

The Corporation of the
CITY OF WHITE ROCK



Regular Council Meeting
POST-MEETING AGENDA

Monday, February 22, 2021, 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

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

T. Arthur, Director of Corporate Administration

Pages

1. CALL MEETING TO ORDER

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

RECOMMENDATION

THAT the February 22, 2021 Regular agenda be amended as follows:

- Item 4 – On Table Question submitted by Thyrza Cohen, with an answer from the Director of Engineering and Municipal Operations;
- Item 5.1.b – Information from Cheryl Lightowlers in regarding to the delegation on a warming center for the homeless;

AND that the agenda be varied 8.1.a Bylaw 2376 be heard after 6.2.a adopted as amended.

3. **ADOPTION OF MINUTES**

17

RECOMMENDATION

THAT the Corporation of the City of White Rock adopt the February 8, 2021 meeting minutes as circulated.

4. QUESTION AND ANSWER PERIOD

38

Due to the COVID-19 global pandemic, in-person Question and Answer Period has been temporarily suspended until further notice. 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. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., February 17, 2021 there were no Question and Answer period submissions received.

RECOMMENDATION

THAT Council receive for information the correspondence submitted for Question and Answer Period by 8:30 a.m., February 22, 2021, **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

**5.1.a. JOHN LEIGHTON AND CHARMAINE SKEPASTS: WHITE ROCK
CONCERTS SOCIETY**

40

John Leighton and Charmaine Skepasts to attend the meeting to provide an overview and introduction to the White Rock Concerts Society.

5.1.b.	CHERYL LIGHTOWLERS AND KATHY BOOTH - WARMING CENTRE FOR THE HOMELESS	46
	Community members Cheryl Lightowlers and Kathy Booth to attend to request consideration for an emergency day time warming Centre for those experiencing homelessness.	
5.2.	PETITIONS	
	None	
6.	PRESENTATIONS AND CORPORATE REPORTS	
6.1.	PRESENTATIONS	
	None	
6.2.	CORPORATE REPORTS	
6.2.a.	COVID-19 GLOBAL PANDEMIC VERBAL UPDATE	
	The Fire Chief to provide a verbal report regarding the COVID-19 Global Pandemic.	
6.2.b.	AMENDMENT TO WHITE ROCK NOISE CONTROL BYLAW (BYLAW NO. 2378) - DELEGATION TO CONSIDER APPROVAL OF UTILITY WORK ON SUNDAYS	47
	Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) - Delegation to Consider Approval of Utility Work on Sundays".	
	<u>RECOMMENDATION</u>	
	THAT Council receive the February 22, 2021 corporate report from the Director of Planning and Development Services, "Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) – Delegation to Consider Approval of Utility Work on Sundays" and advise staff if there are any requested changes prior to the potential readings of the bylaw.	
6.2.c.	EARLY REVIEW OF ZONING AMENDMENT APPLICATION - MEZZANINE SPACE IN FLOOR AREA CALCULATIONS (3 DOGS BREWERY)	51
	Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Early Review of Zoning Amendment Application - Mezzanine Space in Floor Calculations (3 Dogs Brewery)".	

RECOMMENDATION

Recommendation amended February 18, 2021

~~THAT Council direct staff to advance the zoning amendment proposed by 3 Dogs Brewing to enable mezzanine space to be utilized in their new location at Miramar Village, by:~~

- ~~a. Directing the proponent to proceed to the next stage of the application process (i.e. a Public Information Meeting); or~~
- ~~b. Directing staff to bring forward a text amendment to the Zoning Bylaw that would apply more broadly across all zones in the City to enable commercial mezzanine spaces to be excluded from floor area calculations if they would cause an undersupply of parking.~~

RECOMMENDATION

~~THAT Council direct staff to advance the zoning amendment proposed by 3 Dogs Brewing to enable mezzanine space to be utilized in their new location at Miramar Village, by:~~

- ~~a. Directing the proponent to proceed to the next stage of the application process (i.e. a Public Information Meeting); or~~
- ~~b. Directing staff to bring forward a text amendment to the Zoning Bylaw that would apply more broadly across all zones in the City to enable commercial mezzanine spaces to be excluded from floor area calculations if they would not cause an undersupply of parking.~~

6.2.d. TRANSPORTATION MASTER PLAN - SURVEY RESULTS

61

Corporate report dated February 22, 2021 from the Director of Engineering and Municipal Operations titled "Transportation Master Plan - Survey Results".

RECOMMENDATION

THAT Council:

1. Support walkability as a transportation infrastructure priority;
2. Direct Staff to make improving walking networks, sidewalk infrastructure and traffic safety a priority during the Integrated Transportation and Infrastructure Master Plan's next phase of public engagement; and
3. Direct Staff to develop a walking network and a phased implementation plan as part of the Integrated Transportation and Infrastructure Master Plan.

6.2.e. SOLID WASTE COLLECTION REVIEW

107

Corporate report dated February 22, 2021 from the Director of Engineering and Municipal Operations titled "Solid Waste Collection Review".

RECOMMENDATION

THAT Council:

1. Direct staff to conduct a financial analysis and review funding models that would enable the City to provide solid waste collection for Multi-Family (MF) and Institutional, Commercial and Industrial (ICI) buildings by a City managed contractor; and
2. Direct staff to obtain a legal opinion to determine if the City through bylaw can request private property owners to terminate contracts with private solid waste haulers.

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1. STANDING AND SELECT COMMITTEE MINUTES

376

RECOMMENDATION

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

- Finance and Audit Committee Meeting - February 3, 2021;
- Land Use and Planning Committee Meeting - February 8, 2021;
- Environmental Advisory Committee Meeting - January 21, 2021;
- Housing Advisory Committee Meeting - January 27, 2021;
- Arts and Cultural Advisory Committee Meeting - January 26, 2021;
- Public Art Advisory Committee Meeting - January 28, 2021;
- History and Heritage Advisory Committee Meeting - February 3, 2021;
- Seniors Advisory Committee Meeting - February 2, 2021;
- Environmental Advisory Committee Meeting - February 4, 2021;
- Water Community Advisory Panel Meeting - February 9, 2021; and
- Economic Development Advisory Committee - February 10, 2021.

7.2. STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a. Public Art Advisory Committee (Council Representative - Councillor Trevelyan)

Note: Prior to Council consideration of the following recommendation, Council may consider referring the item to staff so they can bring forward information as to how this recommendation may impact progress on Council's Strategic Priorities, staff's work plan and inform regarding possible financial implications.

7.2.a.a. Recommendation # 1 - The Roads End Project Presentation

RECOMMENDATION

THAT Council direct Engineering staff and Arts and Culture staff to work together to explore opportunities and possibilities to incorporate Public Art in White Rock, including road ends such as the Centre Street Walkway.

7.2.b. Water Community Advisory Panel (Council Representative - Councillor Trevelyan)

Note: Prior to Council consideration of the following recommendations, Council may consider referring the items to staff so they can bring forward information as to how this recommendation may impact progress on Council's Strategic Priorities, staff's work plan and inform regarding possible financial implications.

7.2.b.a. Recommendation #1 - Water Conservation

RECOMMENDATION

THAT Council direct staff to investigate ways to conserve City water usage such as tuning sprinklers and purchasing water storage.

7.2.b.b. Recommendation # 2 - Water Conservation

RECOMMENDATION

THAT Council direct staff to investigate subsidizing water saving products such as rain barrels to White Rock residents

7.2.b.c. Recommendation #3 - Information

RECOMMENDATION

THAT Council direct staff to provide a follow up report from a previously ratified motion:

THAT the Water Community Advisory Panel recommends that Council requests staff to look into options to use borrowing as a source of funds in order to amortize long-term capital spending over an appropriate asset life; and

THAT these options be provided back to the Panel for information.

7.2.c. Environmental Advisory Committee (Council Representative - Councillor Johanson)

Note: Prior to Council consideration of the following recommendations, **Council may consider referring the items to staff** so they can bring forward information as to how this recommendation may impact progress on Council's Strategic Priorities, staff's work plan and inform regarding possible financial implications.

