childcare Services, businesses that are related to Arts and Culture, and businesses that are activity based. The tactics outlined in this goal will encourage the inclusion of public space in new developments and support the City’s Cultural Strategic Plan to further develop an Arts & Culture corridor Uptown. In addition, it identifies and looks to exploit White Rock’s opportunity to become a highly sought-after community for those who Work from Home (WFH).

GOAL 2:

To promote private and public development and projects that enhance White Rock’s existing strengths and improve its overall attractiveness and liveability

OBJECTIVES:

1. Encourage the establishment of clusters of local, independently owned businesses that reflect the character of the community and appeal to residents and visitors alike
2. Promote the development and revitalization of public and private amenities that facilitate social interaction
3. Support the expansion of White Rock’s current Arts and Culture corridor along Johnson Road from Five Corners to North Bluff Road
4. Undertake initiatives that make White Rock a highly desirable location for those who work from home



Economic Development: Goal 2

ACTIONS:	
Encourage the establishment of clusters of local, independently owned businesses that reflect the character of the community and appeal to residents and visitors alike	<ul style="list-style-type: none"> • Identify existing and new business concepts that can be clustered in the community and ensure zoning by-laws and other regulations facilitate the establishment of these types of businesses • Take measure to support vibrancy, diversity, locality and charm in all commercial centres by enacting bylaws designed to limit the number of types of businesses that Council feels there are too many of (as West Vancouver is doing) • Work with the BIA, Explore White Rock, and appropriate City departments to develop a marketing program to position White Rock as the preferred destination for target cluster businesses
Promote the development and revitalization of public and private amenities that encourage social interaction	<ul style="list-style-type: none"> • Identify opportunities for patio expansion on to City space and encourage businesses to apply for Sidewalk Use Licences • Identify additional space that can be use for expanded markets, festivals, concerts, and other public events in various areas of the community and determine feasibility (for example, concerts in Central Plaza, closing Johnston between Russell and Thrift on Sundays to expand the Farmer’s Market) • Collaborate with Arts & Culture, the BIA, and Explore White Rock on placemaking art initiatives
Support the expansion of White Rock’s current Arts and Culture corridor Uptown along Johnson Road from Five Corners to North Bluff	<ul style="list-style-type: none"> • Support the completion of a needs assessment survey and the development of a concept plan for an Arts and Culture facility, possibly an Art Gallery and studio space to produce art • Encourage the continued inclusion of arts and culture space in new developments • Recommend cultural development opportunities in the Johnston and Russell area including the development of the NE corner lot
Undertake initiatives that make White Rock a highly desirable location for those who work from home	<ul style="list-style-type: none"> • Expand the definition of permitted use for home-based businesses (currently underway) • Develop a strategy to attract small to medium size enterprises in the Tech and Advanced Education sectors • Identify and attract additional businesses in the childcare and child activity sector to complement the cluster of Day Care Centres • Promote White Rock’s natural beauty, convenient location, and lifestyle amenities to attract professionals looking for an ideal place to work from home • Ensure zoning allows for a variety of housing types, including in-fill, duplex and townhouses, as well as condos and single-family homes

Economic Development: Goal 3



The third and final goal recognizes the opportunity to enhance White Rock’s desirability as a primary destination for tourists by improving walkability, access to transit options and by providing convenient amenities throughout the city. It supports efforts to expand events and activities throughout the year and recommends specific tactics for improving both the attractiveness of the streetscape and the diversity in the types of businesses and attractions that currently exist on the Waterfront.

GOAL 3:

To increase visitation to White Rock by making the city the most captivating destination South of the Fraser River

OBJECTIVES:

1. Improve the pedestrian experience throughout the city
2. Expand cultural programming and activities, with a focus on the shoulder seasons (October through April)
3. Improve the attractiveness of the Waterfront streetscape through aesthetics and economic diversification
4. Grow year-round day visits and increase the number of overnight visits to White Rock

Economic Development: Goal 3

ACTIONS:	
Improve the pedestrian experience throughout the city	<ul style="list-style-type: none"> Evaluate the feasibility of using Marine Drive as a “Pedestrian First Zone” between Vidal and Martin Street (currently underway)
	<ul style="list-style-type: none"> Add public Wi-Fi Uptown and at Five Corners
	<ul style="list-style-type: none"> Install digital information kiosks Uptown, at Five Corners and on Marine Drive
	<ul style="list-style-type: none"> Identify additional locations where sidewalks can be conveniently widened
	<ul style="list-style-type: none"> Create every-day activities stage sets (moveable furniture and play equipment) for Memorial Park plaza (WES)
	<ul style="list-style-type: none"> Evaluate the feasibility of converting the parking lot west of the White Rock Museum to a flex-parking lot with overhead structures for weather protection (WES)
	<ul style="list-style-type: none"> Continue to improve the connection from the Waterfront to Uptown (example, Centre Street hillside walkway upgrade currently underway, City funded Shuttle from Waterfront to Uptown during peak summer months)
Expand cultural programming and activities, with an emphasis on the shoulder seasons	<ul style="list-style-type: none"> Identify additional shoulder season event options and determine community capacity to present them
	<ul style="list-style-type: none"> Ensure that initiatives align with the City’s cultural development aspirations as documented in the Cultural Strategic Plan
	<ul style="list-style-type: none"> Explore collaborating with Semiahmoo First Nation to develop an authentic Indigenous cultural visitor experience
Improve the attractiveness of the Waterfront streetscape through aesthetics and economic initiatives	<ul style="list-style-type: none"> Determine the feasibility of allowing all season patios
	<ul style="list-style-type: none"> Consider retaining a real estate and planning consulting firm that specializes in waterfront revitalization to assist with implementation of the action steps related to Waterfront redevelopment
	<ul style="list-style-type: none"> Complete character design guidelines for East and West beach (WES)
	<ul style="list-style-type: none"> Create a public realm furniture “tool kit” (WES)
	<ul style="list-style-type: none"> Address vacant storefronts and lots through a combination of incentives and animation of vacant space (WES)
	<ul style="list-style-type: none"> Attract a more diverse mix of businesses along Marine Drive that provides a variety of retail outlets, galleries, and restaurants (WES)
	<ul style="list-style-type: none"> Improve the Pier to include rest stops, a viewing area and day use mooring docks for visiting boaters
Grow year-round day visits and increase the number of overnight visits to White Rock	<ul style="list-style-type: none"> Evaluate the current Tourism Service and Funding model to determine if it is the most effective model for supporting the development of tourism infrastructure, visitor experiences and market awareness
	<ul style="list-style-type: none"> Update the Accessory Vacation Rentals zoning bylaw (completed Dec 2021) to encourage additional participation and ensure compliance to the regulations
	<ul style="list-style-type: none"> Clearly define the compelling White Rock brand and unique selling proposition that will be communicated in all marketing efforts
	<ul style="list-style-type: none"> Pursue private business interests in hotel/convention center to be located in or near White Rock
	<ul style="list-style-type: none"> Evaluate the feasibility and desirability of adding a major event and / or attraction, for example, a Funicular, Tall Ships, Boat Tour Operator, Saturday Market and so on

Implementation Plan

The Implementation Plan outlines the action the City, its partners and its stakeholders will need to undertake to address the issues and opportunities identified in the Economic Development Strategic Plan (EDSP). The strategy assumes a 10-year timeframe to address all the Objectives and action items set out in implementation plan, but the timeframe for initiating and/or implementing the recommended actions is 5 years. Priority timings are either immediate, short term, or long term. It is assumed that the City of White Rock will revisit the progress of the EDSP after 5 years to assess the effectiveness of the recommendations, adjust the recommendations based on current conditions as necessary, and add new actions in response to changing market conditions and policy considerations.

Implementation Timeframes

Immediate: 0 to 12 months
 Short Term: 1 -2 years
 Medium Term: 3 - 5 years

Acronyms

PDS: Planning & Development Services
EDO: Economic Development Officer
BIA: White Rock Business Improvement Association
SSWR Chamber of Commerce: South Surrey White Rock Chamber of Commerce
WES: Waterfront Enhancement Strategy
EDAC: Economic Development Advisory Committee
ACAC: Arts & Culture Advisory Committee

Jump Start Action Items

1	Identify and apply for provincial and federal grants available to support municipal operations and initiatives	9	Expand the definition of permitted use for home-based businesses (<i>currently underway</i>)
2	Review City regulations and bylaws that have been identified as a concern by business operators, (Sign Bylaw, Sidewalk Use Agreement Bylaw) to identify ways to improve them	10	Develop a strategy to attract small to medium size enterprises in the Tech and Advanced Education sectors
3	Undertake a comprehensive review of parking throughout the city (<i>currently underway</i>)	11	Identify opportunities for patio expansion on to City space and encourage businesses to apply for Sidewalk Use Licences
4	Review municipal taxes and charges for business to ensure they are competitive with the City of Surrey	12	Evaluate the current Tourism Service and Funding model to determine if it is the most effective model for supporting the development of tourism infrastructure, visitor experiences and market awareness
5	Identify business community stakeholders by sector for regular dialogue with the City to identify challenges and opportunities	13	Identify additional shoulder season event options and determine community capacity to present them (<i>ongoing</i>)
6	Create a user-friendly Business Resource Guide for new and existing businesses (<i>complete</i>)	14	Evaluate the feasibility of using Marine Drive as a “Pedestrian First Zone” between Vidal and Martin Street (<i>currently underway</i>) (WES)
7	Create an external business directory and internal contact list for businesses (<i>complete</i>)	15	Determine the feasibility of allowing all season patios
8	Update the community profile and enhance economic development information on the City’s website (<i>currently underway</i>)	16	Add public Wi-Fi Uptown and at Five Corners

Implementation Plan: Workplan and Expected Outcomes

This section details who has lead responsibility for the action item, when it is expected to be actioned, who the appropriate community partners are, and how it will be funded.

Jump Start Action Items are highlighted in blue.

GOAL #1: TO ATTRACT AND RETAIN SMALL TO MEDIUM SIZED INDEPENDENT BUSINESSES THAT WILL ENHANCE THE EXISTING CHARACTER AND CHARM OF THE CITY						
OBJECTIVE 1.1: CREATE A MORE BUSINESS-FRIENDLY EXPERIENCE AT CITY HALL						
ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Review City regulations and bylaws that have been identified as a concern by business operators, (Sign Bylaw, Sidewalk Use Agreement Bylaw) to identify ways to improve them	EDO/ PDS	Immediate	BIA, SSWR Chamber of Commerce			Recommendation for updates put forward to Council
Review municipal taxes and charges for business to ensure they are competitive with the City of Surrey	EDO	Immediate				Review complete and fees adjusted where appropriate
Undertake a comprehensive review of parking throughout the city (<i>currently underway</i>)	Parking Services Manager	Immediate	NA			Recommendations put forward to Council
Create a user-friendly Business Resource Guide for new and existing businesses (<i>complete</i>)	EDO	Immediate	BIA, SSWR Chamber of Commerce		\$2,500 printing cost	Package complete and distributed
Create an external business directory and internal contact list for businesses (<i>complete</i>)	EDO	Immediate	BIA			Directory complete and published
Take appropriate actions and liaise with the development and construction industry in anticipation of the implementation of the Provincial Step Code initiative in February 2022	Building and Bylaw Enforcement	Immediate	NA			Step Code 100% implemented
Request an additional Planning & Development position during the 2023 – 2027 Financial planning process. Assign initial responsibility for (1) identifying and implementing opportunities for digitization and process improvement, and (2) ways to improve communication between PDS, Engineering and businesses	Director PDS	Short Term	BIA, SSWR Chamber of Commerce	\$80,000 (new budget)		Impact of process improvement, for example reduction in length of time to get a building permit

Implementation Plan: Workplan and Expected Outcomes

OBJECTIVE 1.2: IMPROVE THE RESILIENCY OF THE LOCAL ECONOMY THROUGH RETENTION AND EXPANSION ACTIVITIES						
ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Maintain an Economic Development budget to fund contract employees/ consultants, or establish a part time Economic Development position, to complete Economic Development related projects (including grant writing for all departments)	Director PDS	Immediate		\$50,000 (2022 to come from existing Economic Development budget)		Number of projects successfully completed
Identify and apply for provincial and federal grants available to support municipal operations and initiatives	EDO	Immediate				Number of successful grant applications
Identify business community stakeholders by sector for regular dialogue with the City to identify challenges and opportunities	EDO	Immediate	BIA, SSWR Chamber of Commerce			Stakeholder group assembled
Conduct business surveys annually to get feedback on the business climate, satisfaction with the City and the BIA, and recommendations on ways to address common issues	EDO/ BIA	Short Term	BIA, SSWR Chamber of Commerce	\$2,000		Survey created, administered and tabulated
Identify specific challenges and opportunities in the Uptown and in the Five Corners commercial areas and develop a plan to address them	EDO/ BIA	Short Term	BIA, SSWR Chamber of Commerce			Analysis complete and action plan developed
Improve White Rock's aesthetics through the appropriate policies, guidelines, and initiatives: <ol style="list-style-type: none"> 1. Apply design guidelines to new development and review as needed 2. Establish a façade improvement incentive program 3. Extend street beautification guidelines to all commercial areas including lower Johnston Road and Marine Drive 	PDS / EDO	Short Term	BIA, SSWR Chamber of Commerce			Policies developed and approved by Council

Implementation Plan: Workplan and Expected Outcomes

Identify economic development opportunities that can be pursued in partnership with neighbouring local governments	PDS/ EDO	Medium Term	BIA, SSWR Chamber of Commerce			Number of opportunities identified
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OBJECTIVE 1.2: PROMOTE WHITE ROCK AS AN IDEAL LOCATION FOR SMALL TO MEDIUM SIZE INDEPENDENT BUSINESSES

ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Update the community profile and enhance economic development information on the City's website (currently underway)	EDO/ Communications	Immediate				Updates Complete
Develop a business brochure (print and digital) that illustrates White Rock's investment attractiveness and unique characteristics that can be used to promote the city	EDO/ Communications	Immediate	BIA, SSWR Chamber of Commerce		\$500 printing cost for 1,000 pieces	Brochure published online and printed
Promote White Rock to specific industry associations that represent businesses in target sectors	EDO/ EDAC	Immediate	BIA, SSWR Chamber of Commerce	\$5,000 advertising budget		Campaign created and launched
Identify opportunities related to the expansion of Peace Arch Hospital and surrounding commercial areas and promote them to businesses in the health and wellness sector	EDO/ EDAC	Short term	BIA, SSWR Chamber of Commerce	Included in \$5,000 advertising budget		Number of new businesses that open near PAH

Implementation Plan: Workplan and Expected Outcomes

GOAL #2: TO PROMOTE PRIVATE AND PUBLIC DEVELOPMENT AND PROJECTS THAT ENHANCE WHITE ROCK'S EXISTING STRENGTHS AND IMPROVE ITS OVERALL ATTRACTIVENESS AND LIVEABILITY						
OBJECTIVE 2.1: ENCOURAGE THE ESTABLISHMENT OF CLUSTERS OF LOCAL, INDEPENDENTLY OWNED BUSINESSES THAT REFLECT THE CHARACTER OF THE COMMUNITY AND APPEAL TO RESIDENTS AND VISITORS ALIKE						
ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Identify existing and new business concepts that can be clustered in the community and ensure zoning by-laws and other regulations facilitate the establishment of these types of businesses	EDO/ BIA	Short term	BIA, SSWR Chamber of Commerce, EDAC			Concepts identified and zoning review complete
Work with the BIA, Explore White Rock, and appropriate City departments to develop a marketing program to position White Rock as the preferred destination for target cluster businesses	EDO	Short term	BIA, Explore White Rock, SSWR Chamber of Commerce, EDAC	\$TBD Annual advertising	\$10,000 contractor	Marketing program created and launched
OBJECTIVE 2.2: PROMOTE THE DEVELOPMENT AND REVITALIZATION OF PUBLIC AND PRIVATE AMENITIES THAT ENCOURAGE SOCIAL INTERACTION						
Identify opportunities for patio expansion on to City space and encourage businesses to apply for Sidewalk Use Licences	EDO/ BIA	Immediate	BIA			Number of new patio licences
Identify additional space that can be use for expanded markets, festivals, concerts, and other public events in various areas of the community and determine feasibility (for example, concerts in Central Plaza, closing Johnston between Russell and Thrift on Sundays to expand the Farmer's Market)	EDO/ BIA	Short term	BIA			Number of new public spaces that are put into use
Collaborate with Arts & Culture, the BIA, and Explore White Rock on placemaking art initiatives	Manager, Cultural Development	Immediate & ongoing	BIA, SSWR Chamber of Commerce, EDAC, ACAC			Number of new placemaking art installations