RECOMMENDATION

THAT White Rock City Council:

Recognizing the critical role played by trees on both private and public lands in maintaining the health of ecosystems and the quality of human habitats in urban settings,

Concerned by the loss of trees and decline of tree canopy that have occurred over the past decades in White Rock, particularly on private lands,

Determined to strengthen the City's efforts to protect its trees and preserve and enhance its tree canopy, and

Having considered the Report of the Environmental Advisory Committee titled "Updating and Strengthening White Rock's Protection and Management of Trees",

Directs staff to prepare for Council's consideration a proposed revision of *Tree Management Bylaw 1831*, based on the EAC's recommendations, to:

- a. Change the title of the Bylaw to "*White Rock Tree Protection Bylaw*". [R3]
- b. Reduce the minimum size for the definition of "*protected tree*" to a trunk DBH of 20 cm or less. [R5]
- c. Provide that "significant trees" on private or City lands, to be defined pursuant to a "Significant Tree Policy" to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]
- d. Remove fruit trees, alders and cottonwoods from the definition of "lower value trees". [R7]
- e. Authorize the utilization of tree replacement security and deposit revenues for a broadened range of activities to enhance and protect the City's tree canopy. [R12]
- f. Incorporate Policy 510's provisions regarding notice to adjacent property owners and applicant appeals for Type 2 permit applications and extend these provisions to Type 3 applications, as well as incorporate Planning Procedures Bylaw 2234's appeal provisions. [R14(a), R18(a)].
- g. Require that notice of, and opportunity to comment on, any application or proposal to remove a "City tree" be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- h. Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential in the definition of "arborist".

[R16(a)]

- i. Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- j. Provide that only City Staff or agents are allowed to remove or plant trees on City lands. [R16(c)]
- k. Establish explicit criteria for approval of Type 2 and Type 3 permits and to govern decisions by officials regarding the management of trees on City land, taking into account the provisions of Policy 510 and best practices in other jurisdictions. [R17(a)]
- l. Incorporate any amendments, consistent with the EAC's recommendations, that may be needed to ensure currency and clarity and consistency with other bylaws and policies. [R19]

Directs staff to prepare for Council's consideration a proposed revision of *Tree Management on City Lands Policy 611*, based on the EAC's recommendations, to:

- a. Change the title of the Policy to *"Tree Protection, Canopy Enhancement and Management on City Lands"*. [R4(a)]
- b. Revise the Section 1 Policy Statement to read as follows: "Policy: In managing trees on City land, it is the priority of the City of White Rock to protect existing trees and increase the number of healthy trees and amount of tree canopy and thus enhance and ensure the sustainability of the City's urban forest and realization of the environmental and esthetic benefits it provides. In this context, the interest of property owners in preserving or restoring private views obstructed by City trees will be addressed through a procedure described in Annex I to this Policy." [R4(b)]
- c. Insert in Section 3 "Management of City Trees", a new clause 3(a)1 specifying an additional statement of purpose to read as follows: "For the overriding purposes of protecting existing trees and increasing the number of healthy trees and amount of tree canopy". [R4(c)]
- d. Transfer the provisions of Sections 5, 6, 7 and 8 to an Annex to the Policy. [R4(d)]
- e. Limit the criteria under which applications for pruning, crown thinning, or width reductions are approved to those where the property owner has clearly demonstrated that the tree has increased in size to completely obscure a previously existing view from the applicant's property. [R4(e)]
- f. Prohibit the topping or removal of city trees for the re-establishment of views. [R4(f)]
- g. Remove references to "narrow corridor" and "single object" views in the definition of "view/view corridor". [R4(g)]
- h. Allow for the siting, species selection, and planting of new or

replacement trees on City lands in all locations where future growth is not expected to completely obscure established views. [R4(h)]

- i. Provide that “significant trees” on City lands, to be defined pursuant to a “Significant Tree Policy” to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]
- j. Require that, when the City is evaluating initiatives that might result in tree removal on City lands, all possible ways to protect the trees should be considered, and specify ambitious replacement requirements for trees that must be removed. [R8]
- k. Require that notice of, and opportunity to comment on, any application or proposal to remove a “City tree” be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- l. Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- m. Incorporate criteria established in the revised Bylaw 1831 to govern decisions taken by officials regarding the management of trees on City lands. [R17(b)]
- n. Incorporate any amendments, consistent with the EAC’s recommendations, that may be needed to ensure currency and clarity and consistency with other policies and bylaws. [R19]

Further directs staff to:

- a. Develop proposals to give tree preservation and canopy enhancement greater and more explicit priority in zoning and planning regulations and procedures throughout the City. [R1]
- b. Develop proposals for the adoption of an explicit canopy recovery target (eg, 27% canopy coverage by 2045), for increasing the currently projected maximum number of trees (2500) that can be planted on City land, and for increasing lands on which the City can plant additional trees to help meet the target. [R2(a)]
- c. Investigate and report to Council on means to prevent the removal of or interference with trees, and to facility the planting of trees, by the City and BNSF on BNSF lands. [R2(c)]
- d. Review regulations and policies concerning “significant trees” and “heritage trees” and establish a consolidated definition of “significant tree”, a “Significant Tree Policy” and a “Significant Tree Registry”. [R6]
- e. Review fees, securities, cash-in lieu requirements, replacement values and quotas, and fines to ensure they are commensurate with best practices conducive to preserving and increasing the number of healthy trees and the amount of tree canopy in the City. [R9]
- f. Review and present any appropriate advice to Council regarding

methods and resources employed to ensure effective enforcement of Bylaw 1831 and Policy 611. [R10]

- g. Maintain a record of contractors that contravene Bylaw 1831 or Policy 611 and take steps to ensure that such contractors are not hired by the City, that relevant fines are levied on them, and/or that their business licences are suspended or revoked. [R11]
- h. Review and improve methods by which residents and property owners are informed of the importance of tree preservation and the requirements of Policy 611 and Bylaw 1831, and how to notify the City when they believe the Policy and Bylaw are being contravened. [R13]
- i. Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential required for a business licence as an arborist. [R16(a)]
- j. Develop amendments to Planning Procedures Bylaw 2234 to require that all corporate and Advisory Design Panel reports and recommendations to Council regarding planning and development on private lands include a description of implications for tree protection and canopy enhancement. [R18(b)]
- k. Develop revisions to City policies and procedures, including Policy 611, to prescribe that:
 - (i) All corporate reports and recommendations presented to Council regarding works to be conducted on City lands include a section describing any implications for tree protection and canopy enhancement.
 - (ii) All members of Council be informed at least 14 days before the proposed removal of any "City tree".
 - (iii) Any member of Council objecting to measures arising under subparagraphs (i) and (ii) may request a Council discussion and decision on the matter. [R18(c)]

Decides to:

- a. Monitor progress in achieving canopy recovery targets and tree planting goals through annual Tree Canopy Reports to Council that include statistics regarding tree permit applications; actions taken by the City in the management of tree on City lands including the use of revenues from tree permits and tree protection securities; and an analysis of trends and implications for the effectiveness of the City's tree protection and enhancement efforts. [R2(b), R14(b) R18(d)]
- b. Conduct, on an annual basis, a public discussion of Tree Canopy Reports prepared by staff. [R18(d)]

7.2.d. Seniors Advisory Committee (Council Representative - Councillor Johanson)

Note: Prior to Council consideration of the following recommendation, Council may consider referring the item to staff so they can bring forward information as to how this recommendation may impact progress on Council's Strategic Priorities, staff's work plan and inform regarding possible financial implications.

7.2.d.a. Recommendation #1 - Municipal Caucus

RECOMMENDATION

THAT Council direct staff or have a member of Council volunteer to join the Municipal Caucus.

7.2.e. Economic Development Advisory Committee (Council Representative - Councillor Manning)

7.2.e.a. Recommendation #1 - Economic Development Plan Update Surveys

RECOMMENDATION

THAT Council receive for information the following recommendation:

THAT the Economic Development Advisory Committee supports the Business and Residential Economic Development Plan Update surveys.

8. BYLAWS AND PERMITS

8.1. BYLAWS

8.1.a. BYLAW 2376 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CR-1 TOWN CENTRE REVISIONS) BYLAW, 2021, NO. 2376

477

Bylaw 2376 - A bylaw to amend Schedule A - Text of the Zoning Bylaw by deleting the existing Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone in its entirety and replacing it with a new Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone. Consideration of this bylaw was deferred at the February 8, 2021 Regular Council meeting. The bylaw is presented for consideration of first and second reading at this time.

RECOMMENDATION

THAT Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*".

RECOMMENDATION

THAT Council:

1. Direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*"; and
2. Direct staff, in addition to arranging the required newspaper notification of the public hearing, to mail notifications of this public hearing to all property owners in the City of White Rock, despite this mailed notification not being required by the *Local Government Act* (per section 466(7)).

8.1.b. BYLAW 2370 - FEES AND CHARGES BYLAW, 2020, NO. 2369, AMENDMENT NO. 1, 2021, NO. 2370

483

Bylaw 2370 - A bylaw to amend the Fees and Charges bylaw, Schedule "G" in regard to facility rental fees for Kent Street Activity Centre. The bylaw was given first, second and third reading at the February 8, 2021 regular meeting and is presented for final reading at this time.

RECOMMENDATION

THAT Council give final reading to the "*Fees and Charges Bylaw, 2020, No. 2369 Amendment No. 1, 2021, No. 2370*".