Implementation Plan: Workplan and Expected Outcomes

OBJECTIVE 2.3: SUPPORT THE EXPANSION OF WHITE ROCK'S CURRENT ARTS AND CULTURE CORRIDOR UPTOWN ALONG JOHNSON ROAD FROM FIVE CORNERS TO NORTH BLUFF

ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Support the completion of a needs assessment survey and the development of a concept plan for an Arts and Culture facility, possibly an Art Gallery and studio space to produce art	Manager, Cultural Development	Immediate	ACAC, EDAC			Needs assessment survey and concept plan complete
Encourage the continued inclusion of arts and culture space in new developments	PDS / Recreation & Culture	Immediate & ongoing	ACAC, EDAC			Number of new developments that include this space
Recommend cultural development opportunities in the Johnston and Russell area	PDS / Recreation & Culture	Short to medium term	ACAC, EDAC			Recommendations adopted by Council

OBJECTIVE 2.4: UNDERTAKE INITIATIVES THAT MAKE WHITE ROCK A HIGHLY DESIRABLE LOCATION FOR THOSE WHO WORK FROM HOME

Expand the definition of permitted use for home-based businesses (currently underway)	PDS	Immediate				Bylaw updated and changes approved by Council
Develop a strategy to attract small to medium size enterprises in the Tech and Advanced Education sectors	EDO/ EDAC	Immediate	EDAC			Strategy complete
Identify and attract additional businesses in the childcare and child activity sector to complement the existing cluster of Day Care Centres	EDO/ BIA	Short term	BIA	Included in \$5,000 advertising budget		Number of additional childcare businesses
Promote White Rock's natural beauty, convenient location and lifestyle amenities to attract professionals looking for an ideal place to work from home	EDO/ EDAC	Short term	Explore White Rock	\$2,000 advertising budget		Campaign created and launched
Ensure zoning allows for a variety of housing types, including in-fill, duplex and townhouses, as well as condos and single-family homes	PDS	Ongoing				Zoning is appropriate for demand

Implementation Plan: Workplan and Expected Outcomes

GOAL #3: TO INCREASE VISITATION TO WHITE ROCK BY MAKING THE CITY THE MOST CAPTIVATING DESTINATION SOUTH OF THE FRASER RIVER						
OBJECTIVE 3.1: IMPROVE THE PEDESTRIAN EXPERIENCE THROUGHOUT THE CITY						
ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Evaluate the feasibility of using Marine Drive as a “Pedestrian First Zone” between Vidal and Martin Street (currently underway) (WES)	Engineering & Municipal Operations	Immediate				Evaluation complete and report presented to Council
Add public Wi-Fi Uptown and at Five Corners	Engineering & Municipal Operations	Immediate			\$TBD	Approved by Council and Wi-Fi is installed
Install digital information kiosks Uptown, at Five Corners and on Marine Drive	BIA, Engineering & Municipal Operations	Short term	BIA		\$TBD	Approved by Council and Kiosks are installed
Identify additional locations where sidewalks can be conveniently widened (WES)	EDO/ BIA	Short term	BIA			Locations identified and area businesses are asked for feedback
Create every-day activities stage sets (moveable furniture and play equipment) for Memorial Park plaza (WES)	Engineering & Municipal Operations	Short term	BIA		\$TBD	Approved by Council and Activities stage sets are purchased
Evaluate the feasibility of converting the parking lot west of the White Rock Museum to a flex-parking lot with overhead structures for weather protection (WES)	Engineering & Municipal Operations, Recreation & Culture	Medium Term				Evaluation complete and report presented to Council
Continue to improve the connection from the Waterfront to Uptown (example, Centre Street hillside walkway upgrade currently underway, City funded Shuttle from Waterfront to Uptown during peak summer months)	Engineering & Municipal Operations	Medium Term			\$TBD	Additional improvements identified and actioned

Implementation Plan: Workplan and Expected Outcomes

OBJECTIVE 3.2: EXPAND CULTURAL PROGRAMMING AND ACTIVITIES, WITH AN EMPHASIS ON THE SHOULDER SEASONS						
ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Identify additional shoulder season event options and determine community capacity to present them	Recreation & Culture, EDAC, ACAC	Immediate	BIA, EDAC, ACAC			Number of additional shoulder season events added
Ensure that initiatives align with the City's cultural development aspirations as documented in the Cultural Strategic Plan (CSP)	City Council	Immediate				Council takes CSP into consideration where appropriate
Explore collaborating with Semiahmoo First Nation to develop an authentic Indigenous cultural visitor experience	Explore White Rock	Medium Term				Conversation initiated
OBJECTIVE 3.3: IMPROVE THE ATTRACTIVENESS OF THE WATERFRONT STREETScape THROUGH AESTHETICS AND ECONOMIC INITIATIVES						
Determine the feasibility of allowing all season patios	EDO / Engineering & Municipal Operations	Immediate	BIA			Discussions held with Engineering and Bylaws and decision made regarding feasibility
Consider retaining a real estate and planning consulting firm that specializes in waterfront revitalization to assist with implementation of the action steps related to Waterfront redevelopment	City Council	Short term			\$100,000	Council has considered and decided
Complete character design guidelines for East and West beach (WES)	PDS	Short Term	BIA, SSWR Chamber of Commerce, ACAC			Guidelines complete and approved
Create a public realm furniture "tool kit" for street furniture and lighting so that it is consistent in all areas of the Waterfront (WES)	Engineering & Municipal Operations	Medium Term	BIA, ACAC		\$10,000 (contractor)	Furniture "tool kit" design and guidelines complete and approved
Address vacant storefronts and lots through a combination of incentives and animation of vacant space (WES)	EDO / PDS	Medium Term	EDAC, BIA			"Vacant no more" program approved and in place

Implementation Plan: Workplan and Expected Outcomes

Attract a more diverse mix of businesses along Marine Drive that provides a variety of retail outlets, galleries, and restaurants (WES)	EDO	Medium Term	BIA, SSWR Chamber			Restaurant mix to total 60% or less
Improve the Pier to include rest stops, a viewing area and day use mooring docks for visiting boaters	City Council	Medium Term	Friends of the Pier, BIA, EDAC		\$TBD	Minimum of one improvement made

OBJECTIVE 3.4: GROW YEAR-ROUND DAY VISITS AND INCREASE THE NUMBER OF OVERNIGHT VISITS TO WHITE ROCK

ACTION ITEM	LEAD RESPONSIBILITY	TIMEFRAME	COMMUNITY PARTNERS	NEW OR EXISTING OPERATIONAL BUDGET	ONE TIME BUDGET	KEY PERFORMANCE INDICATORS
Evaluate the current Tourism Service and Funding model to determine if it is the most effective model for supporting the development of tourism infrastructure, visitor experiences and market awareness	Recreation & Culture, Explore White Rock	Immediate	BIA, SSWR Chamber, EDAC	Apply for funding through Federal Tourism Relief Fund	\$50,000 (contractor)	Evaluation complete and recommendation made to Council
Update the Accessory Vacation Rentals zoning bylaw (complete) to encourage additional participation and ensure compliance to the regulations	PDS	Immediate			\$100,000	Completed December 2021
Clearly define the compelling White Rock brand and unique selling proposition that will be communicated in all marketing efforts	Recreation & Culture, Explore White Rock, EDO	Short Term	BIA, SSWR Chamber, Advisory Committees	Apply for funding through Federal Tourism Relief Fund	\$10,000	Branding process complete
Pursue private business interests in hotel/convention center to be located in or near White Rock	EDO	Medium Term	BIA			Potential investors identified and approached
Evaluate the feasibility and desirability of adding a major event and / or attraction, for example, a Funicular, Tall Ships, Boat Tour Operator, Saturday Market and so on	City Council	Medium Term				Evaluation complete and recommendations presented to Council

Implementation Plan

The success of the Economic Development Strategic Plan will be determined using a variety of quantitative and qualitative metrics that will be measured annually. These metrics will assess the impact of the plan on the desirability of the City as a place to live, work, shop and invest.

GOAL	MEASURE (METRIC)	STATUS
Improved Business satisfaction measures as tracked through an annual survey	Percentage change to prior year	
Increase in the number of businesses established annually	Number of licenced businesses in the current year versus the prior year	
Growth in local employment	Percentage change to prior year	
Decrease in average time to receive development approval or building permit	Reduction as measured in number of months	
Decrease in commercial vacancy rates	Number of vacant storefronts in the current year versus the prior year	
Increase in daytime visits and overnight stays	Percentage change to prior year	
Wider variety of restaurant / retail/ services on Marine Drive	Blend in current year compared to blend in prior year	
Number of new businesses added to target clusters	Number by cluster in current year versus prior year	
Growth in non-residential tax base	Reduction in residential share of municipal property taxes	
Increased number of arts, cultural, tourism events	Number of events in current year versus prior year	
Improved resident satisfaction measure as tracked through an annual survey (examples: satisfaction with the variety of shops & services available, entertainment options, pace of development, condition of sidewalks and roadways, etc.)	Percentage change to prior year	



Appendices

Appendix A: ECONOMIC OVERVIEW

This section provides an overview of some of the key statistical trends and issues affecting economic development in White Rock. The data used to generate the graphs can be found in Appendix D. Much of the data comes from the 2016 Census and will need to be updated with the release of the 2020 census data next year.

POPULATION INDICATORS

Population Growth

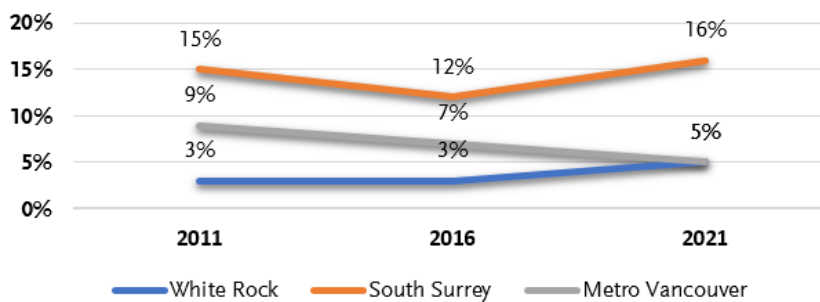
White Rock has had continuous population growth over the last two decades albeit at a slower pace than neighbouring South Surrey or Metro Vancouver. The slower rate of growth is largely due to White Rock's limited land base, which requires most population growth to be achieved through redevelopment and densification.

At the time of the last census in 2016, the population of White Rock was 19,952 individuals; it is currently estimated at 21,000. With a population density of 3,893.1 individuals per square kilometre, and no farm or low density industrial lands, the City of White Rock is the most fourth-most compact community in Metro Vancouver (after North Vancouver, New Westminster, and Vancouver).

The recent and nearing completion of several residential towers more than 12 storeys high will bring over a thousand new apartment units into the city and will contribute to significant population growth, particularly in the Town Centre and uptown areas.

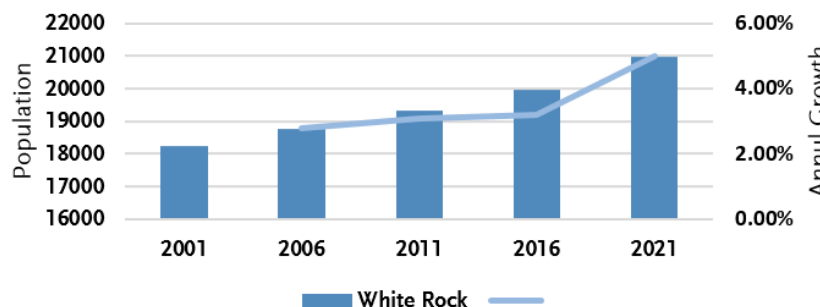
Population Growth Rates 2011 to 2021

(Source: BC Stats Province of British Columbia)



Population Growth 2001 to 2021

(Source: Statistics Canada)



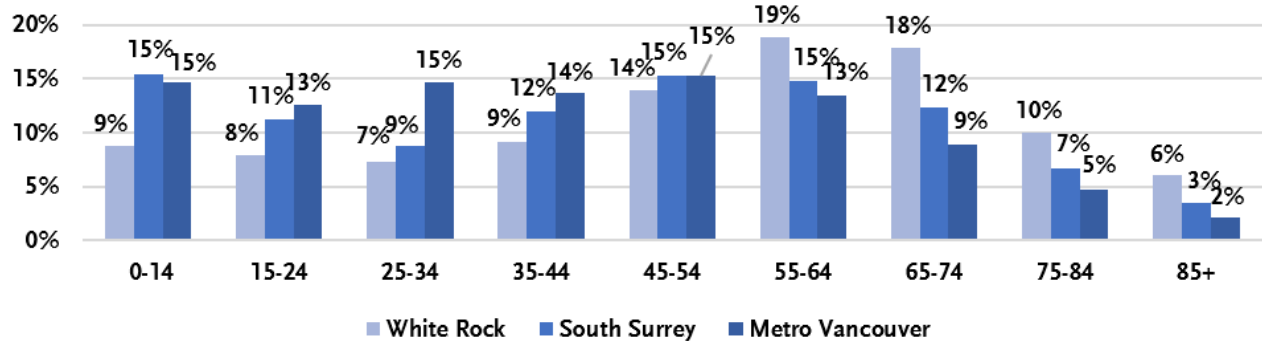
Population Demographics, Age and Sex

One of White Rock's most distinctive characteristics is the age profile of its residents. The city has more than double the percentage of senior citizens as Metro Vancouver, over 40% more than South Surrey, and a lower population share in each age category up to age 55.

The current age profile affects the market for goods and services but overall does not have significant repercussions for economic development because White Rock is part of an integrated metropolitan region where residents of nearby municipalities work, shop and obtain services based on convenience and preference, not geographical location.

Population Age Categories, 2016

(Source: Statistics Canada)



Diversity

While the proportion of White Rock's population that identifies as being part of a visible minority group (16 per cent) is smaller than Metro Vancouver (48.9 per cent) or South Surrey (31 per cent) this share of the community has increased significantly over the past fifteen years.

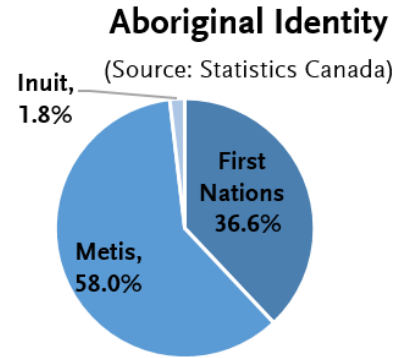
Visible Minority

(Source: Statistics Canada)



Aboriginal Population

There were 560 Aboriginal people in White Rock, representing 3.9 per cent of the population, in 2016. Of this population, 36.6 per cent identified as First Nations, 58.0 per cent as Metis, and 1.8 per cent as Inuit.

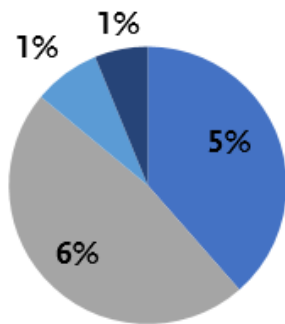


Ethnic Groups

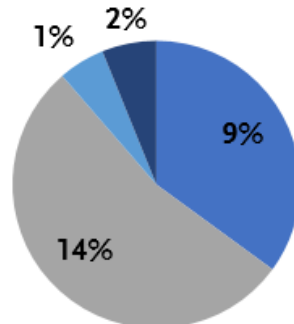
People of Chinese origin represent the largest ethnic group in White Rock, South Surrey, and Metro Vancouver, followed by South Asians.

Top 4 Ethnic Groups

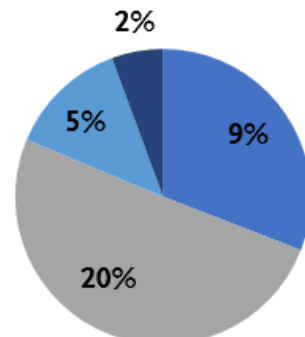
White Rock
(Source: Statistics Canada)



South Surrey
(Source: Statistics Canada)



Metro Vancouver
(Source: Statistics Canada)



■ South Asian
 ■ Chinese
 ■ Filipino
 ■ Korean

Immigration

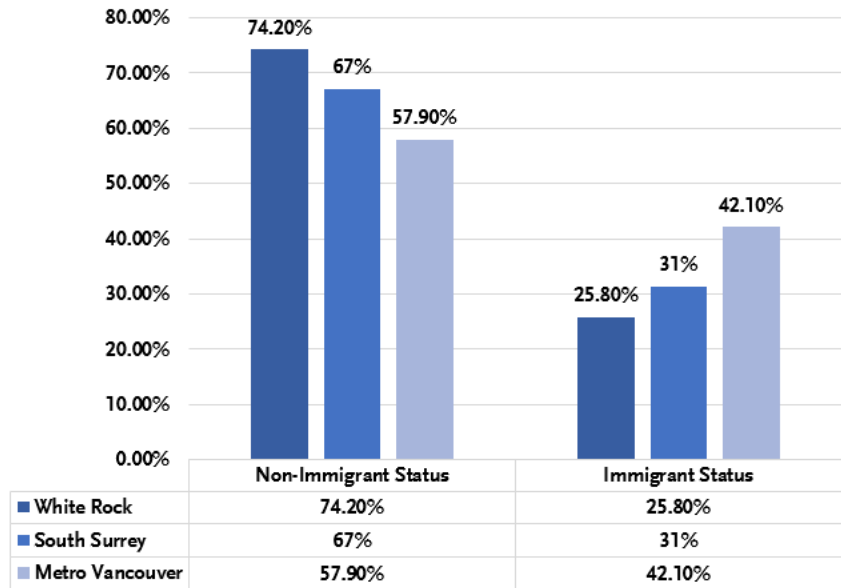
As of 2016, immigrants accounted for approximately 25.8 per cent of White Rock’s population in private households.

This is a much lower percentage when compared to the total population of Metro Vancouver, where 42.1 per cent of the total population has immigrant status.

The majority of recent immigrants, 2011 to 2016, identify an Asian nation as their place of birth.

Population by Immigration Status

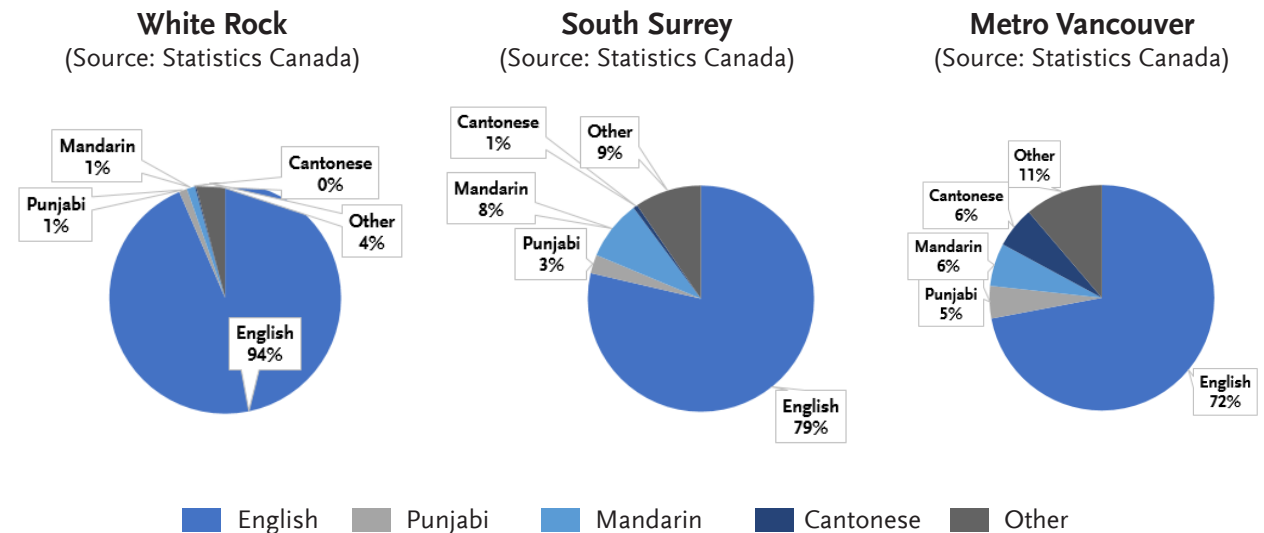
(Source: Statistics Canada)



Language

The vast majority of White Rock residents, 94%, identify English as the language most often spoken at home. This is significantly more than in South Surrey (79 percent) and Metro Vancouver (72 percent), reflecting a less diverse demographic.

Language Most Often Spoken at Home

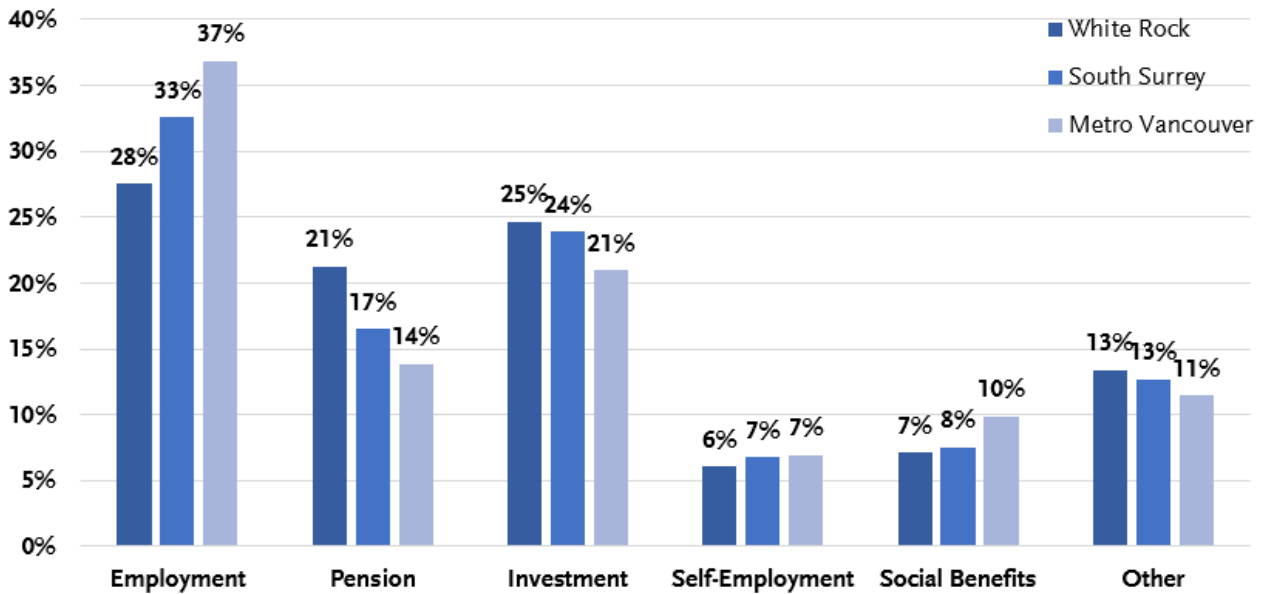


Taxfiler Income by Source

White Rock's age demographics influences the sources of income of White Rock residents. Based on income tax returns from 2017 (the most recent year available), White Rock residents receive 21% of their total income from pensions, a significantly higher percentage than in South Surrey (17 percent) or Metro Vancouver (14 percent). Income from employment is correspondingly lower; other sources of income are at similar levels.

Taxfiler Income by Source, 2017

(Source: Canada Revenue Agency)

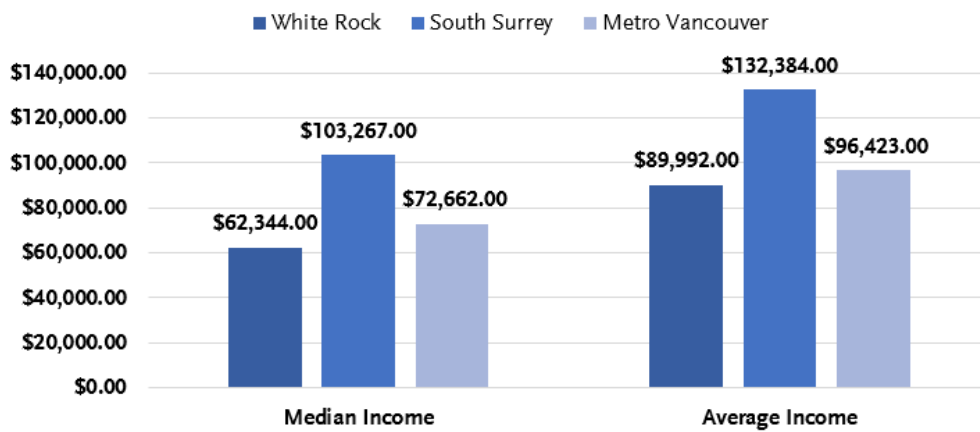


Total Household Income

Median and average total household incomes are lower in White Rock than in South Surrey and Metro Vancouver. This lower value can be attributed to White Rock’s high proportion of single person households, and its larger senior population dependent upon fixed sources of retirement income. It is notable that the median employment income of full-year full-time workers in White Rock is higher (\$58,715) than the Metro Vancouver median (\$54,955).

Median and Average Total Household Income

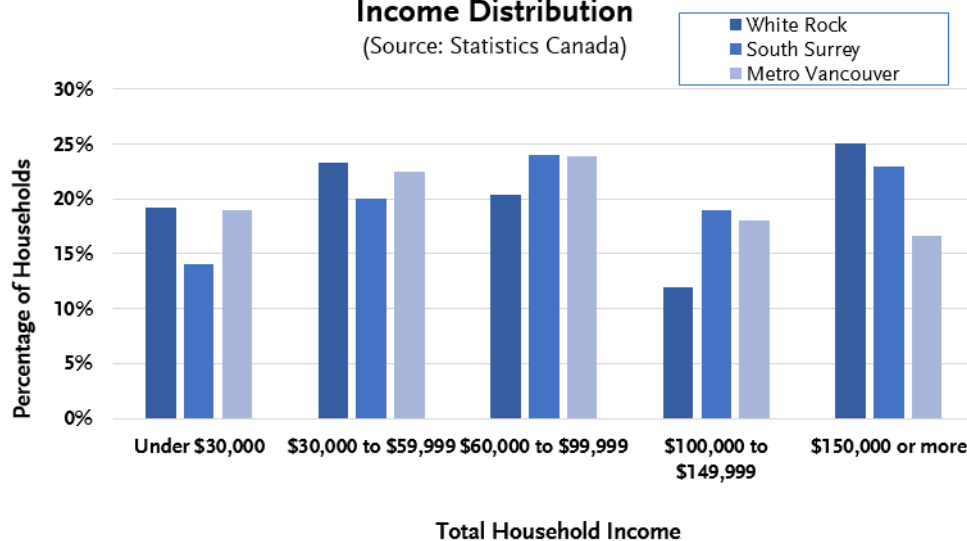
(Source: Statistics Canada)



Income distribution in White Rock is more skewed than in Metro Vancouver and South Surrey, with White Rock having a higher proportion of both lower income and high income households and a lower proportion of middle income households

Income Distribution

(Source: Statistics Canada)

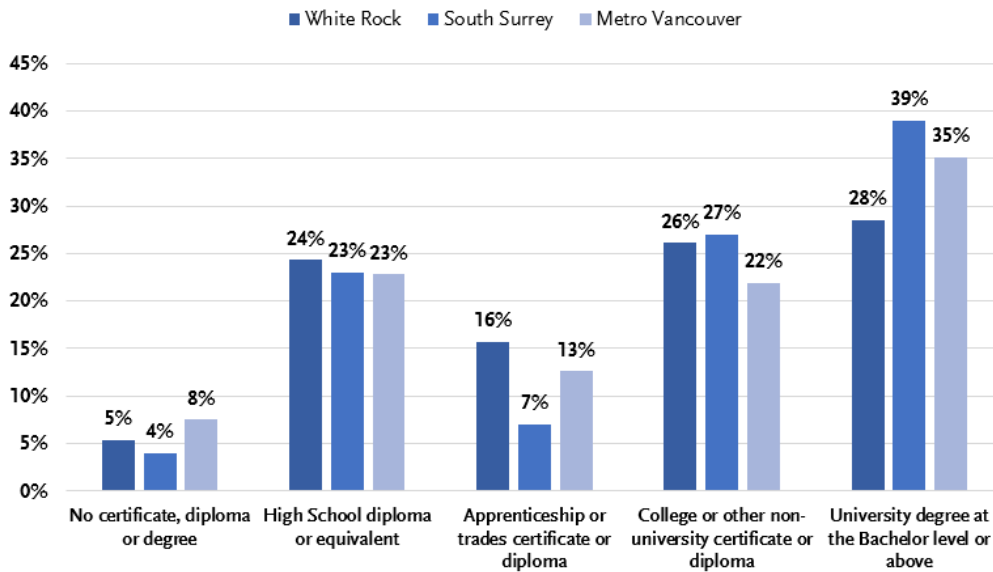


Education

The educational profile of White Rock residents in the working ages of 25 to 64 is very similar to both Metro Vancouver and South Surrey. Relative to neighbouring South Surrey however, White Rock has double the percentage of working age residents with an apprenticeship or trades certificate or diploma, and 11 percent less working age residents with a university degree at the Bachelor level or above.

Highest Level of Educational Attainment Ages 25 to 64

(Source: Statistics Canada)



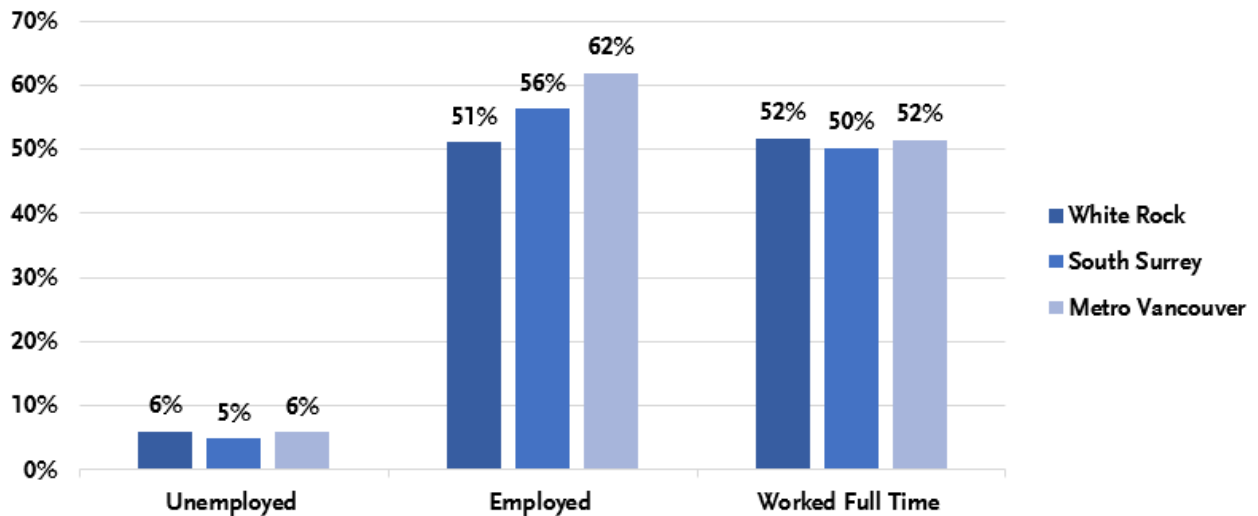
Employment

Approximately 9,450 residents of White Rock were employed in 2016, with approximately 52 per cent of residents working in a full time capacity. Three quarters of the workforce operated at a fixed address.