8.1.c. BYLAW 2378 - White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378

484

Bylaw 2378 - A bylaw to amend the White Rock Noise Control Bylaw in regards to delegation staff to authorize utility maintenance work on Sundays. A corporate report outlining the bylaw is included on the agenda under Item 6.2.c.

RECOMMENDATION

THAT Council give first, second and third reading to "*White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378*".

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 Item 9.1.a. - 9.1.b.

9.1.a. METRO VANCOUVER BOARD IN BRIEF JANUARY 29, 2021 486

Metro Vancouver Board In Brief from Friday January 29, 2021, distributed for information purposes.

9.1.b. ROBERTS BANK TERMINAL 2 - TIME TO OPPOSE 495

Correspondence dated February 3, 2021 from Roger Emsley, Executive Director of Against Port Expansion Community Group to inform of their opposition of the Roberts Bank Terminal 2 Project and they are seeking the City of White Rock support this by urging the federal government to deny approval.

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

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

13. OTHER BUSINESS

14. CONCLUSION OF THE FEBRUARY 22, 2021 REGULAR COUNCIL MEETING

Regular Council Meeting of White Rock City Council

Minutes



February 8, 2021, 7:00 p.m.

City Hall Council Chambers

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

PRESENT:

Mayor Walker
Councillor Chesney
Councillor Fathers (exited the meeting at 9:00 p.m.)
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF:

Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Jacquie Johnstone, Director of Human Resources
Colleen Ponzini, Director of Financial Services
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief
Kale Pauls, Staff Sargent
Debbie Johnstone, Deputy Corporate Officer
Donna Kell, Manager of Communications and Government Relations

1. **CALL MEETING TO ORDER**

The meeting was called to order at 7:15 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: 2021-045 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for February 8, 2021 as amended to add an Item for consideration under Section 8.2. Permits as follows:

Consideration of additional Sunday work for the uncompleted tower crane installation at 1588 Johnston Road by MetroCan Constructors on Sundays between February 21, 2021 and March 21, 2021 between the hours of 7:30 a.m. and 7:00 p.m., until the installation of the crane is complete.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: 2021-046 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the following meeting minutes as circulated:

- January 25, 2021 Regular Council minutes; and,
- February 1, 2021 Public Hearing minutes for- Bylaw 2361 (14234 Malabar Avenue)- Bylaw 2366 (15496 Thrift Avenue)- Bylaw 2365 (15570 Oxenham Avenue); and - DVP 433 (1122 Vidal Street)

Motion CARRIED

4. QUESTION AND ANSWER PERIOD

Due to the COVID-19 global pandemic, in-person Question and Answer Period has been temporarily suspended until further notice. 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. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., Wednesday, February 3, 2021, there were no Question and Answer period submissions received.

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

5.1.a Resham Mann: Landscape Issues on Cliff Avenue

Resham Mann appeared as a delegation to speak to landscape issues and resulting grade changes at 15708 Cliff Avenue.

A PowerPoint was presented with the following request:

- Force the property owner to immediately remove the stockpiling to the original grades of the property. Any development of the property to be subject to the natural grade of the property before artificial illegal infill; and
- Protect the safety of White Rock residents by updating the by-laws of the City of White Rock to prevent such blatant illegal raising of the grade.

It was noted that corporate report 6.2.a - "Review of Approaches to Measuring Building Heights and Managing Soils" on the agenda is in relation to this item.

5.1.b Cheryl Kendrick - Request to Amend Animal Control Bylaw

Cheryl Kendrick appeared as a delegation to request amending the Animal Control Bylaw to allow poultry on White Rock city lots.

The following discussion points were noted:

- Chickens, urban food production (eggs) and as pets
- Chickens are social thus it is recommended to have a minimum of four (4) – six (6)
- In other municipalities that permit this there are various minimum lot sizes or specific distance of the coup from homes / property lines

Motion Number: 2021-047 It was MOVED and SECONDED

THAT Council refer to staff for a report the information provided by C. Kendrick - delegation in regard to permitting chickens/poultry in White Rock.

Motion CARRIED

Councillor Johanson voted in the negative

5.1.c White Rock South Surrey Baseball Association

Mark Koropecy, Ray Persaud and Randy McKinnon appeared as a delegation to discuss their proposal for a new baseball batting and training facility.

A PowerPoint was presented outlining the organization's proposal for a new baseball batting and training facility.

Motion Number: 2021-048 It was MOVED and SECONDED

THAT Council refer to staff the information proposed by the delegation from White Rock South Surrey Baseball Association to report back including the use of \$50,000 toward the proposal with the amount to be funded through Community Amenity Contribution's (CAC's).

Motion CARRIED

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

6.1.a SCOTT BOOTH AND ANDREW CRAM - WHITE ROCK FIREFIGHTERS' UNION RELOCATION OF ANTIQUE FIRE TRUCK

S. Booth and A.Cram were asked to attend to provide information in regard to the City's request to move the antique fire truck from the City parks maintenance yard.

Mr. Booth and Cram outlined their vision for the future home for the antique fire truck (glass enclosure / viewing area) where the truck would be protected and include an area to showcase the Fire Department heritage.

The truck is in no need of repair (just a detail), it has been stored

inside. This was always a White Rock Fire truck decommissioned in 1948.

Motion Number: 2021-049 It was MOVED and SECONDED

THAT Council directs staff to report back in regard to funding, from Community Amenity Contribution's (CAC's), construction of a glass enclosure at the fire hall to house the antique fire truck.

Motion CARRIED

6.1.b STAFF SERGEANT KALE PAULS - 2020 WHITE ROCK RCMP ANNUAL REPORT

Staff Sergeant Pauls provided a presentation regarding the 2020 White Rock RCMP Annual Report.

The following discussion point was noted:

- Concern regarding mental health calls for service - has there been any update regarding the Health Authority to cover some of the role / costs. Mayor Walker noted there has been some discussion at high level with Fraser Health and a number of Mayors within the Lower Mainland. It is likely that there will be a motion to go to Union of British Columbia of Municipalities (UBCM) in relation to freeing up police officers for those in need of support while attending the hospital(s).

6.1.c ALEX NIXON - WHITE ROCK BUSINESS IMPROVEMENT ASSOCIATION (BIA)

Alex Nixon, Executive Director of the White Rock BIA provided a presentation regarding April 2021 - March 2022 Fiscal Year Activities.

The presentation overview included Strategic Landscape, BIA Mandate & Metrics.

Council inquired in regard to the BIA helping with cost of banners. Their board had voted to place funds in areas where they felt gave the the highest impact for the members (events/ marketing).

6.2 CORPORATE REPORTS

6.2.a COVID-19 GLOBAL PANDEMIC VERBAL UPDATE

The Fire Chief to provide a verbal report regarding the COVID-19 Global Pandemic.

It was noted that information in regard to school outbreaks would be beneficial to add when available.

6.2.b REVIEW OF APPROACHES TO MEASURING BUILDING HEIGHTS AND MANAGING SOILS

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Review of Approaches to Measuring Building Heights and Managing Soils".

Motion Number: 2021-050 It was MOVED and SECONDED

THAT Council direct staff to incorporate the consideration of alternative approaches to measuring building heights into the review of single-family home zones in the Zoning Bylaw Update anticipated in fall 2021.

Motion CARRIED

6.2.c COMMUNITY EMERGENCY PREPAREDNESS FUND APPLICATION

Corporate report dated February 8, 2021 from the Fire Chief titled "Community Emergency Preparedness Fund Application".

Motion Number: 2021-051 It was MOVED and SECONDED

THAT Council support the submission of an application to the Community Emergency Preparedness Fund by way of a resolution and direct staff to provide overall grant management.

Motion CARRIED

6.2.d COVID-19 REGIONAL STAFFING RESPONSES

Corporate report dated February 8, 2021 from the Director of Human Resources titled "COVID-19 Regional Staffing Responses".

Motion Number: 2021-052 It was MOVED and SECONDED

THAT Council receives for information the corporate report dated February 8, 2021 from the Director of Human Resources, titled "COVID-19 Regional Staffing."

Motion CARRIED

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

Motion Number: 2021-053 It was MOVED and SECONDED

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

- History and Heritage Advisory Committee Meeting - January 6, 2021;
- Water Community Advisory Panel Meeting - January 12, 2021;
- Economic Development Advisory Committee Meeting - January 13, 2021; and
- COVID-19 Recovery Task Force Meeting - January 19, 2021.

Motion CARRIED

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a History and Heritage Committee (Council Representative - Councillor Chesney)

7.2.a.a Recommendation #1 - Historic Recognitions - The Komagata Maru

Councillor Fathers at 9:00 p.m. departed the meeting.

Motion Number: 2021-054 It was MOVED and SECONDED

THAT Council recognize the Komagata Maru as a priority project once the memorial policy is reviewed.

Motion CARRIED

Councillor Johanson voted in the negative

7.2.b Economic Development Advisory Committee (Council Representative - Councillor Manning)

7.2.b.a Recommendation #1 - Update on 2020 Festival of Lights

receive for info only

Motion Number: 2021-055 It was MOVED and
SECONDED

THAT Council receive for information the following
from the the Economic Development Advisory
Committee"

- They are in support of the Festival of Lights.

Motion CARRIED

Councillor Kristjanson voted in the negative

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.a BYLAW 2376 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CR-1 TOWN CENTRE REVISIONS) BYLAW, 2021, NO. 2376

Bylaw 2376 - A bylaw to amend Schedule A - Text of the Zoning Bylaw by deleting the existing Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone in its entirety and replacing it with a new Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone. This item was introduced earlier at the February 8 Land Use and Planning Committee meeting. The bylaw was presented for consideration of first and second reading at this time.

Motion Number: 2021-056 It was MOVED and SECONDED

THAT Council defer consideration in regard to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*" until the next meeting where it is anticipated all members of Council will be in attendance.

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

8.1.b BYLAW 2373: WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD65-14401 SUNSET DRIVE) BYLAW, 2020, NO. 2373

Bylaw 2373 - A bylaw to amend the Zoning Bylaw by adding to the Table of Contents for Schedule B (Comprehensive Development Zones CD-65) and by adding to Schedule "2" Schedule B (Comprehensive Development Zones CD-65), 14401 Sunset Drive. This item was introduced earlier at the February 8 Land Use and Planning Committee meeting. The bylaw was presented for consideration of first and second reading at this time.

Motion Number: 2021-057 It was MOVED and SECONDED

THAT Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*"

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: 2021-058 It was MOVED and SECONDED

THAT Council:

1. Direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*"; and
2. Direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:
3. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:
 - a. ensure that all engineering requirements and issues including servicing agreement completion and dedication of a 2.0 m x 2.0 m corner cut on the corner of Archibald Road and Sunset Drive are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b. demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services; and
 - c. process registration of a Section 219 restrictive covenant to prohibit secondary suites on each of the lots.

Motion CARRIED

8.1.c BYLAW 2370 - FEES AND CHARGES BYLAW, 2020, NO. 2369, AMENDMENT NO. 1, 2021, NO. 2370

Bylaw 2370 - A bylaw to amend the Fees and Charges bylaw, Schedule "G" in regard to facility rental fees for Kent Street Activity Centre. The bylaw was presented for consideration of first and second reading at this time.

Note: This bylaw is scheduled to be introduced at the February 3, 2021 Finance and Audit Committee.

Motion Number: 2021-059 It was MOVED and SECONDED

THAT Council give first, second and third reading to the *"Fees and Charges Bylaw, 2020, No. 2369 Amendment No. 1, 2021, No. 2370"*.

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

8.1.d BYLAW 2365: WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (RT-1-15570 OXENHAM AVENUE) BYLAW, 2020, NO. 2365

Bylaw 2365 - A bylaw to amend the "White Rock Zoning Bylaw, 2012, No. 2000" as amended to rezone the property from 'RS-1 One Unit Residential Zone' to 'RT-1 Two Unit (Duplex) Residential Zone' to allow for the construction of a duplex. The project/ bylaw was given first and second reading at the November 9, 2020 Regular Council meeting. The public hearing was held February 1, 2021. The bylaw was presented for consideration of third reading at this time.

Motion Number: 2021-060 It was MOVED and SECONDED

THAT Council give third reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15570 Oxenham Avenue) Bylaw, 2020, No. 2365"*.

Motion CARRIED

Motion Number: 2021-061 It was MOVED and SECONDED

THAT Council direct staff to resolve the following issues prior to final adoption of *White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15570 Oxenham Avenue) Bylaw, 2020, No. 2365*”:

- Ensure that all engineering requirements and issues, including completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
- Registration of a Section No. 219 Covenant to restrict basement suites; and
- Demolition of the existing home.

Motion CARRIED

8.1.e BYLAW 2366: WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (RT-15496 THRIFT AVENUE) BYLAW, 2020, NO. 2366

Bylaw 2366 - A bylaw to amend the "White Rock Zoning Bylaw, 2012, No. 2000" to rezone the subject property from 'RS-1 One Unit Residential Zone' to 'RT-1 Two Unit (Duplex) Residential Zone' to allow for the construction of a duplex. The project/ bylaw was given first and second reading and the November 9, 2020 Regular Council meeting. The public hearing was held February 1, 2021. The bylaw was presented for consideration of third reading at this time.

Motion Number: 2021-062 It was MOVED and SECONDED

THAT Council give third reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15496 Thrift Avenue) Bylaw, 2020, No. 2366*".

Motion CARRIED

Councillor Kristjanson voted in the negative

Motion Number: 2021-063 It was MOVED and SECONDED

THAT Council direct staff to resolve the following issues prior to final adoption of "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15496 Thrift Avenue) Bylaw, 2020, No. 2366*":

- Ensure that all engineering requirements and issues, including completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
- Registration of a Section No. 219 Covenant to restrict basement suites; and
- Demolition of the existing home.

Motion CARRIED

Councillor Kristjanson voted in the negative

8.1.f BYLAW 2361: WHITE ROCK ZONING BYLAW 2012, NO. 2000, AMENDMENT (RT-14234 MALABAR AVENUE) BYLAW, 2020, NO. 2361

Bylaw 2361 - A bylaw to rezone the subject property from 'RS-1 One Unit Residential Zone' to 'RS-4 One Unit (12.1m Lot Width) Residential Zone' to permit the subdivision of the existing lot into two 14.14m wide lots (each with an area of approximately 593 square metres / 6,383 square feet) and allow for the construction of a new single family dwelling on each new lot. The project/ bylaw was given first and second reading at the November 9, 2020 Regular Council meeting. The public hearing was held February 1, 2021. The bylaw was presented for consideration of third reading at this time.

Motion Number: 2021-064 It was MOVED and SECONDED

THAT Council give third reading to "*White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361*".

Motion CARRIED

Councillors Kristjanson and Trevelyan voted in the negative

8.1.g BYLAW 2374 - STREET AND TRAFFIC BYLAW, 1999, NO. 1529, AMENDMENT NO. 7, BYLAW 2021, NO. 2374

Bylaw 2374 - A bylaw to replace Schedule B and Schedule D of the Street and Traffic Bylaw with a new Schedule B showing Street Classifications and Speed Limits. The bylaw received first, second and third reading at the January 25, 2021 Regular Council meeting

and was placed on the agenda for consideration of final reading at this time.

Motion Number: 2021-065 It was MOVED and SECONDED

THAT Council give final reading to the *"Street and Traffic Bylaw, 1999, No. 1529, Amendment No. 7, Bylaw 2021, No. 2374"*.

Motion CARRIED

Councillor Kristjanson voted in negative

8.1.h BYLAW 2375 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (15053 MARINE DRIVE - CANNABIS STORE) BYLAW, 2021, NO. 2375

Bylaw 2375 - A bylaw to permit temporary use permit and a cannabis license referral (resolution) which, if approved, would enable the creation of a cannabis retail store at 15053 Marine Drive (the former "Giraffe" restaurant). This application was presented earlier at the February 8, 2021 Land Use and Planning Committee meeting. The bylaw was now presented for consideration for first and second reading.

Motion Number: 2021-066 It was MOVED and SECONDED

THAT Council give first and second readings to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2021, No. 2375"*.

Motion CARRIED

Councillor Kristjanson voted in the negative

Motion Number: 2021-067 It was MOVED and SECONDED

THAT Council:

1. Direct planning staff to obtain public input through a combined public hearing (license referral & rezoning applications) and public meeting (temporary use permit) conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;

2. Direct planning staff to resolve the following issues prior to final adoption:
 - a. Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City's road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and
 - b. That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.
3. Authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:
 - a. The hours of retail (cannabis) sale shall be limited to the following:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	09:00	09:00	09:00	09:00	09:00	09:00	09:00
Closed	22:00	22:00	22:00	22:00	22:00	22:00	22:00
 - b. Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - c. The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.

4. Pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of Temporary Use Permit 20-018. The TUP shall include conditions as follows:
 - a. Customer access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - b. The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
 - c. The Permittee shall purchase one City of White Rock “Merchant” parking decal for the Waterfront Commercial area; and
 - d. The owner shall remove all structures which encroach into the City’s boulevard along Marine Drive save and except for those that are tied, structurally, to the principal building. An encroachment agreement shall be executed for any portion of the building that is to remain within the City boulevard.