At approximately 6.0 per cent, the unemployment rate in White Rock is comparable to Metro Vancouver average (6 percent) but slightly higher than South Surrey (5 percent). The employment rate in White Rock is lower in comparison to Metro Vancouver and South Surrey (51 percent vs. 62 and 56 percent respectively), which reflects the age demographics of the community.

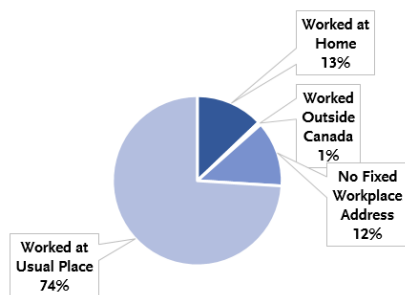
Labour Force Participation

(Source: Statistics Canada)

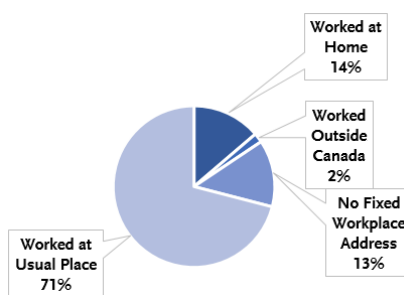


Place of Work

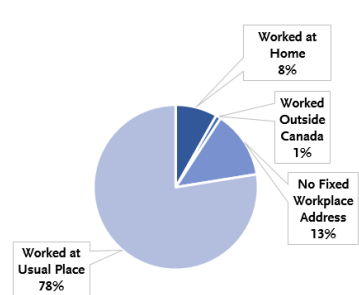
White Rock
(Source: Statistics Canada)



South Surrey
(Source: Statistics Canada)



Metro Vancouver
(Source: Statistics Canada)



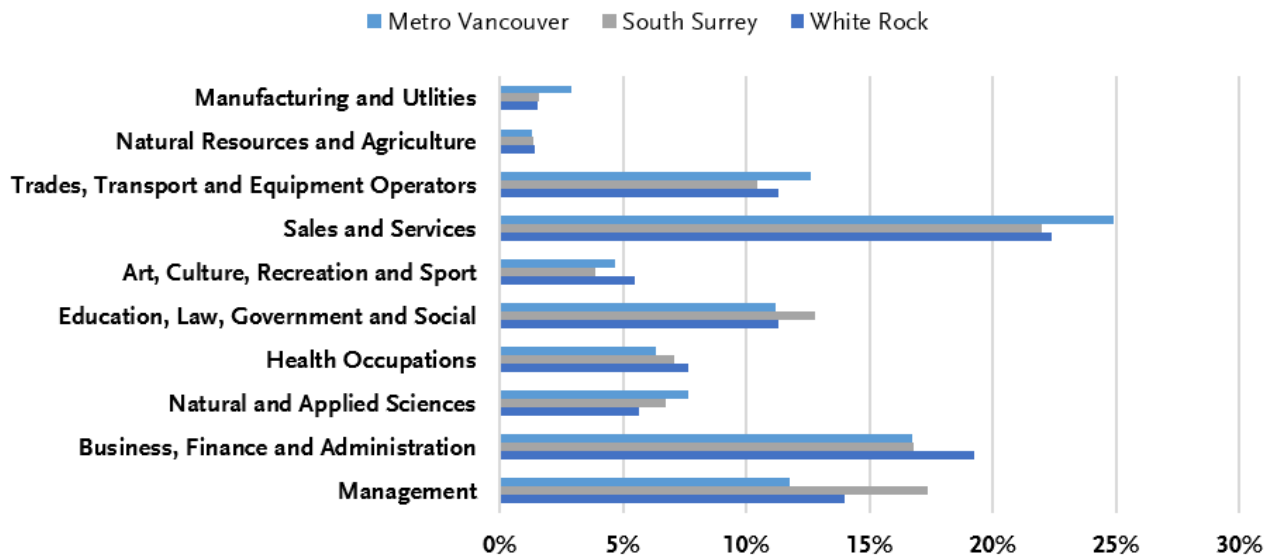
■ Worked at Home
 ■ Worked Outside Canada
 ■ No Fixed Workplace Address
 ■ Worked at Usual Place

Employment (cont'd)

The distribution of labour by occupation is similar between Metro Vancouver, South Surrey and White Rock; however, there is a greater percentage of residents of White Rock working within the business/finance/administration, healthcare, and arts & culture sectors.

Labour Force by Occupation

(Source: Statistics Canada)

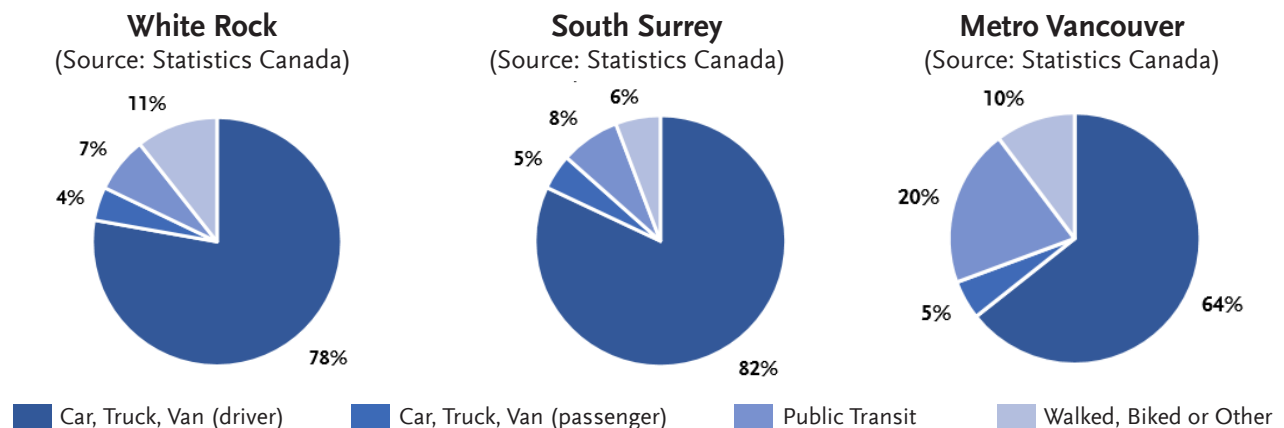


Transportation and Mobility

In 2016, approximately 82% per cent of the employed population in White Rock who commuted to work did so using a personal vehicle – with the majority behind the wheel.

The duration of the typical White Rock commute was under 44 minutes, similar to the typical commute time for South Surrey workers.

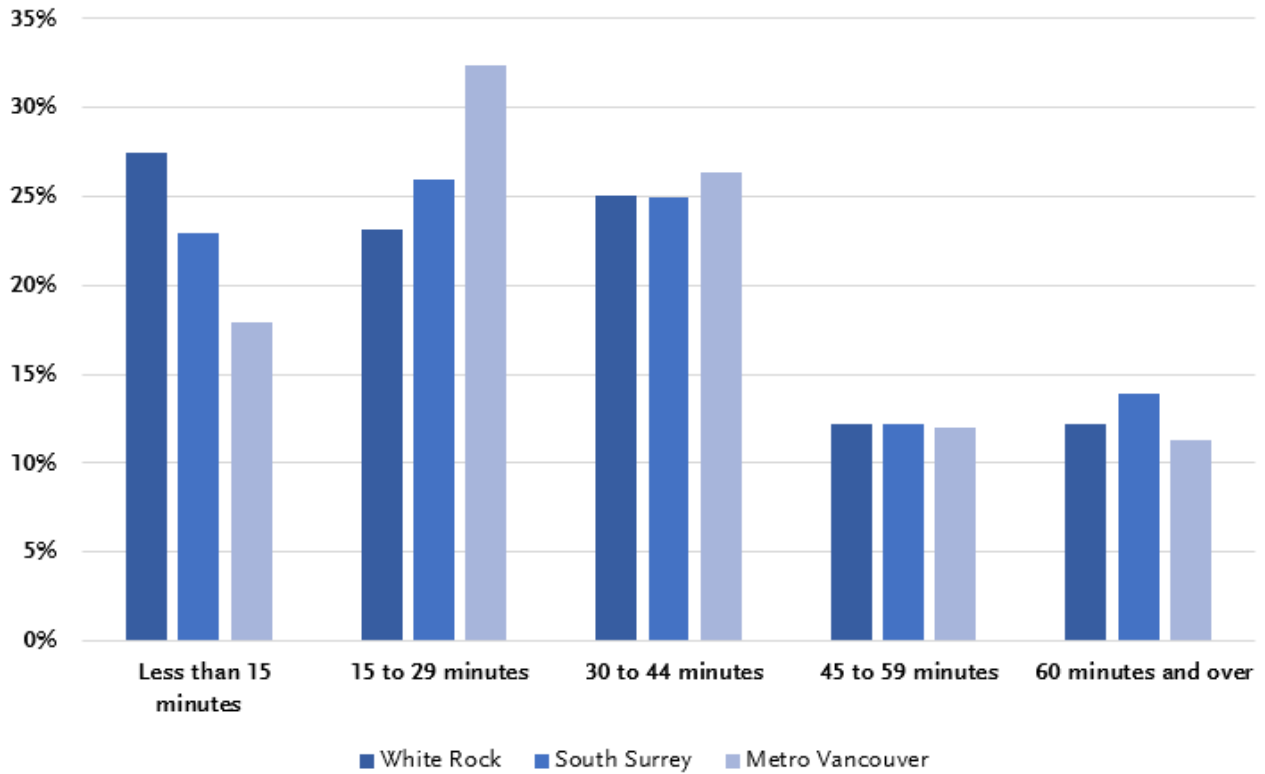
While 16 percent of White Rock workers travel elsewhere within the community for work, the majority (81 percent) travelled to another community located somewhere else in Metro Vancouver for work.



Transportation and Mobility (cont'd)

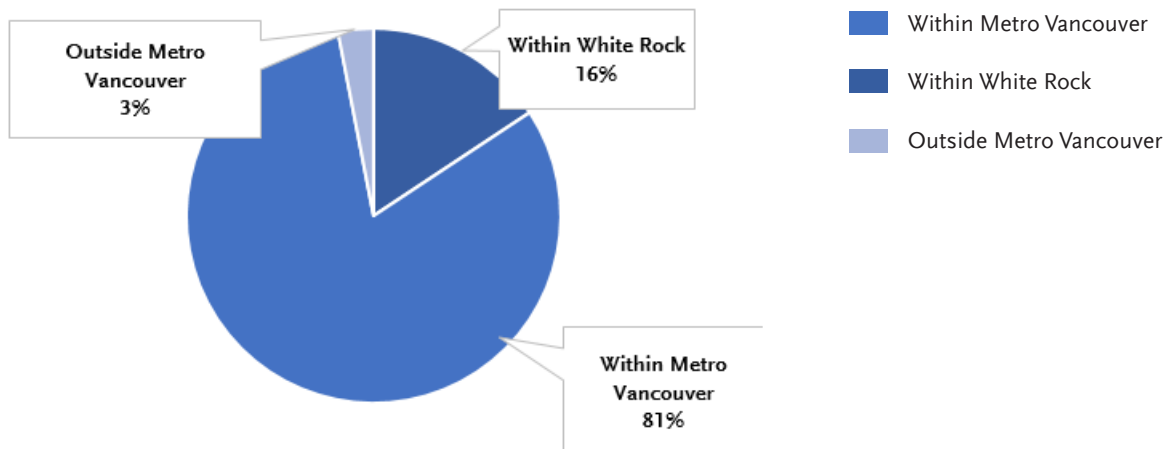
Duration of Commute

(Source: Statistics Canada)



Commuting Destination

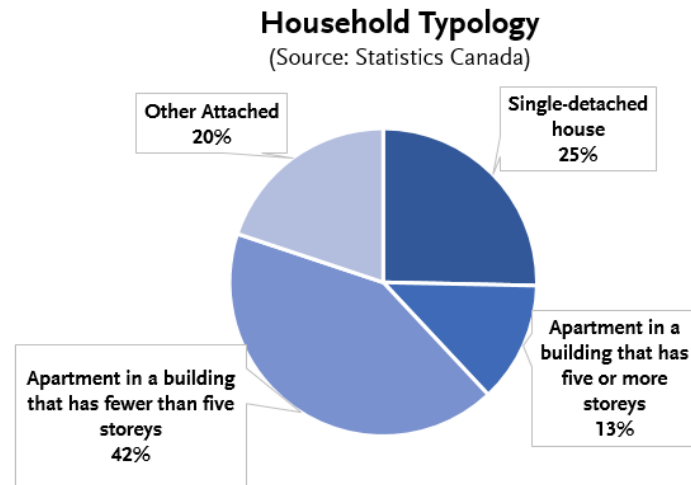
(Source: Statistics Canada)





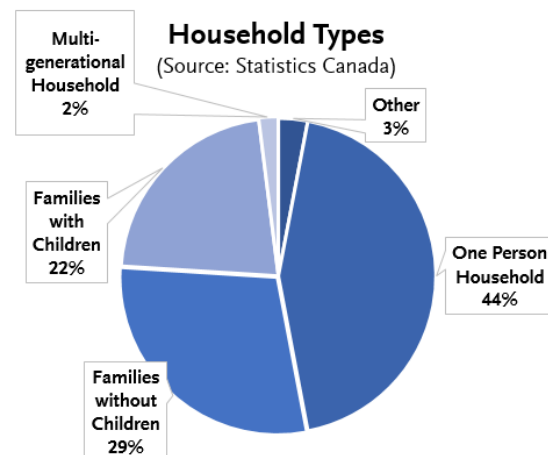
Housing Stock, Type and Age

The total housing stock in White Rock increased by 10 per cent from 2001 to 2016, and an estimated 10% from 2016 to 2021. The majority of the new dwellings take the form of apartment buildings. The growing inclusion of secondary suites in newer single-detached homes is also represented in the 2016 data, falling under Statistics Canada’s broad definition of “duplex units”.



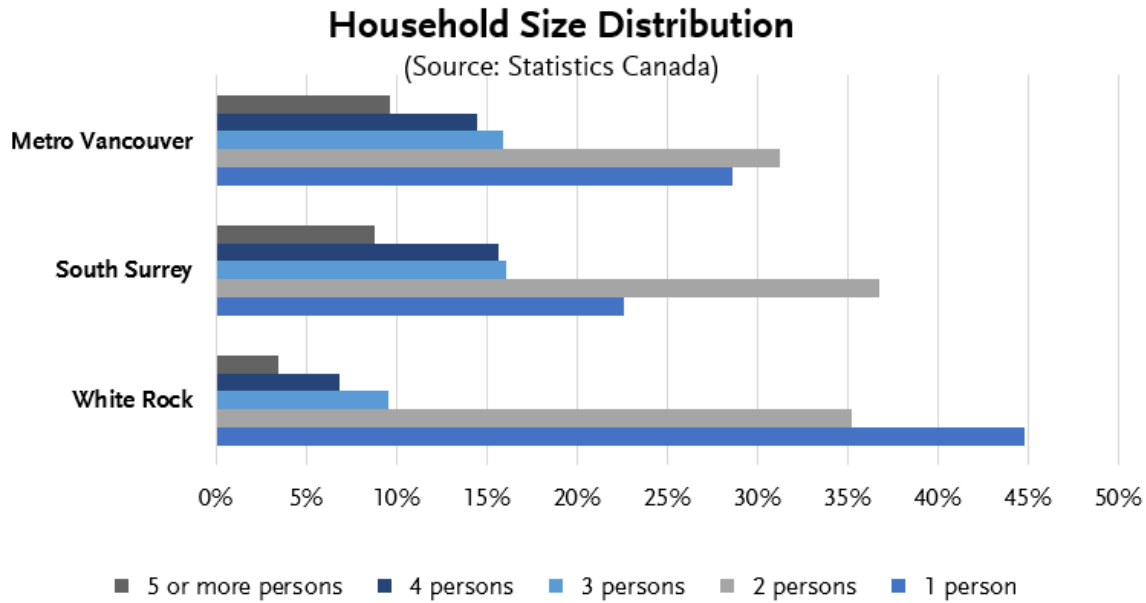
Household Types

In 2016 67.9 percent of all households in White Rock were owners and 32.1 percent were tenants. One-person households (44 percent) are most common, followed by families without children (29 percent) and families with children (22 percent).



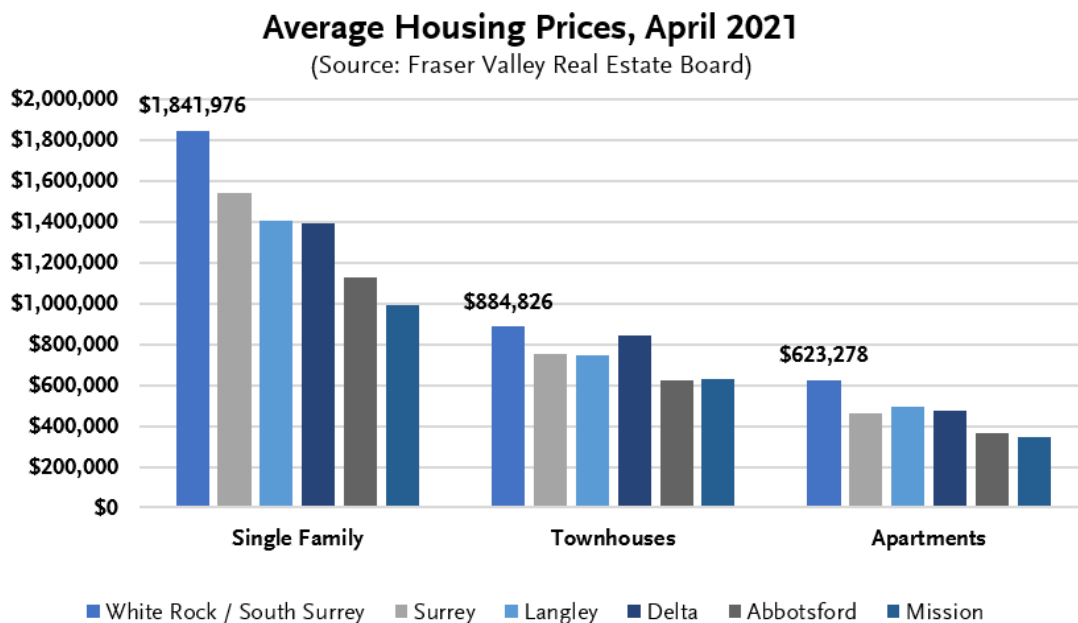
Family Structure

The proportion of census families smaller than three persons in White Rock is higher than in both Metro Vancouver and South Surrey by approximately 20 per cent. Subsequently, the average family size in White Rock (1.9 persons) is smaller than the average in Metro Vancouver and South Surrey (both at 2.5 person).



Housing Prices

The White Rock / South Surrey area has the highest housing prices among the communities covered by the Fraser Valley Real Estate Board.

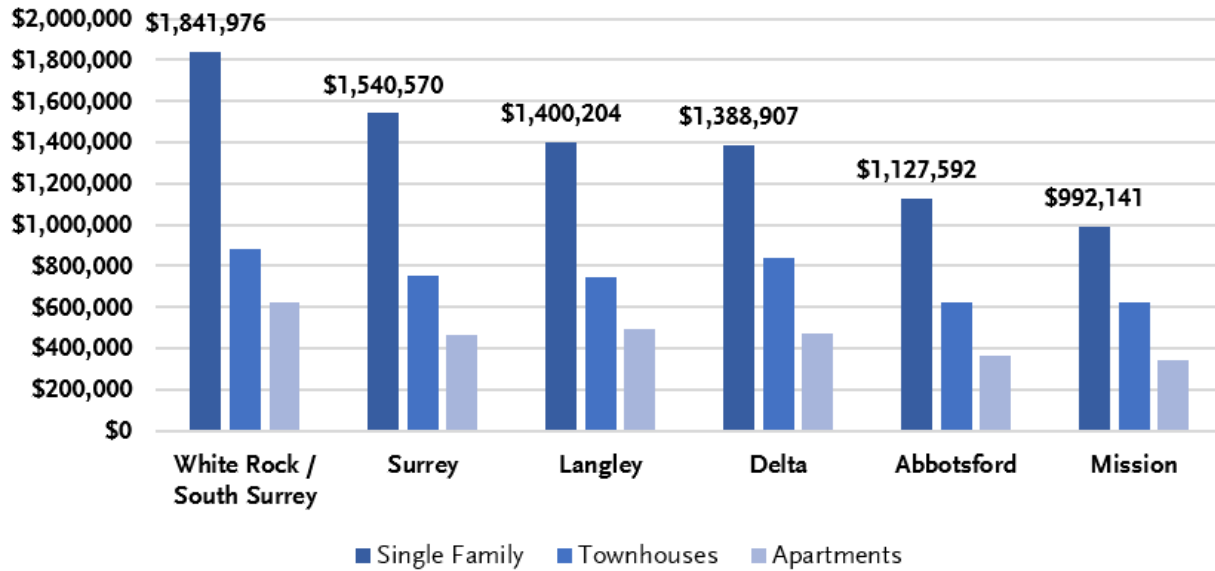


Housing Prices (cont'd)

The average price in the White Rock / South Surrey area for single family homes, townhouses and apartments are above the prices for the same types of dwellings in other Fraser Valley communities.

Average Housing Prices, April 2021

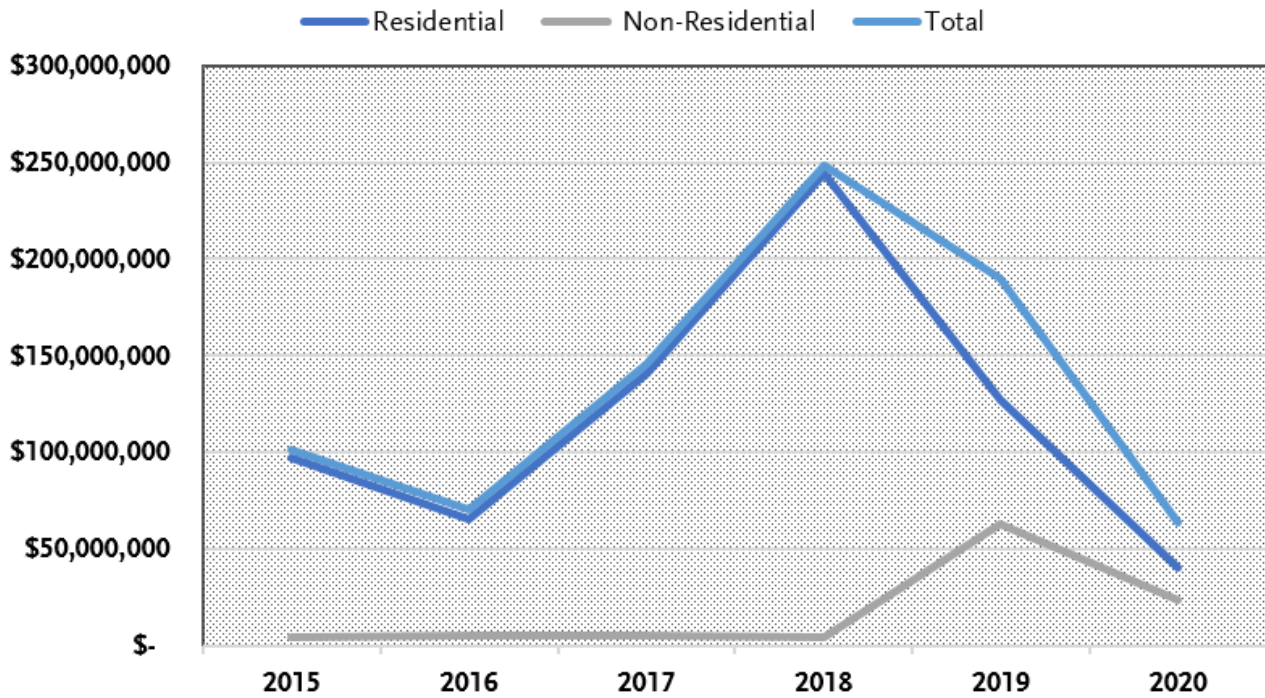
(Source: Fraser Valley Real Estate Board)



Like many other communities, White Rock has accelerated levels of development activity in recent years, with a significant drop off in activity in 2020 because of the COVID19 Pandemic. Total building permits peaked at \$248 million in 2018.

White Rock Building Permits, 2015 to 2020

(Source: City of White Rock)



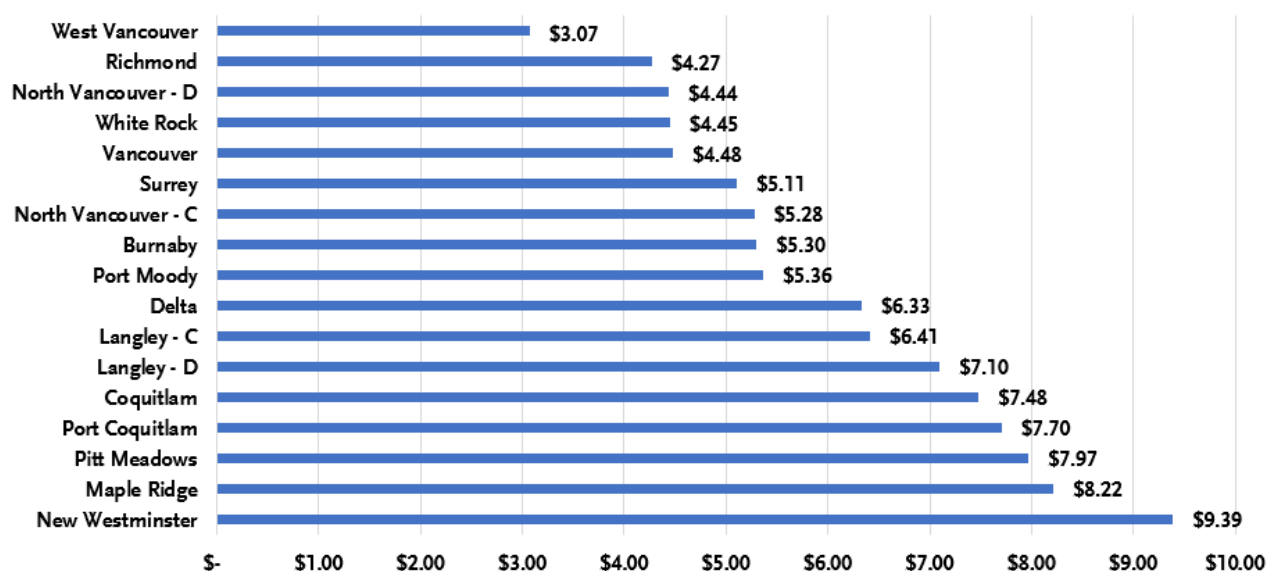
Historically the majority of development in White Rock has been residential and this trend continues.

Part of attracting and retaining businesses is ensuring that business costs, including municipal taxes, fees and charges, are competitive with other locations in Metro Vancouver. It is difficult to make direct comparisons because each municipality provides a different range of public services and pays for these services through a unique combination of taxes and fees. For example, on municipality might provide a service on a user-fee basis, another might fund the same service from general property tax revenues (provide an example).

Property taxes are based on assessed values which also makes comparisons difficult because assessed property values can vary significantly from place to place within the region (and within municipalities) so a comparison of property tax rates is often not a true comparison of actual property taxes paid for a given type of property. Municipalities with very high property assessments can charge much lower property tax rates and still raise the same amount of revenues as municipalities with lower property assessments that charge higher property tax rates.

Business Property Tax per \$1000 Assessed Value (municipal portion only) 2020

(Source: Ministry of Municipal Affairs)



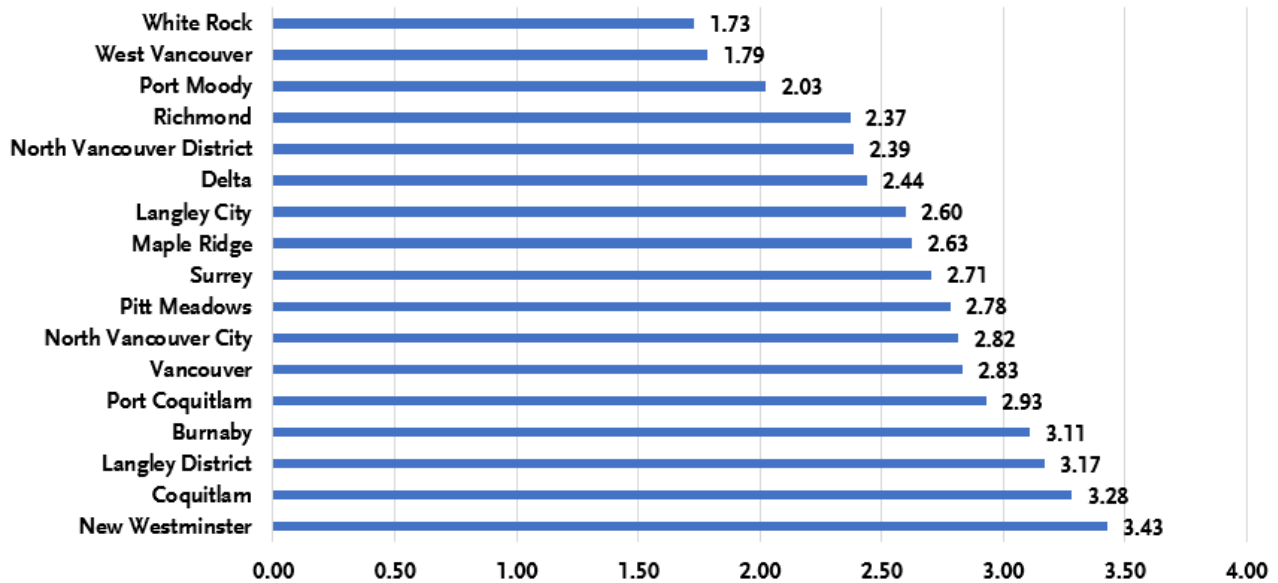
It is important for the City of White Rock to ensure that its property tax rates are similar to those in the City of Surrey. This is because the South Surrey / White Rock area functions as a single market; the assessed values are similar and differences in property tax rates are likely to reflect real difference in property taxes paid. Higher tax rates in White Rock could encourage businesses to relocate to South Surrey.

Another important comparison is the ratio of business to residential property tax rates. All municipalities in Metro Vancouver charge higher property tax rates to businesses, but the ratio varies significantly.