Motion CARRIED

8.2 PERMITS

8.2.a APPLICATION FOR LIQUOR LICENSE REFERRAL (LOUNGE ENDORSEMENT) AND DEVELOPMENT VARIANCE PERMIT, 1122 VIDAL STREET

Development Variance Permit 433 if approved would allow relief from the parking provisions of Section 4.14.1 of City of White Rock Zoning Bylaw, 2012, No. 2000, to permit a “licensed establishment” (i.e., brewery) at 1122 Vidal Street with a parking supply of one (1) off-street space per 16 seats whereas the current requirement for properties that do not front onto Marine Drive is one (1) space per eight (8) seats. A concurrent license application to the Liquor and Cannabis Regulations Branch (LCRB) has been made to permit liquor service to a maximum of 50 persons. Per the current requirements of the Zoning Bylaw a total of six (6) off-street parking spaces would be required whereas the property can accommodate four (4) off-street spaces. A Parking Assessment has been provided with the application, which was presented to the City of

White Rock's Land Use and Planning Committee on January 11, 2021. A combined Public Hearing (liquor license referral) and Public Meeting (Development Variance Permit) took place for this item on February 1, 2021.

Motion Number: 2021-068 It was MOVED and SECONDED

THAT Council approve of the issuance of Development Variance Permit No. 433 for 1122 Vidal Street.

Motion CARRIED

8.2.b REVISED APPLICATION FOR MAJOR DEVELOPMENT PERMIT APPLICATION - 14947 BUENA VISTA AVENUE (MJP 19-021)

Development Permit 430 for 14947 Buena Vista Avenue to vary the maximum building height of the RS-2 One Unit (Small Lot) Residential Zone for the westerly lot (as identified on the drawings as Lot 1). This variance was previously denied by Council on October 5, 2020. The Applicant has amended the application to remove the height variance and the proposal is now fully compliant with the Zoning Bylaw. No variances are required. The specific alteration to the design, made in order to comply with maximum building height, included a reduction in the floor to ceiling height of both the garage (9 inch reduction) and the kitchen / pantry area (13 inch reduction). Alterations were also made to the grading of the driveway to ensure compliance with the requirements of the City's Streets Bylaw.

The revised application was introduced earlier at the February 8, 2021 Land Use and Planning Committee meeting.

Motion Number: 2021-069 It was MOVED and SECONDED

THAT Council approve the issuance of Development Permit No. 430 for 14947 Buena Vista Avenue.

Motion CARRIED

8.2.c WHITE ROCK NOISE CONTROL BYLAW, 2013, NO. 2018

Further time on a Sunday is required for the uncompleted crane installation. Whereas it is impracticable to allow a road closure on the 1500-block of Johnston Road between Monday and Saturday

due to impacts to traffic, bus routes, and business access, and given that the crane installation previously authorized was unable to be completed due to weather conditions.

This Item was added to the agenda, work had started on February 7, 2021 but more time is needed due to poor weather conditions. Council inquired if the start time could be amended to occur a bit later on the proposed Sunday.

Motion Number: 2021-070 It was MOVED and SECONDED

THAT Council in accordance with section 7.4 of the “*White Rock Noise Control Bylaw, 2013, No. 2018,*” authorizes the remainder of the installation of a tower crane at 1588 Johnston Road by MetroCan Constructors on Sundays between February 21, 2021 and March 21, 2021 between the hours of 9:00 a.m. and 7:00 p.m., until the installation of the crane is complete.

Motion CARRIED

9. CORRESPONDENCE

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

Motion Number: 2021-071 It was MOVED and SECONDED

THAT Council receive correspondence circulated in the agenda as Item 9.1.a.

Motion CARRIED

9.1.a MOMS STOP THE HARM - OPIOID CRISIS

Information received from Moms Stop the Harm
(<https://www.momsstoptheharm.com/actions>).

As you may know, the opioid crisis continues to be one of the most devastating public health emergencies of our lifetime, with a death taking place about every two hours on average and an overall death toll of 17,602 (January 2016 to June 2020). As if this wasn't bad enough, COVID-19 has led to a significant increase in opioid and other drug related fatalities and harms across our country. If we assume that the death rate for the

remainder of 2020 is similar to the April to June 2020 rate, then approximately 20,800 people have died in the last five years alone. I think, and I hope you agree, that it is time to ask the federal government to do more to end the overdose crisis, as requested in the MSTH resolution

Thank you for considering this request and for any information you are able to provide.

Petition to Municipalities on the Overdose Crisis

Whereas the opioid crisis is one of the largest public health emergencies of our lifetime, with a death on average about every two hours and a death toll of over 16,360 since 2016 (January 2016 to March 2020).

Whereas other countries have significantly reduced drug-related fatalities with reforms such as legal regulation of illicit drugs to ensure safe supply and decriminalization for personal use.

Whereas the federal government has indicated it is premature to discuss these measures until there are comprehensive supports for people to get well.

Whereas supports are needed, but measures that save lives are essential if people are to survive and access supports.

Whereas the Canadian Association of Chiefs of Police has stated that they agree the evidence suggests “decriminalization for simple possession as an effective way to reduce the public health and public safety harms associated with substance use”, causing the government to indicate that it is now “deliberating” over decriminalization.

Whereas the overdose crisis rages, showing few signs of abating.

Be it resolved that the Government of Canada declare the overdose crisis a national public health emergency so that it is taken seriously and funded appropriately.

Be it also resolved that the Government of Canada immediately seek input from the people most affected by this crisis and meet with provinces and territories to develop a comprehensive, pan-Canadian overdose action plan, which includes comprehensive supports and full consideration of reforms that other countries have

used to significantly reduce drug-related fatalities and stigma, such as legal regulation of illicit drugs to ensure safe supply of pharmaceutical alternatives to toxic street drugs, and decriminalization for personal use.

Note: The fact that Council has altered the support to include First Nation is to be highlighted.

Motion Number: 2021-072It was MOVED and SECONDED

THAT Council support the request from Moms Stop the Harm - Opioid Crises by:

- Request that the Government of Canada declare the overdose crises a national public health emergency so that it is taken seriously and funded appropriately; and further
- Request that the government of Canada immediately seek input from the people most affected by this crisis, including the First Nations, and meet with provinces and territories to develop a comprehensive, pan-Canadian overdose action plan, which includes comprehensive supports and full consideration of reforms that other countries have used to significantly reduce drug-related fatalities and stigma, such as legal regulation of illicit drugs to ensure safe supply of pharmaceutical alternatives to toxic street drugs, and decriminalization for personal use.

and resolved

THAT Council forward it's support, the Government of Canada declare the overdose crises a national public health emergency so that it is taken d seriously and funded appropriately.

Motion CARRIED

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

Mayor Walker noted the following community events / information:

- February is Black History Month
- Feb 12, Lunar New Year

- Feb 15 Family Day
- Feb 19 & 21, Coldest Night of the Year

Motion Number: 2021-073 It was MOVED and SECONDED

THAT Council authorize extending the Regular Council meeting past 9:30 p.m.

Motion CARRIED

Councillor Manning voted in the negative

10.2 COUNCILLORS REPORTS

Councillor Johanson noted the following community events / information:

- Feb 3 & 4, Local Government Leadership Academy

Councillor Manning noted the following community events / information:

- Jan 26, Arts and Culture Advisory Committee
- Jan 27, Housing Advisory Committee
- Jan 28, White Rock Museum and Achieves Board meeting
- Feb 1, Governance and Legislation Committee
- Feb 3, Finance and Audit Committee

Councillor Chesney noted the following community events / information:

- Informed that there has been a one (1) week ,extension of the City's Building Height Survey, all are encouraged to participate

11. MOTIONS AND NOTICES OF MOTION

None

11.1 MOTIONS

11.2 NOTICES OF MOTION

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS


None

13. OTHER BUSINESS

None

14. **CONCLUSION OF THE FEBRUARY 8, 2021 REGULAR COUNCIL MEETING**

The Chairperson concluded the meeting at 9:32 p.m.



Mayor Walker

Tracey Arthur, Director of Corporate
Administration

Unapproved

From: [Jim Gordon](#)
To: [Clerk's Office](#); [Debbie Johnstone](#)
Cc: [Carl Isaak](#)
Subject: Council Questions & Answer - Johnston Road Speed Limit Reduction
Date: February 18, 2021 10:23:12 AM

The following is staffs response to the correspondence dated February 17 from T. Cohen:

The reduction in speeds from the standard municipal speed limit of 50 km/h can potentially result in traffic shifting to streets without reduced speeds. This is more likely to occur where the streets with differing speed limits are similar.

Johnston Road is dissimilar to Finlay and Best Streets in that it is a commercial destination as well as a through street; however, there is the potential that some motorists may turn to adjacent streets to avoid the lower speed limits on Johnston Road.

Thanks

Jim

Jim Gordon P.Eng.
Director of Engineering and Municipal Operations,
City of White Rock
877 Keil Street, White Rock, BC V4B 4V6
Tel: 604.541.2181 | www.whiterockcity.ca



From: [Thyrza Cohen](#)
To: [Clerk's Office](#)
Subject: QA Period
Date: February 17, 2021 3:17:42 PM

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.