White Rock compares very favourable to other municipalities on this measure, as its ratio of business to residential property tax rates is the lowest in the region.

Ratio of Business to Residential Property Tax Rates (municipal portion) 2020

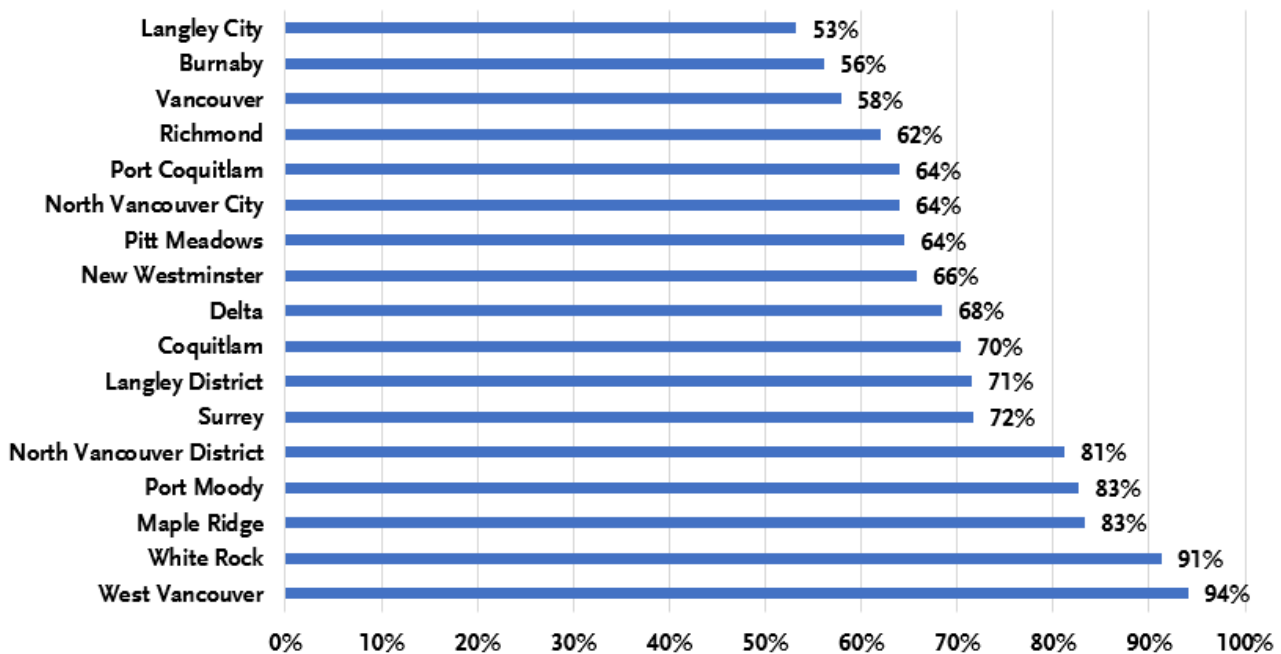
(Source: Ministry of Municipal Affairs)



White Rock relies heavily on the residential sector as a source of property tax revenue, with 91% of revenue drawn from residential taxpayers. This is the second highest rate in the region.

Residential Share of Municipal Property Taxes 2020

(Source: Ministry of Municipal Affairs)





Appendix B: Competitive Assessment of White Rock's Economy

This analysis of White Rock's Strengths, Weaknesses, Opportunities and Threats (SWOT) has been compiled from a variety of sources including:

- Consultation with the City's Economic Development Advisory Committee
- Consultation with the business community and residents through the Economic Development Surveys and one on one conversations
- Previous studies completed for the City

The content of the SWOT analysis supported the development of the Economic Development Strategic Plan Vision, Goals and Objectives.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Strong, loyal customer base • Highly engaged residents • Small town atmosphere • Increasing population of South Surrey White Rock area • Proximity to the US border • Waterfront • Multiple major tourism and community events • Eclectic mix of independent businesses • Arts & Culture sector • Health & Wellness sector • Active BIA and Chamber 	<ul style="list-style-type: none"> • No undeveloped land • Reliance on residential tax base • Parking costs and availability • Limited housing diversity and affordability • Property taxes • Waterfront vacancies and run-down condition • Waterfront seasonality / cyclical nature of business activity • BNSF tracks and leased land • Town Center / Waterfront connectivity • Lack of formal accommodation for tourists • Lack of entertainment opportunities • Wayfinding on Hwy 99, King George Boulevard, 8th Avenue and I5 • Timely delivery of city services / responsiveness to business concerns • Staff capacity and turnover
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Revitalization of the Waterfront • Collaboration with SFN • Indigenous Tourism • Re-development of the Pier • Development of a hotel / convention centre complex • Re-imagining and re-launching the Tour de White Rock, Canada Day by the Bay, and White Rock Sea Festival • Re-branding (as a highly desirable destination for South of the Fraser and Washington State visitors) and Marketing • Re-development of Town Centre properties • Establishing an Arts & Culture Centre • Expansion of the Health & Wellness sector • Improving the mix of retail, restaurants and drinking establishments • Attracting the Work from Home population 	<ul style="list-style-type: none"> • Regional competition (Fort Langley, Crescent Beach, Steveston) • Seasonality • Reduced cross-border traffic (post pandemic) • Re-development of Semiahmoo Town Centre • Aging population and corresponding decline in retail spending • Balancing development and residents desire to retain a "small town" feel • Reliance on real estate sector

Appendix C: Economic Partners

The process of developing White Rock's Economic Development Strategic Plan (EDSP) engaged the local business community, subject matter experts and various partner agencies. The City's economic partners are described below. Partnership roles are identified in the EDSP Objectives and Action Items.

Local Business Organizations



White Rock Business Improvement Association (White Rock BIA)

The White Rock BIA supports local businesses through marketing and promotional activities, coordinating local events, beautification projects, communicating community changes, and by advocating on their behalf.

The BIA is funded through a special tax levy on commercial properties within its geographic boundaries. The BIA bylaw establishes a 5-year mandate commencing April 2020, and maximum funding of \$364,037.

The City of White Rock has a formal role in BIA operations via:

- Its taxing authority (provision of recoverable grant, and collection of special tax levy)
- Monitoring the work of the BIA to ensure that it fulfills its stated purpose and mandate pursuant to the bylaw
- Partnering with the BIA on specific initiatives



South Surrey White Rock Chamber of Commerce (SS&WR Chamber)

The South Surrey & White Rock (SSWR) Chamber of Commerce was established in 1937 to promote business and economic growth on the peninsula and has been the voice for businesses for over 75 years.

The Chamber provides access to resources, support and marketing opportunities, initiates programs and events, works closely with local government and forms committees dedicated to proactively addressing issues of interest and concern that affect its members and the community.

Major Businesses

The small size of White Rock's local economy means that most businesses are small or medium sized and largely local serving. The major exceptions to this are Peace Arch Hospital (employee count is unavailable), believed to be the largest employer in White Rock. The hospital provides a range of health care services including emergency, surgery, and maternity care. Other large employers include Evergreen Care Homes with approximately 340 employees, the City of White Rock with approximately 200 employees, and the Surrey School District with approximately 110 employees.

Appendix C: Economic Partners

Destination Marketing Organizations

Tourism development and marketing in Canada is highly organized, with resources and other supportive infrastructure provided at the federal, provincial, and regional levels. This enables local communities to participate in collective marketing both domestically and abroad. Tourism development and marketing organizations that support tourism in White Rock include:



Destination British Columbia (Destination BC)

A provincial Crown corporation that leads the marketing of British Columbia as a tourist destination and promotes the development and growth of the provincial tourism industry. Destination BC is focused on attracting overnight visitors to the province by promoting its Super, Natural British Columbia brand to the world, and increasing tourism revenues by supporting industry in the development and delivery of remarkable experiences. They work collaboratively with industry, regional, community and indigenous partners.



Explore White Rock

An independent non-profit society whose primary purposes are to work in collaboration with the SSWR Chamber of Commerce, the City of White Rock, the White Rock BIA, and tourism industry stakeholders to develop, encourage, assist, and promote tourism within the City of White Rock, and to acquire, raise, collect and expend revenue including funds received from the aforementioned partners.



Indigenous Tourism BC

A non-profit, stakeholder-based organization committed to the continued growth of a sustainable, authentic, and culturally rich Indigenous tourism industry in British Columbia

Appendix D: Economic Data Sources

Statistics Canada Census Data 2016
Canada Revenue Agency 2017
BC Stats Province of British Columbia 2021
Fraser Valley Real Estate Board Statistics April 2021
City of White Rock Building Permit Values 2015 to 2020
Ministry of Municipal Affairs Property Tax Data 2020

Appendix E: Consultation Participants

Economic Development Advisory Committee Members 2020 & 2021
City of White Rock Management Team, representing all City departments
White Rock Business Improvement Association
South Surrey White Rock Chamber of Commerce
Explore White Rock
Local business owners and operators
Local members of the community

DRAFT

WHITE ROCK

City by the Sea!

Economic Development Strategic Plan

City of White Rock
15322 Buena Vista Avenue
White Rock, B.C. Canada
V4B 1Y6



PERFORMANCE MONITORING

The success of the Economic Development Strategic Plan will be determined using a variety of quantitative and qualitative metrics that will be measured annually. These metrics will assess the impact of the plan on the desirability of the City as a place to live, work, shop and invest.

Annual Report Card

Goal	Measure (Metric)	Comments
Improved Business satisfaction measures as tracked through an annual survey	Percentage change to prior year	Average satisfaction score
Increase in the number of businesses established annually	Number of licenced businesses in the current year versus the prior year	Percent increase over prior year
Growth in local employment	Percentage change to prior year	Only available at city level through Stats Can Census, every 5 years
Decrease in average time to receive development approval or building permit	Reduction as measured in number of months	Decrease over prior year(s)
Decrease in commercial vacancy rates	Number of vacant storefronts in the current year versus the prior year	Decrease over prior year at a given point in time
Increase in daytime visits and overnight stays	<ol style="list-style-type: none"> 1. Increase in Parking Revenue 2. Increase in Translink ridership * 3. Increase in Airbnb occupancy and average daily rate 4. Increase in hotel occupancy and average rate 	<ol style="list-style-type: none"> 1. City of White Rock 2. Translink 3. AIRDNA 4. ExploreWhiteRock
Wider variety of restaurant / retail/ services on Marine Drive	Blend in current year compared to blend in prior year	Restaurant % to Total is reduced Retail % to Total and Services % to Total are increased
Number of new businesses added to target clusters	Number by cluster in current year versus prior year	Total number this year exceeds total number last year

Goal	Measure (Metric)	Comments
Growth in non-residential tax base	Reduction in residential share of municipal property taxes	Residential property tax as a percent of total property taxes, this year versus prior year
Increased number of arts, cultural, tourism events	Number of events in current year versus prior year	Total number of events is greater than prior year
Improved resident satisfaction measure as tracked through an annual survey (examples: satisfaction with the variety of shops & services available, entertainment options, pace of development, condition of sidewalks and roadways, etc.)	Percentage change to prior year	Average satisfaction score

*Translink route ridership and bus stop ridership is available annually, usually 4 to 6 months after the end of the year. It can be found on the Transit Service Performance Review section of the Translink website.

THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW No. 2419



A Bylaw to amend the
Building Bylaw, 2012, No. 1928

WHEREAS it is expedient to amend certain provisions of the Building Bylaw, 2012, No 1928;

NOW THEREFORE the CITY COUNCIL of the Corporation of the City of White Rock, in an open meeting assembled, ENACTS as follows:

1. Under Part **9.0 Building Permit Applications for Complex (Part 3) Buildings**, delete Article 9.1.(d)(x) and replace it with the following;

(x) the location, size and type of all trees in accordance with City of White Rock Tree Protection Bylaw, 2021, No. 2407, and amendments thereto;

2. Under Part **10.0 Building Permit Applications for Standard (Part 9) Buildings**, delete Article 10.1.(d)(x) and replace it with the following;

(x) the location, size and type of all trees in accordance with City of White Rock Tree Protection Bylaw, 2021, No. 2407, and amendments thereto;

3. This Bylaw may be cited for all purposes as the “White Rock Building Bylaw, 2012, No. 1928, Amendment No. 6, 2022, No. 2419”

RECEIVED FIRST READING on the 7 day of March, 2022

RECEIVED SECOND READING on the 7 day of March, 2022

RECEIVED THIRD READING on the 7 day of March, 2022

ADOPTED on the ___ day of _____, 2022

MAYOR

DIRECTOR OF CORPORATE ADMINISTRATION

THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW No. 2420



A Bylaw to amend the
Ticketing for Bylaw Offences Bylaw, 2011, No. 1929

WHEREAS it is expedient to amend certain provisions of the Ticketing for Bylaw Offences Bylaw, 2011, No 1929;

NOW THEREFORE the CITY COUNCIL of the Corporation of the City of White Rock, in an open meeting assembled, ENACTS as follows:

1. Under SCHEDULE A, delete Designated Bylaw, SCHEDULE B11. **“Tree Management Bylaw”** and replace it with the following;

Designated Bylaw, SCHEDULE B11. **“Tree Protection Bylaw”**

2. Deleted SCHEDULE B11. And replace with the Following;

SCHEDULE B11
White Rock Tree Protection Bylaw, 2021, No. 2407

<i>Designated Offense</i>	<i>Section</i>	<i>Penalty</i>
Cutting, removing or damaging a protected tree without a permit	Part 3, Sec. 's 1 and 3	\$500 for 1 st offense; \$1,000 for 2 nd or subsequent offense
Causing physical damage to any tree within the drip line, including canopy roots & trunk	Part 3, Sec. 1	\$500 for 1 st offense; \$1,000 for 2 nd or subsequent offense
Failure to properly post permit prior to tree removal	Part 3, Sec. 2	\$100
Failure to comply with the terms and conditions of a permit	Part 3, Sec. 2	\$500 per offense
Removal of a downed or cut “hazardous tree” from the property prior to inspection by the City	Part 3, Sec. 3	\$100 for 1 st offense; \$500 for 2 nd offense; \$1,000 for 3 rd or subsequent offense
Removal of a tree that has been cut or damaged in violation of the bylaw prior to investigation or assessment by the City	Part 10, Sec. 2	\$100 for 1 st offense; \$500 for 2 nd offense; \$1,000 for 3 rd or subsequent offense
Obstruction of entry to property (subsequent offenses will be liable to prosecution)	Part 10, Sec. 1	\$100 for 1 st offense

4. This Bylaw may be cited for all purposes as the *“Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 12, 2022 No. 2420”*

RECEIVED FIRST READING on the 7 day of March, 2022

RECEIVED SECOND READING on the 7 day of March, 2022

RECEIVED THIRD READING on the 7 day of March, 2022

ADOPTED on the ____ day of _____, 2022

MAYOR

DIRECTOR OF CORPORATE ADMINISTRATION

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2421**



A Bylaw for the administration of the Freedom of
Information and Protection of Privacy Act

Whereas the Freedom of Information and Protection of Privacy Act, RSBC 1996, Chapter 165, as amended, states that a local public body, i) must designate by bylaw a person or group of persons as the head of the local public body for the purposes of the Act, and ii) may set by bylaw any fees the local public body requires to be paid under Section 75 of the Act;

The Council of the Corporation of the City of White Rock, in public meeting, enacts as follows:

1. This Bylaw may be cited as “White Rock Freedom of Information Bylaw, 2022, No. 2421”.

Definitions

2. (a) The definitions contained in the Act will apply to this Bylaw except where the context requires otherwise.

(b) In this Bylaw:

“Act” means the Freedom of Information and Protection of Privacy Act, RSBC 1996, Chapter 165, as amended, or any successor legislation to the same general intent and effect.

“City” means the Corporation of the City of White Rock.