With respect to Bylaw 2374, Street and Traffic Bylaw, has any consideration been given to the possibility of increased traffic on parallel streets due to the reduction of the speed limit on Johnston Road to 30 km/h? I am referring specifically to Best Street (where I live) and Finlay Street, both of which cross North Bluff/16th directly into Surrey. There is a lot of traffic on those streets already, so the combination of more traffic, speeders, and the many vehicles which have decibel levels far above the legal limit (with impunity), may make these streets even more busy and noisy than they already are. I don't look forward to that.

Thyrza Cohen



Virus-free. www.avg.com



WHITE ROCK CONCERTS SOCIETY

Presentation to White Rock City Council - February 22, 2021

1

Who We Are

- A local non-profit society founded in 1956 by internationally renowned bassoon soloist, George Zukerman
- Primary objective is to bring an entertaining variety of professional classical music into smaller communities
 - featuring ensembles large to small
 - presentations from instrumental to choral
 - baroque to 20th century repertoire
 - engagement with performing artists



2

Our Mission



- Committed to changing lives through music's extraordinary power to communicate, inspire, uplift and entertain.
- We celebrate artistic excellence in classical music through
 - live performance of the world's great masterpieces
 - promotion of Canadian artists
 - a series subscription model without individual ticket sales



3

Our Unique Model

- We do not sell tickets to concerts
- Rather, we sell a maximum of 775 annual Society memberships
- Principal member benefit is attending a series of live concerts (typically 7 in a season running from September through April)
- Additional membership applicants are placed on a waitlist and invited to join as membership vacancies come available
- Typically sufficient vacancies to deplete waitlist each season

4

Artistic Excellence

- Each concert season is planned, scheduled and organized by our Artistic Directors:
Elizabeth and Marcel Bergmann
- The Bergmanns themselves are renowned international artists, performing as the *Bergmann Piano Duo*
- They are well connected to the musical community, locally and around the world



5

Our Performance Venue

- Performances held at the White Rock Baptist Church
- Excellent acoustic space and superb lines of visibility
- Small enough to capture the intimacy and dynamics of engaging with live performers
- Centrally located, easy access and available parking



6

Superb Value for Members

- As a non-profit society, we strive to operate on a break-even basis each year
- Artistic Directors are the only paid positions, plus some casual administrative support
- Otherwise run by volunteers, including 14 member Board, so minimal annual operating costs



7

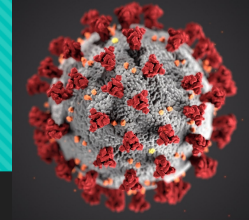
Superb Value for Members

- Allows lowest possible pricing for annual memberships
- Adults: \$160 per year
- Students (under age of 25): \$50 per year
- Avoid the long drive, traffic congestion and high cost of parking for equivalent quality concerts in downtown Vancouver



8

Our Challenges



- Our membership is predominantly an elderly demographic
- Increasing number of non-renewals each year for a variety of reasons, but mostly age related
- Need to attract younger audience, including students
- Challenges are being magnified by the pandemic
- Unsure when we might be able to resume a concert season
- No revenue since spring 2019, but unavoidable fixed costs continuing

9

Our Plan

- Increase awareness of our existence and offerings in the White Rock, Surrey, Delta & Langley areas
- Expand marketing beyond traditional word-of-mouth
- Promote high quality concert offerings and great value
- Promote the local community advantage
- Seek promotion and affiliation opportunities with other community groups and events

10

Working with City of White Rock

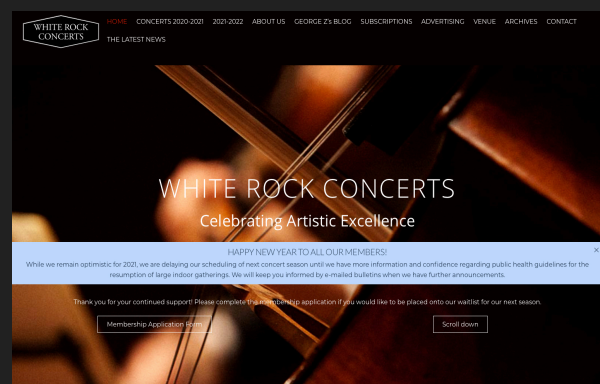
- We would appreciate any opportunity to raise the profile of White Rock Concerts within or by the City of White Rock
- White Rock Concerts now included in directory of "Arts and Culture Community Groups" on City of White Rock website
- Raise our profile with Arts and Culture Advisory Committee
- Advertise in the seasonal White Rock Recreation Guide
- Reach out to attract new-comers to the community

11

Additional Information



- We are happy to answer any questions or receive any suggestions!
- For any further information, please visit our website at:
www.whiterockconcerts.com



12

For White Rock mayor and council
Thank you for your attention to our urgent request.

What: city space for a day time warming centre to be established immediately

For whom: neighbours who are homeless who have been living at night at the Extreme Weather Shelter at Peace Portal Alliance since Mid November.

Why: concern for the health and safety of these homeless neighbours who are on the streets from 7 am when shelter closes until 8 pm when it opens for the night.

Request by: willing, experienced shelter volunteers from congregation of Peninsula United Church

How: staff will be provided by Options Services to Community, supported by volunteers and other community groups. (Sources and Save on Foods currently support the night time shelter)

Needed: a simple indoor space with washroom, in a location that can readily be accessed by the guests

When: immediately, at least until March 31

Funding: UBCM Safe. Restart programme—Strengthening Community Services Grant is now accepting applications
(up to \$450,000 for community 5-40,000 citizens)

Thank you 🌸
Cheryl Lightowlers

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 22, 2021

TO: Mayor and Council

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) –
Delegation to Consider Approval of Utility Work on Sundays

RECOMMENDATION

THAT Council receive the February 22, 2021 corporate report from the Director of Planning and Development Services, “Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) – Delegation to Consider Approval of Utility Work on Sundays” and advise staff if there are any requested changes prior to the potential readings of the bylaw.

EXECUTIVE SUMMARY

The White Rock Noise Control Bylaw, 2013, No. 2018, currently does not permit construction or utility work to occur on Sundays or holidays. When this is not practical, Council has the authority, upon application, to authorize a noise extension that permits work to occur on a Sunday or holiday. Currently, staff are only authorized to issue a noise extension between Monday and Saturday inclusive.

Some scheduled work for public utilities are carried out by external organizations, (e.g. BC Hydro, Fortis, Greater Vancouver Sewerage and Drainage District, etc.) and at times require road closures or power outages for safety reasons to carry out work. Local businesses prefer closures/outages not interrupt their regular business hours and in addition, City staff note that a Sunday closure may affect fewer transit users.

Given that Council approval is currently required for Sunday utility work, typically necessitating an application several weeks in advance for placement on a Regular Council agenda, most utility operators opt to do their work within regular construction hours or overnight on a weekday (through staff-delegated Noise Extension approval), which disrupts businesses and a higher number of transit users.

At the February 1, 2021 Governance and Legislation Committee meeting, staff were requested to prepare an amendment to the Noise Control Bylaw permitting staff to grant exemptions to allow utility only work on Sunday. The purpose of this corporate report is to introduce the draft amendment bylaw which appears in the Bylaws section of the Regular Council agenda.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021-G/L-007 February 1, 2021	THAT the Governance and Legislation Committee directs staff to bring forward an amendment to the <i>White Rock Noise Control Bylaw, 2013, No. 2018</i> that would allow staff the ability to grant an exemption under section 7.4 to allow utilities only to perform work on Sunday, for scheduled maintenance purposes (construction work does not apply).

INTRODUCTION/BACKGROUND

At the February 1, 2021 Governance and Legislation Committee meeting, staff were requested to prepare an amendment to the Noise Control Bylaw permitting staff to consider exemptions to allow utilities or their contractors to perform work on Sunday, for specifically scheduled maintenance work. The City and its agents (contractors) are exempt from this prohibition. Due to time constraints, utility companies or their contractors perform work on a Saturday during business hours and higher transit use, thereby creating greater disruption from work associated road closures and power outages.

To reduce community disruption and improve internal efficiencies, the proposed amendment to the Noise Control Bylaw would enable utility companies to apply to staff for a Sunday noise exemption. The amendment bylaw is included later in the Regular Council agenda in the Bylaws section for consideration of first, second and third reading. The specific addition to the bylaw is as follows:

- a) In cases where the maintenance, installation or alteration of a public utility not operated by the City would require the partial or full closure of a road and impact access to a business, the public utility may apply to the Director of Planning and Development, who may then give approval, in writing, to carry on such work on a Sunday.

The bylaw is written in a way that would allow this type of request to be made when the work would involve interruption of access or services to a business. While the Committee's resolution identified that this would be for scheduled maintenance purposes, the draft bylaw amendment also includes "installation or alteration" of a utility to enable staff the flexibility to consider a Sunday exemption in those scenarios as well.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Applicants who receive a noise extension approval are required to notify adjacent property owners 24 hours in advance.

The White Rock BIA has previously indicated its support for allowing work involving road closures or power outages to occur on Sundays as this reduces the impact to the affected businesses and fewer transit users.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Highway Use Permit applications are used when closing the roadway is necessary for construction projects or utility work. These applications are reviewed and issued by the Engineering and Municipal Operations Department. As traffic (commuters and transit) is generally higher during the week, full road closures are usually preferred to occur on weekends to reduce disruption. Where the road closure would affect businesses and/or major bus routes, Sundays are the preferred date. This bylaw amendment to the Noise Control Bylaw would enable greater efficiency and flexibility for Engineering and Municipal Operations staff to direct utility operators and their contractors to undertake their work on Sundays.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This bylaw amendment will create internal efficiencies and assist to reduce community and business disruption associated with the general goal in the Our Economy theme that “we will support the prosperity and diversification of the City’s economic base.”

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council’s consideration:

1. Direct staff to revise the draft bylaw to remove the reference to “installation and alteration” of public utilities with associated road closures that impact businesses as a circumstance when the operator could apply to staff for an extension to do the work on a Sunday. While these requests are not anticipated to occur with any frequency, the reference to installation or alteration of services offers additional flexibility in case the type of work by the utility does not strictly fall under scheduled maintenance; or
2. Direct staff not to proceed with the bylaw amendment with continued need for Council approval for Sunday work.

CONCLUSION

At the February 1, 2021 Governance and Legislation Committee meeting, staff were requested to prepare an amendment to the Noise Control Bylaw that would allow staff to consider exemptions to allow utilities organizations or their contractors to perform specifically scheduled maintenance work on Sunday. This report introduces the related amendment bylaw which is included later in the Regular Council agenda for consideration of first, second and third readings.

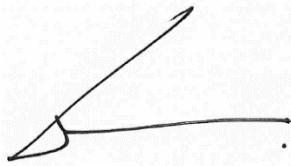
Respectfully submitted,

A handwritten signature in black ink that reads "Carl Isaak". The signature is written in a cursive style with a large, stylized 'C' and 'I'.

Carl Isaak, MCIP, RPP
Director, Planning and Development Services

Comments from the Chief Administrative Officer

This corporate report is provided for information purposes and to seek Council's potential feedback prior to the readings of the bylaw.

A handwritten signature in black ink. It consists of a large, sweeping 'G' followed by a horizontal line that ends in a small dot.

Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 22, 2021

TO: Mayor and Council

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Early Review of Zoning Amendment Application - Mezzanine Space in Floor Area Calculations (3 Dogs Brewery)

RECOMMENDATIONS

THAT Council direct staff to advance the zoning amendment proposed by 3 Dogs Brewing to enable mezzanine space to be utilized in their new location at Miramar Village, by:

- a) Directing the proponent to proceed to the next stage of the application process (i.e. a Public Information Meeting); or
 - b) Directing staff to bring forward a text amendment to the Zoning Bylaw that would apply more broadly across all zones in the City to enable commercial mezzanine spaces to be excluded from floor area calculations if they would not cause an undersupply of parking.
-

EXECUTIVE SUMMARY

The City has received an initial Application for an amendment to the Zoning Bylaw which, if approved, is intended to permit the construction of mezzanine space for patrons of 3 Dogs Brewing in their new location in the shops at the recently completed Phase 2 of Miramar Village (15181 Thrift Avenue). The current method of calculating maximum floor area (density) does not provide any exemptions for mezzanine space, and the building they are moving into is already built at the maximum floor area. 3 Dogs Brewing intends to open a brewery and lounge in the new location in May 2021, and will be completing tenant improvements prior to opening, including installing the mezzanine space, if it is approved, to be excluded from floor area calculations. If approved, the earliest possible public hearing date under the circumstances would likely be May/June 2022, following a circulation for interdepartmental comments, followed by a report to the Land Use and Planning Committee.

In accordance with the amendments to the Planning Procedures Bylaw, 2017, No. 2234 approved in September 2020, all rezoning applications are brought forward to Council for early input and direction on whether the application can proceed to the next stage in the application process or should be denied at this stage, if there are fundamental reasons they would not be supported by Council.

Alternately, Council may also consider whether this request could be more broadly applied throughout the Zoning Bylaw in the form of a text amendment that enables an amount of mezzanine space in all commercial zones to be excluded from the maximum floor area. As this

would be a relatively simple amendment to the Zoning Bylaw, if directed by Council, staff could bring forward an amendment bylaw for readings and the scheduling of a public hearing instead of the Applicant proceeding with a public information meeting which would add substantially to the timeframe to complete an amendment. The earliest scheduled public hearing date under these circumstances would be April 19, 2021.

PREVIOUS COUNCIL DIRECTION

Not applicable.

INTRODUCTION/BACKGROUND

3 Dogs Brewing, a licensed manufacturer which currently operates a brewery and lounge at 1513 Johnston Road, is opening a new location in the recently completed commercial space at Miramar Village. As part of fitting out the commercial space for the new location, the business has inquired about including mezzanine space in their over-height commercial space to add room for more patrons. Due to the site already being at the maximum floor area allowed in the zoning bylaw, this request for mezzanine space, which is currently included in floor area calculations, would require an amendment to the Zoning Bylaw, despite there being no visible impact to the exterior massing of the building.

Mezzanine spaces are permitted within the BC Building Code and are not counted toward the number of storeys in the building for Building Code purposes, provided the space meets specific requirements. The Applicant has indicated that their proposed mezzanine would meet those Building Code requirements; however, the City's Zoning Bylaw does not currently exempt mezzanines from being considered as storeys (which count toward the maximum gross floor area of the building).

The proposed floor area of the mezzanine space is 89 square metres (963 square feet), which would accommodate approximately 46 seats. The parking requirements for this mezzanine space would be six (6) spaces, and the total number of commercial/civic spaces at Miramar Village is in excess of the minimum required by the Zoning Bylaw (there are 291 total spaces for commercial and community centre uses, whereas only 226 are required in the CD-16 zone). Further, it is noted that the Town Centre area is well-served by transit routes and taxi operators, and the applicant notes that many of their customers live within walking distance of the Town Centre and do not require parking. Further, peak parking demands for a licensed establishment are more likely to occur in the evenings after other retail businesses and services close.

Staff consider that the parking capacity for the commercial uses at Miramar Village, given the context and other modes of transportation available, is sufficient to provide adequate parking for the business including the mezzanine space.

Council may consider whether this request could be more broadly applied throughout the Zoning Bylaw in the form of a text amendment that enables an amount of mezzanine space in all commercial zones to be excluded from the maximum floor area, such as amending the definition of "storey" currently in the Zoning Bylaw to the following revised definition (new section emphasized in bold):

"storey" means that portion of a building which is situated between the surface of any floor and the surface of the floor next above it and, if there is no floor above it, that portion between the surface of such floor and the ceiling surface above it. A storey shall not include a *basement*, cellar, or crawl space, except for those portions of a *basement* which contain *residential floor area*, *institutional floor area* or *commercial floor area*. **A storey**

shall exclude mezzanine spaces used for commercial purposes, provided the mezzanine complies with the requirements of mezzanine spaces under the BC Building Code and the use of mezzanines in the building would not result in minimum off-street parking spaces in the zone exceeding the number of spaces provided.

This accommodation for commercial uses would provide flexibility for other businesses that may wish to expand in an over-height commercial space, while providing a reasonable limit to prevent over-use that impacts parking supply. If the use of a mezzanine is only for storage or employee-only purposes, this would not impact parking requirements but may help a business use their space more efficiently without increasing the overall height or bulk of the building. As this would be a relatively simple amendment to the Zoning Bylaw, if directed by Council, staff could bring forward an amendment bylaw for readings and the scheduling of a public hearing instead of the Applicant proceeding with a public information meeting which would add substantially to the timeframe to completing an amendment.

This Application has also received a letter of support for their proposal from the White Rock BIA, which is attached to this corporate report as Appendix A. Drawings of the proposed mezzanine space are attached as Appendix B.

FINANCIAL IMPLICATIONS

If Council directs staff to bring forward a text amendment to the Zoning Bylaw, that would apply to more than the Applicant's location, there would be a partial (30%) refund of the \$4,100 zoning amendment application fee.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Public information meetings (PIMS) are required for private property zoning amendment applicants under the Planning Procedures Bylaw, but are not obligatory for City-led amendments to the Zoning Bylaw.