“Head” means the person designated as the City’s head for the purposes of the Act in accordance with Section 77 of the Act.

“Regulation” means the Freedom of Information and Protection of Privacy Regulation, BC Reg 155/2012, OC 491/2012, as amended, or any successor legislation to the same general intent and effect.

Administration

3. The Director of Corporate Administration is designated as the Head.

4. The Head may delegate any of the Head’s duties under the Act to City staff within their office.

Fees

5. An applicant making an access request will pay to the City a non-refundable application fee at the prescribed rate described in the Regulation. The City will not begin processing an access request until payment is received in full.
6. An applicant making a request will pay to the City fees at the maximum rates described in the Regulation for:
 - (a) locating, retrieving, and producing a record;
 - (b) preparing a record for disclosure;
 - (c) shipping and handling a record; and
 - (d) providing a copy of a record.
7. The fees described in Sections 5 and 6 do not apply to a request for an applicant’s own personal information.

Repeal

8. White Rock Freedom of Information Bylaw, 2010, No. 1922 and amendments is hereby repealed.

RECEIVED FIRST READING on the _____ day of _____
RECEIVED SECOND READING on the _____ day of _____
RECEIVED THIRD READING on the _____ day of _____
ADOPTED on the _____ day of _____

MAYOR

DIRECTOR OF CORPORATE
ADMINISTRATION

BY E-MAIL

March 3, 2022

Darryl Walker, Mayor
City of White Rock
15322 Buena Vista Avenue
White Rock, B.C.V4B 1Y6

Re: Request to Declare every May as Jewish Heritage Month in the City of
White Rock

Dear Mayor Walker,

The letter is sent on behalf of B'nai Brith, one of Canada's leading Jewish advocacy organizations active nationally since 1875.

I recently completed my mandate as City Councillor having served the people of Montreal and of my Snowdon district for 39 consecutive years. It has been a great honour to do so and I take pride in my accomplishments that have contributed to the public good.

I have since been appointed National Director of the League for Human Rights of B'nai Brith Canada. One of my first projects in that capacity, is the promotion of Jewish Heritage Month.

There is a growing Jewish population in the lower mainland including White Rock. Like Jews everywhere in Canada these past years, Jewish residents of your municipality have not been immune to a growing wave of antisemitism. Indeed, the situation became so appalling nationally that last July the Government of Canada convened a National Summit on Antisemitism to strengthen the response of local authorities and public security agencies to these incidents of vandalism and violence targeting the Jewish community.

Government response culminated with a strong statement by Prime Minister Justin Trudeau on October 13 at the Malmo International Forum to Combat Antisemitism with a robust pledge for a national strategy to combat hate, the implementation of the International Holocaust Remembrance Alliance's definition of antisemitism, promoting Holocaust education and combatting Holocaust denial while making permanent and fully funded the position of Special Envoy on Preserving Holocaust Remembrance and Combatting Antisemitism.

B'nai Brith has offered its expertise to the Government and Special Envoy and has launched a four-point program to translate the pledge from a promise that gives hope to one with concrete achievements.

We have also launched a national campaign to urge cities to adopt motions that will recognize every May as Jewish Heritage Month in their territory. We are now presenting a request for such a motion to you in the hope that you will ask Whitby Council to adopt it at an upcoming meeting.



In 2018 Parliament enacted "An Act respecting Canadian Jewish Heritage Month" designating the month of May as Canadian Jewish Heritage Month thereby recognizing the important contributions that Jewish Canadians have made to Canada's social, economic, political, and cultural fabric.

Attached please find a copy of that bill as well as a suggested text that your Council might adopt.

The Jewish community has a long and proud history in Canada and has made significant contributions to the wellbeing, growth, and prosperity of Canada. Jews have excelled in a wide range of endeavours including the arts, sciences, the law, architecture, media, finance, entertainment, and business significantly contributing to Canadian life while having to overcome systemic barriers of discrimination that endured until quite recent times in Canadian history.

Parliament has declared that a Canadian Jewish Heritage Month would provide an opportunity to remember, celebrate and educate future generations about the inspirational role that Jewish Canadians have played and continue to play.

In the context of a pandemic that has fostered hate and targeted Jews, B'nai Brith, as Canada's pre-eminent Jewish human rights organization, is inviting municipalities to enhance Parliament's declaration of the Canadian Jewish Heritage Month by adopting their own motions to recognize and celebrate an annual Jewish Heritage Month every May.

We thus urge White Rock to adopt the motion and to work with the Jewish community to ensure the celebration of Jewish Heritage Month every May through exhibits and performances highlighting Jewish history and culture to take place at City Hall and elsewhere in the municipality.

We would be pleased to meet with you, virtually or otherwise, to discuss further. We are pleased to provide a suggested text.

Yours truly,



Marvin Rotrand
National Director - League for Human Rights
B'nai Brith Canada

Encls.

First Session, Forty-second Parliament,
64-65-66-67 Elizabeth II, 2015-2016-2017-2018

Première session, quarante-deuxième législature,
64-65-66-67 Elizabeth II, 2015-2016-2017-2018

STATUTES OF CANADA 2018

LOIS DU CANADA (2018)

CHAPTER 5

CHAPITRE 5

An Act respecting Canadian Jewish Heritage
Month

Loi instituant le Mois du patrimoine juif
canadien

ASSENTED TO

MARCH 29, 2018

BILL S-232

SANCTIONNÉE

LE 29 MARS 2018

PROJET DE LOI S-232

SUMMARY

This enactment designates the month of May in each and every year as “Canadian Jewish Heritage Month”.

SOMMAIRE

Le texte désigne le mois de mai comme « Mois du patrimoine juif canadien ».

CHAPTER 5

CHAPITRE 5

An Act respecting Canadian Jewish Heritage Month

Loi instituant le Mois du patrimoine juif canadien

[Assented to 29th March, 2018]

[Sanctionnée le 29 mars 2018]

Preamble

Whereas the Jewish population in Canada is approximately 400,000 people, making it the fourth-largest Jewish population in the world;

Whereas the Canadian Jewish community has made significant contributions to the growth and prosperity of Canada while overcoming tremendous obstacles;

Whereas the month of May is meaningful for the Jewish community around the world;

Whereas, by designating the month of May as Canadian Jewish Heritage Month, the Parliament of Canada recognizes the important contributions that Jewish Canadians have made to Canada's social, economic, political and cultural fabric;

And whereas Canadian Jewish Heritage Month would provide an opportunity to remember, celebrate and educate future generations about the inspirational role that Jewish Canadians have played and continue to play in communities across the country;

Now, therefore, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

Short title**Short title**

1 This Act may be cited as the *Canadian Jewish Heritage Month Act*.

Préambule

Attendu :

que la population juive au Canada compte près de 400 000 personnes, ce qui fait d'elle la quatrième plus grande au monde;

que la communauté juive canadienne a contribué de façon importante à la croissance et à la prospérité du pays malgré qu'elle ait dû surmonter des obstacles considérables;

que le mois de mai revêt une importance particulière pour la communauté juive du monde entier;

que, en désignant le mois de mai comme Mois du patrimoine juif canadien, le Parlement du Canada reconnaît l'apport substantiel des Canadiens juifs au patrimoine social, économique, politique et culturel du pays;

que le Mois du patrimoine juif canadien est l'occasion de se souvenir du rôle inspirant que les Canadiens juifs ont joué et continuent de jouer dans les collectivités partout au Canada, de le célébrer et d'en transmettre l'importance aux générations à venir,

Sa Majesté, sur l'avis et avec le consentement du Sénat et de la Chambre des communes du Canada, édicte :

Titre abrégé**Titre abrégé**

1 *Loi sur le Mois du patrimoine juif canadien.*

Canadian Jewish Heritage Month

Canadian Jewish Heritage Month

2 Throughout Canada, in each and every year, the month of May is to be known as “Canadian Jewish Heritage Month”.

Mois du patrimoine juif canadien

Mois du patrimoine juif canadien

2 Le mois de mai est, dans tout le Canada, désigné comme « Mois du patrimoine juif canadien ».

MOTION TO DECLARE EVERY MONTH OF MAY AS JEWISH HERITAGE MONTH IN THE CITY OF WHITE ROCK

Whereas there is a historic Jewish population in the City of White Rock;

Whereas the Jewish population of the City of White Rock reflects the rich and varied history of the Jewish people comprising a population tracing its origins to many different parts of the world and embracing the many different traditions and practices within Judaism;

Whereas Statistics Canada notes that the Jewish population in the country is approximately 400,000 people, more than 1% of the total Canadian population, making it the fourth-largest Jewish population in the world;

Whereas the Jewish community has a long and proud history in Canada and has made significant contributions to the wellbeing, growth and prosperity of Canada while overcoming tremendous obstacles;

Whereas Jews have excelled in a wide range of endeavours including the arts, sciences, the law, architecture, media, finance, entertainment and business significantly contributing to Canadian life;

Whereas the month of May is meaningful for the Jewish community around the world;

Whereas in 2018 Parliament adopted Bill S-232 "An Act respecting Canadian Jewish Heritage Month" designating the month of May as Canadian Jewish Heritage Month thereby recognizing the important contributions that Jewish Canadians have made to Canada's social, economic, political, and cultural fabric;

Whereas Parliament declared that the Canadian Jewish Heritage Month would provide an opportunity to remember, celebrate and educate future generations about the inspirational role that Jewish Canadians have played and continue to play in communities across the country;

Whereas B'nai Brith a Jewish human rights organization that has been active nationally in Canada since 1875, has invited municipalities to enhance Parliament's declaration of the Canadian Jewish Heritage Month by adopting their own motions and promoting the celebration of the heritage month within their territory each May;

It is moved by

Seconded by

That White Rock Ciyyu Council declare that commencing May 2022 every month of May be celebrated as Jewish Heritage Month in the municipality;

That City Council recognize the contributions of the Jewish community to the success of Canada;

That City Council mandate the City Clerk and municipal services to ensure the celebration of Jewish Heritage Month every May through exhibits and performances highlighting Jewish history and culture to take place at City Hall and elsewhere in the municipality.



GBS/CIDP Foundation of Canada

Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy
Support, Education, Research, Advocacy

Honorary Board

Larry Brenneman (*deceased*)
Tom Feasby, MD
Susan Keast
Serge Payer
Kenneth Shonk, MD

Executive Director

Donna Hartlen

Officers

Darryl Bedford
President
Howard Huss
Treasurer

Board of Directors

Darryl Bedford
Holly Gerlach
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Howard Huss
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Rami Massie, MD
Elizabeth Pringle, MD
Zaeem Siddiqi, MD
Jiri Vajsar, MD
Chris White, MD
Douglas Zochodne, MD

March 5, 2022

City of White Rock City Council
15322 Buena Vista Avenue
White Rock, B.C.
V4B 1Y6

Dear Mayor Darryl Walker:

We are writing to respectfully request that the city of White Rock proclaim May 2022 as GBS/CIDP Awareness Month. The Month of May, has been internationally designated as "GBS and CIDP Awareness Month" to educate the public and to focus attention on these rare conditions. The GBS/CIDP Foundation of Canada is a national, not for profit patient organization that supports patients and families afflicted with Guillain-Barré Syndrome, Chronic Inflammatory Demyelinating Polyneuropathy, and variants such as Multifocal Motor Neuropathy. We serve patients through support, education, research and advocacy.

GBS has a sudden onset of symptoms, which can cause complete paralysis within a day. Recovery can be unpredictable, patients and their families face an uncertain future, usually requiring months of hospital care without knowing if or when they will recover, or whether they will face long-term disabilities. Earlier diagnosis, treatment, and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves. The cause of these conditions is unknown, and can develop in any person, regardless of age, gender or ethnic background

We are working to raise awareness of these rare conditions so that future patients get help sooner and will know that our organization is here to provide hope. We provide support and information through trained volunteers, our website, materials provided to hospitals, and organize local and online peer-to-peer support group meetings. We provide patient educational events and build awareness within the medical community. We advocate for access to diagnosis and appropriate treatment, and also support Canadian research that aims to improve the quality of life of GBS, CIDP, and MMN patients.

While considered rare diseases, in Canada GBS affects 2 in 100,000, and in Zika outbreaks 9-24 in 100,000. CIDP affects 5-7 in 100,000. For more information: www.gbscidp.ca
Please let us know if there is anything further you require for our proclamation request to be approved for this year and for subsequent years.

Please see the attached email or application from Cheryl Dean. Cheryl is a GBS survivor and is our lead BC liaison. She is supporting 3 patients in your community.

Thank you for your consideration.

Kim Brooks
Patient Advocate & Volunteer Coordinator
kbrooks@gbscidp.ca
1-403-510-3170
www.gbscidp.ca

Canadian charity registration number: 887327906RR0001

3100 Garden Street, PO Box 80060 RPO Rossland Garden, Whitby, Ontario, L1R 0H1
PH:1-647-560-6842 gbscidp.ca



Proclamation

WHEREAS, The Month of May, has been internationally designated as "GBS and CIDP Awareness Month" to educate the public and to focus attention on Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP), rare, paralyzing and potentially catastrophic disorders of the peripheral nerves; and

WHEREAS Guillain-Barré Syndrome (GBS), Chronic Inflammatory Demyelinating Polyneuropathy (CIDP), and their variants such as Multifocal Motor Neuropathy (MMN), are rare conditions which are paralyzing and potentially catastrophic inflammatory disorders of the peripheral nerves, which can be characterized by rapid onset of weakness and, often, paralysis of the legs, arms, breathing muscles and face, in some cases leading to complete paralysis and requiring life-sustaining hospital care, and

WHEREAS the cause of GBS, CIDP, and MMN is unknown, and these conditions can develop in any person, regardless of age, gender or ethnic background, and

WHEREAS GBS, CIDP, and MMN have a slow and unpredictable recovery, patients and their families face an uncertain future, usually requiring months of hospital care without knowing if or when they will recover, or whether they will face long-term disabilities. Earlier diagnosis, treatment, and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves, and

WHEREAS in 2003, GBS/CIDP Foundation of Canada, a patient organization providing support, education, research, and advocacy, was founded so that no patient or family would go through GBS, CIDP, MMN or their variants alone.



Mission :

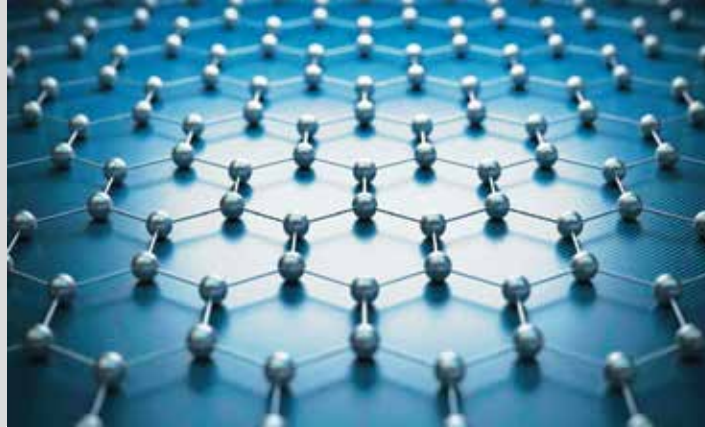
To engage in advocacy, including treatment access, (at the federal, provincial and grassroots levels) to improve the quality of life for individuals and families affected by GBS, CIDP, or variants such as MMN.

Vision :

Every person affected by GBS, CIDP, or variants such as MMN, will have access to early and accurate diagnosis, expert interdisciplinary treatment and support, and through continued research, a cure will be developed.

GBS/CIDP Foundation of Canada is a registered Canadian charity. Our foundation is made up of trained caring volunteers who have had GBS, CIDP, and variants, who are dedicated to the support of our patient community in hopes that no patient goes through these disorders alone.

If you or someone you know would like more information, please contact the foundation. Medical professionals are welcome to contact us for literature and to get more information on how to connect your patients with the foundation.



For more information, please contact: **Support • Education • Research • Advocacy**



GBS/CIDP Foundation of Canada
3100 Garden Street
PO Box 80060 RPO Rossland Garden
Whitby, ON L1R 0H1

1(647) 560-6842
info@gbscidp.ca
www.gbscidp.ca

The foundation is extremely fortunate to have the commitment and expertise of dedicated neurologists that are on our Medical Advisory Board. For a list, visit www.gbscidp.ca.

Find us on :



Charity Registration #88732066RR0001

Guillain-Barré Syndrome

**Chronic Inflammatory
Demyelinating
Polyneuropathy**

Multifocal Motor Neuropathy

**Miller Fisher Syndrome &
variants**



Guillain-Barré Syndrome (GBS)

is an inflammatory disorder of the peripheral nerves, those outside the brain and spinal cord. Rapid onset of weakness and often paralysis of the legs and arms within a few weeks of onset accompany this disorder. Back pain or pain in the extremities as well as numbness and tingling can also be part of the initial presentation. Patients during early days of onset may require intensive care to monitor breathing and other body functions. Rehabilitation helps during the recovery phase, which can take months or even years. GBS can affect any person, at any age, of either gender, or any ethnic background. **Miller Fisher Syndrome (MFS)** is a variant of GBS which also presents rapidly and affects the peripheral nerves. However, MFS more commonly causes unsteadiness and imbalance and affects the eye muscles causing double vision, visual blurring or droopy eyelids.

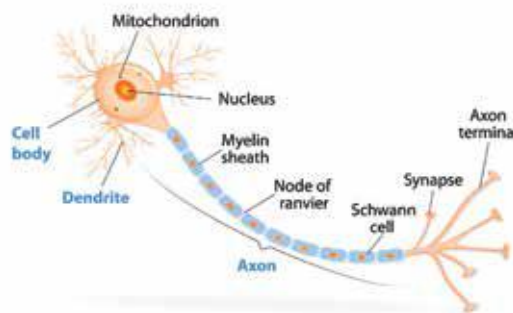


Treatments :

- High dose of intravenous immunoglobulin (IVIG)
- Plasma Exchange

Chronic Inflammatory Demyelinating Polyneuropathy (CIDP)

is an inflammatory disorder of the peripheral nerves. There is increasing weakness as well as numbness and tingling of the legs and arms that can develop over a period of a few months and symptoms continue if untreated. It is caused by damage to the covering of then nerves, called myelin. If treated early and aggressively, therapies can limit the damage to the nerves and contribute to a better quality of life. Like GBS, CIDP can start at any age, and with either gender.



Acquired Motor Sensory Neuropathy (AMSAN)

, also known as Lewis Sumner Syndrome is often considered a variant of CIDP. It shares many features with CIDP but typically has a more asymmetric (more side to side differences), and multifocal (specific areas affected) presentation compared to patients with CIDP.

Treatments :

- Immunotherapies, (IVIG, SCIG)
- Plasma Exchange
- Prednisone
- Immunosuppressives

Multifocal Motor Neuropathy (MMN)

is an inflammatory nerve disease affecting the myelin sheath, or the insulation of nerves, similar to CIDP and GBS. It typically has a slow course over many years and affects the arms with weakness in the muscles that bend the fingers, however any nerve and muscle group can be affected. On nerve testing (EMG), "blocking" of the responses to the nerves that go to the muscles is seen. Sometimes, antibodies to a molecule called GM1-ganglioside are present and can be detected with additional testing. This can help with the diagnosis.

Treatments :

- Immunotherapies, such as IVIG
- Plasma Exchange
- In contrast to CIDP, MMN is not usually responsive to medications such as prednisone or other immunosuppressives

Services Available :

- Hospital visitation by knowledgeable volunteers
- Telephone support
- Local support group meetings
- Educational material
- Names of physicians specializing in the disorders
- Educational presentations
- Newsletters
- National & Regional Conferences
- Research funding
- Patient advocacy
- Awareness events
- Patient stories

From: [Chris Magnus](#)
To: [Tracey Arthur](#); [Debbie Johnstone](#)
Subject: FW: Letter of Support for CoSA
Date: March 2, 2022 3:10:10 PM
Attachments: [Sample Support letter for MAYORS to Minister and PSec. on behalf of Circles of Support.docx](#)

Something to add to an upcoming Council agenda package. Thanks.

CHRIS MAGNUS

Executive Assistant to Mayor and CAO, City of White Rock

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

Tel: 604.541.2124 | www.whiterockcity.ca



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From: Angela Veters <vfvcosa@gmail.com>
Sent: February 3, 2022 11:04 AM
To: Darryl Walker <DWalker@whiterockcity.ca>
Subject: Letter of Support for CoSA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Walker,

We would like you to consider adding your signature to the attached letter in support of Circles of Support and Accountability. CoSA Vancouver/Fraser Valley has operated in the Lower Mainland for over 18 years, keeping your community safer by reducing recidivism. CoSA Canada is coming to the end of 5 years of Federal funding and we are looking for support in petitioning the government to make this funding permanent.

For more information about our program, please visit <https://www.vfvcosa.org/>

Thank you for your consideration,
Maureen Donegan
CoSA VFV Program Coordinator
604-791-1864

I am writing to you on behalf of Circles of Support & Accountability (CoSA) Canada to ask for your public support for a small expenditure that is likely to prevent a significant number of sexual offences and victimizations in Canada. CoSA Canada needs your support for \$2.5 million dollars per annum in the upcoming Federal Budget. As Mayors of several Municipalities across Canada, we believe CoSA's programs will enhance public safety by ensuring a reduction in offender recidivism thereby preventing further victimization.

CoSA Canada addresses a critical issue affecting all our cities – the traumatic impact of sexual assault and other sex offences on vulnerable people and the crucial need for **effective prevention strategies**. By offering community-based, volunteer led circles to people convicted of sex offences who are designated high risk when released from prison, CoSA represents a vital link in **reintegration** programming for this population. CoSA may be the only option for those who have committed sexual offences released at warrant expiry to access **support while being held accountable for their actions** as they adjust to returning to the community.

The CoSA model, built on **restorative justice principles**, has been proven effective with diverse populations, including **Indigenous, Black, and other people of colour**. The CoSA model is attentive to the harm of **systemic racism** by focusing on the experience of each unique individual. It is a model that works equally well in urban, rural, and suburban contexts in both official languages.

The research is overwhelmingly clear: A 2018 study demonstrated that participating in the CoSA program significantly reduced sexual recidivism, **lowering the risk for new sex offences by 88%**. Twenty-eight studies in several countries show that CoSA dramatically reduces reoffending. Supporting and expanding CoSA prevents further sexual victimization.

CoSA's current operations can be maintained for a very small investment of **\$1.5 million** dollars annually. But other Canadian communities can benefit from CoSA's programs to reduce recidivism. With **\$2.5 million**, CoSA could expand its existing programs and launch new sites to meet increasing demand and prevent even more offences.

CoSA Canada will complete a five-year Public Safety Demonstration project in March 2022. This funding has enabled CoSA to develop a national office, strengthen its network of 15 local sites serving 18 Canadian cities and establish itself as a key criminal justice partner both nationally and internationally. We are working hard at all levels including, federal, provincial, municipal, and the private sector, to diversify our funding sources. But unless funding beyond March 2022 is secured, **25%** of the 15 sites risk

closure and the remaining sites face a **reduction in programming**. Approximately **100 individuals would no longer be able to receive our services**. CoSA's impact and sustainability are on the line.

The federal government has demonstrated its commitment to **reducing recidivism** with all party support by passing Bill C228. Bill C228, *The Reduction of Recidivism Framework Act*, received Royal Assent last June 2021 and contains specific measures to reduce recidivism through a comprehensive strategy.

CoSA is a unique example of a community-based, cost-effective, non-profit organization that succeeds in meeting the measures contained in Bill C228 by having a proven approach and standardized, evidence-based programs that reduce recidivism, prevent further victimization and promote safe and healthy community reintegration of those who have committed sexual offences. Much of the hard work is done – **but funding is needed to continue**.

Finally, in his Mandate Letter, the Minister of Public Safety, the Hon. Marco Mendicino, was tasked to *“Develop a Federal Framework to Reduce Recidivism in consultation with provinces, territories, Indigenous communities, Black communities and other stakeholders. As part of this work, consider how to ensure that federal correctional institutions are safe and humane environments, free from violence and sexual harassment, and promote rehabilitation and public safety.”* Again, funding CoSA Canada represents a significant milestone in achieving that specific mandate.

We, the undersigned, recognize the valuable contribution that CoSA has made in promoting the safe and healthy reintegration to the community of individuals who have served sentences for sexual offences, and we strongly support further funding of CoSA programs in Canada. Most importantly, it will contribute to the **prevention** of further sexual offences and victimizations across municipalities in Canada.

Yours Sincerely,



March 1, 2022

File No. 0400.50

Dear AKBLG member local governments,

Re: Request for Provincial Government to increase its funding to public libraries

On behalf of Cranbrook City Council, I am writing to share the City of Cranbrook's resolution regarding public library funding from the Provincial Government.

The City of Cranbrook endorsed the following resolution which calls for the UBCM to lobby the Province / Ministry of Municipal Affairs to increase its public library funding to address regulatory requirements as well as offsetting the inflationary increases to operating costs. The resolution reads as follows:

Whereas libraries in British Columbia are largely funded by the property tax base of local governments, and provincial library funding has remained stagnant for the past 13 years;

And whereas public libraries are central to communities, providing equitable access to vital resources, including internet, computers, digital library tools, and in-person services from expert staff;

And whereas public libraries provide British Columbians with low-barrier services, that support job seekers and small businesses, that increase literacy in communities, that advance reconciliation with Indigenous peoples, and that promote equity and inclusion;

Therefore be it resolved that the Province of BC be requested to immediately increase funding to public libraries in BC and to provide long-term sustainable funding, including regular increases, in future years.

We are requesting consideration and a motion of support from all AKBLG member local governments for submission of a motion for debate at the 2022 UBCM convention.

Thank you for your consideration. Please feel free to reach out should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Peabody".

Mike Peabody
Acting Mayor

MP/kt

Copy: Cranbrook City Council
Mark Fercho, CAO
Marnie Dueck, City Clerk/Corporate Officer

March 3, 2022

Mayor Darryl Walker
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6

RECEIVED

MAR 08 2022

**CITY OF WHITE ROCK
ADMINISTRATION**

Dear Mayor Walker:

Re: Provincial Response to 2021 Resolutions

UBCM has received the Province's response to your Council resolution(s) from 2021. Please find the enclosed resolution(s) and their provincial response(s).

All responses from the Province have been posted to the UBCM web site under Convention & Resolutions.

Please feel free to contact Jamee Justason, Resolutions and Policy Analyst, if you have any questions about this process. Tel: 604.270.8226 ext. 100 Email: jjustason@ubcm.ca

Sincerely,



Councillor Laurey-Anne Roodenburg
UBCM President

Enclosure

Whereas a Mobile Crisis Response Car Program, such as is the Car 67 model which pairs an RCMP officer with a mental health care provider to address mental health calls, has been in place for some local governments for decades and has been well received;

And whereas an integrated robust health care regional model would have value, eliminating jurisdictional policy lines (based on local government boundaries) for a regional model that follows Health Authority boundaries:

Therefore be it resolved that UBCM request the Province to provide an integrated health care regional model for a Mobile Crisis Response Car Program.

Convention Decision: Endorsed

Provincial Response

Ministry of Health

Government supports a wide range of mental health crisis intervention services to support people experiencing a mental health crisis, including crisis lines, dedicated on-call mental health staff within local mental health centres, community stabilization beds, sobering and assessment beds, crisis residential care units, and mobile crisis response services.

The Ministry of Health is also supporting creation of civilian crisis response teams that will likely feature a combination of trained peers, mental health and social workers, and psychiatric nurses to respond to mental health calls instead of, or in combination with, police. These mental health crisis intervention services are integrated with local police departments and first responders such as ambulance and policing services, as well as acute care and community mental health and substance services.

Mobile crisis response teams that integrate police and mental health professionals require a minimum number of crisis calls to support the model of intervention, therefore these teams are more appropriate for urban centres. On call mental health staff within local mental health centres have found to be more appropriate for rural and remote communities.

There are presently eight police and mental health partnership mobile crisis response teams in BC located in: Vancouver, Richmond, Surrey, Kamloops, Prince George and the Capital region. The Government is presently addressing a number of mental health and substance use priorities such as the opioid pandemic and enhancing mental health and substance use complex care services. The Ministry of Mental Health and Addictions is currently working with the Ministry of Public Safety and the Solicitor General to invest in community based mental health and social services to help people in crisis and free up police resources. At this point there are no plans to expand police and mental health partnership teams although the province is supporting a pilot project in Victoria to include peer support workers in its mobile crisis response teams.

From: [Clerk's Office](#)
To: [Debbie Johnstone](#)
Subject: RE: Greetings from the BC Electoral Boundaries Commission
Date: March 8, 2022 1:47:11 PM
Attachments: [image002.png](#)

From: INFO, BCEBC BCEBC:EX <info@bcebc.ca>
Sent: March 3, 2022 11:51 AM
To: Darryl Walker <DWalker@whiterockcity.ca>
Subject: Greetings from the BC Electoral Boundaries Commission

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



March 3, 2022

Mayor Darryl Walker
City of White Rock

Greetings from the BC Electoral Boundaries Commission.

Please accept this letter as an invitation to your organization to express your views on the province's current electoral district boundaries.

The BC Electoral Boundaries Commission is an independent, non-partisan commission with a mandate to review the area, names and boundaries of provincial electoral districts. The Commission submits two reports to the Legislative Assembly with recommendations for the next two provincial general elections.

Your voice in an important part of this process. To help prepare its preliminary report, the Commission is now seeking public input on the province's current electoral district boundaries. We will be publishing a preliminary report with initial recommendations. After, we will seek public input on those recommendations.

You can share your organization's views in the following ways:

- through the [Commission website](#),
- at an in-person or virtual [public meeting](#), or
- by [writing the Commission](#) directly.

Visit our website to learn more about the Commission, review maps and resources, and find the electoral districts in your community.

Please feel free to share this information with others and contact us with any questions.

Sincerely,



Justice Nitya Iyer
Commission Chair
BC Electoral Boundaries Commission

100- 1112 FORT STREET, VICTORIA B.C. V8V 3P6
BCEBC.CA | INFO@BCEBC.CA | 1-800-661-8683

City of White Rock – 2022 Council Meeting Schedule

January						
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Regular Council Meeting - 7:00 p.m.	Deputy Mayor Rotation
Public Hearing - 5:00 p.m. <i>Held as needed. Dates have been tentatively scheduled</i>	Jan 1 – Feb 21 Cllr. Chesney
Lower Mainland Local Gov't Association (LMLGA), AGM & Conference: May 4 - 6, 2022	Feb 22 – Apr 14 Cllr. Kristjanson
FCM Annual Conference: June 2-5, 2022	Apr 14 - June 5 Cllr. Trevelyan
Union of BC Municipalities Convention: September 12- 16, 2022	June 6 – July 27 Cllr. Manning
Spring Break – Surrey/White Rock School District No. 36: March 14 - March 25, 2022	July 28 – Sept 17 Cllr. Johanson
FCM Sustainable Communities Conference: October 18-21, 2022 (Tentative Dates)	Sept 18 – Nov 7 Cllr. Fathers
LGLA Forum: February 9 - 11, 2022	
Municipal Election Day	
Inaugural Meeting: November 7, 2022	
Statutory Holidays and City Hall Closures	

All meetings are held in the City Hall Council Chambers unless otherwise noted. 15322 Buena Vista Avenue, White Rock, BC.
All scheduled meetings are subject to change. Please contact 604-541-2275 to confirm.