In either case (private or City-led), a future public hearing would provide an opportunity for interested community members to share their input on this topic and amendment bylaw with Council before a decision is made.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This topic is not directly aligned with Council's Strategic Priorities, though the ability to incorporate modest mezzanine spaces in commercial space does offer an opportunity to improve the prosperity of local businesses, in alignment with the "Our Economy" goal to "support the prosperity and diversification of the City's economic base."

OPTIONS / RISKS / ALTERNATIVES

The following alternate options are available for Council's consideration:

1. Deny the application if there are fundamental reasons it could not be supported by Council.

CONCLUSION

Council has adopted amendments to the Planning Procedures Bylaw which enable an early review of rezoning applications. This corporate report presents a proposal from 3 Dogs Brewing to allow proposed mezzanine space to be excluded from the calculation of floor area, and staff are seeking Council's direction on proceeding with this topic. In addition to the options of proceeding with the applicant's proposal to the next stage in the process or denying the Application, staff have identified that Council may direct staff to take the lead on this topic to allow similar commercial mezzanine spaces across the zones, by bringing forward a simple amendment to the Zoning Bylaw as described in this report which would apply broadly across the City.

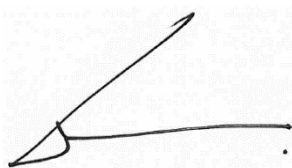
Respectfully submitted,



Carl Isaak, MCIP, RPP
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Letter of Support from White Rock BIA for Proposal

Appendix B: Architectural Drawings of Proposed Mezzanine Area

February 1 2021

To: Mayor & Council
City of White Rock

Re: 3 Dogs Brewing

Dear Mayor Walker and Councillors Chesney, Fathers, Johanson, Kristjanson, Manning, and Trevelyan:

The White Rock BIA urges the City of White Rock to swiftly approve a zoning amendment for 3 Dogs Brewery's new space at Miramar Village to exclude a mezzanine from floor area calculations.

Approving 3 Dogs Brewery to have a mezzanine in their new location would significantly improve their financial viability without substantively changing the floor area of the building. The additional customers they would be able to serve would ensure their continued success- especially during the pandemic with reduced capacity limits.

Time is of the essence: construction of the new space will take 8-10 weeks, and their tenant improvement period ends on April 4 2021. After that, 3 Dogs Brewing will be responsible for all leasing costs while earning no revenue. Given the negative impact of COVID-19 on all businesses' finances, it is crucial that 3 Dogs Brewing opens on May 1 2021. Delaying approval could very well force 3 Dogs Brewing to go out of business.

Pam Glazier, Scott Keddy, and Matt Glazier- 3 Dogs Brewing's owners- are exemplary corporate citizens. They have shown a commitment to our community that goes above and beyond what we expect of our businesses and our neighbours. They have supported several community initiatives at great cost to themselves, simply because they want White Rock to continue to be a phenomenal place to live, work, and play. Losing 3 Dogs Brewing would hurt our community. It is essential that White Rock supports businesses like 3 Dogs Brewing.

We hope that the City of White Rock will quickly move forward on this matter. Please reach out to us should you have any questions.

Sincerely,



Alex Nixon
Executive Director,
White Rock BIA

CC:

Guillermo Ferrero
Chief Administrative Officer,
City of White Rock

Carl Isaak
Director of Planning and Development,
City of White Rock

Carolyn Latzen
Economic Development Officer,
City of White Rock

COPYRIGHT © 2019 SURF Architecture

FIRE & SMOKE SEPARATIONS

2	FEB. 08, 2021	ISSUED FOR REZONING AMENDMENT APP.
1	JAN. 11, 2021	ISSUED FOR PRELIMINARY REVIEW
NO.	DATE	DESCRIPTION

ISSUES

#204 -1281 JOHNSTON RD.
WHITE ROCK, BC V4B 3Y9
TEL: 604.616.0646
email: mark@surfarchitecture.com
www.surfarchitecture.com

3 DOGS BREWING

3 DOGS BREWING TENANT IMPROVEMENT

PROJECT ADDRESS:
UNIT#107
15181 THRIFT AVENUE
WHITE ROCK, BC V4B 3Z4

DRAWING TITLE:
MAIN FLOOR PLAN

PROJECT NO: 2020-08

DRAWN BY: LC CHECKED BY: MK

DATE: NOV. 18, 2020

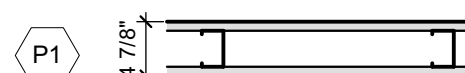
SCALE:
AS SHOWN

REVISION NO: DRAWING NO:

A2.0

File Location:

(NEW WALL)



PARTITION - NON-RATED
(NON-LOADBEARING)
5/8" GYPSUM WALL BOARD,
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P2 PARTITION (FULL HEIGHT) - NON-RATED
(NON-LOADBEARING)(SEE STRUCTURAL)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P3 COOLER INSULATED PARTITION - NON-RATED
(NON-LOADBEARING)
5/8" GYPSUM WALL BOARD - PAINTED
3 5/8" STEEL STUDS
COOLER INSULATED PANELS (BY MANUFACTURER)

P3a COOLER INSULATED PARTITION - NON-RATED
(NON-LOADBEARING)
COOLER INSULATED PANELS BY MANUFACTURER
1-1/2" FURRING CHANNEL
EXISTING 8" CMU WALL

P4 PARTITION (42" HIGH A.F.F.) - NON-RATED
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 16" O.C.
5/8" GYPSUM WALL BOARD

P5 FURRING
5/8" GYPSUM WALL BOARD
1-1/2" FURRING CHANNEL @ 16" O.C.
5/8" GYPSUM WALL BOARD
EXISTING 8" CMU WALL

P6 PARTITION - NON-RATED (NON-LOADBEARING)
(ACOUSTIC SEPARATION, WET AREA ON 1 SIDE)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 24" O.C.
ACOUSTIC BATT INSULATION IN CAVITY
5/8" CEMENT BOARD
FRP (FIBER-REINFORCED PANEL) TO TOP OF DOOR
FRAME HEIGHT

EXISTING WALLS
(PER BASE BUILDING ARCH PARTITION SCHEDULE

E1 EXISTING CURTAIN WALL SYSTEM

E2 EXISTING FIRE RATED DEMISING WALL: (2HR,
8" CONCRETE MASONRY UNITS

E3 EXISTING FIRE RATED DEMISING WALL: (2HR)
5/8" TYPE "X" GWB
3 5/8" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL

E4 EXISTING EXTERIOR WALL:
5/8" TYPE "X" GWB
2 1/2" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL
RIGID INSULATION
RAIN SCREEN
EXTERIOR CLADDING

(FLOOR/CEILING ASSEMBLY)

F1	POLISHED CONC. FLOOR FINISH 2" CONCRETE TOPPING 2" REVEAL "Q" DECK
F2	2" CONCRETE TOPPING 2" REVEAL "Q" DECK FURRING CHANNEL 5/8" GYPSUM WALL BOARD

F3 POLISHED CONC. FLOOR FINISH
2" CONCRETE TOPPING
2" REVEAL QDECK
3 1/2" INSULATED COOLER PANEL BY
MANUFACTURER

GENERAL SHEET NOTES:

- PREP FLOOR TO CONFIRM TO MANUFACTURER'S STANDARD - NEW FLOOR FINISHES INSTALLATION TO MANUFACTURER'S SPECIFICATIONS
- POLISHED FLOOR FINISH ON ALL DRY AREAS
- POLISHED FLOOR FINISH ON ALL WET AREAS
- PRODUCTS AND COLOUR TO BE COORDINATED WITH OWNER AND ARCHITECT
- POLISH EXISTING GYPSUM WALL BOARD SURFACES TO RECEIVE NEW PAINT FINISH UNLESS NOTED OTHERWISE; PREP EXISTING AND NEW WALL AREAS; PRIME PLUS 2 FINISH COATS COORDINATED WITH OWNER
- CHALKBOARDS TO BE COORDINATED WITH OWNER
- INSTALL BACKING AT ALL LOCATION WHERE ITEMS ARE ATTACHED TO WALL (EG: MILLWORK WHITEBOARDS, DISPLAY BOARD ETC)
- BEER DISPENSER BY OWNER, SPECIFICATION AND INSTALLATION TO BE COORDINATED WITH OWNER
- COORDINATE LAYOUT OF MECHANICAL AND ELECTRICAL WORK AND FUTURE LOCATIONS.

2	KEY PLAN
---	----------

A1.0	SCALE: 1" = 50'-0"
------	--------------------

1	MAIN FLOOR PLAN
---	-----------------

A1.0	SCALE: 1/4" = 1'-0"
------	---------------------

COPYRIGHT © 2019 SURF Architecture

- · · · 2 HOUR
- · · 1 1/2 HOUR
- · 1 HOUR
- — — 3/4 HOUR
- SMOKE SEPARATION (S.S.) (NO RATING)
- EXIT PATH
- EXIT SIGN

SURF
ARCHITECTURE

3 DOGS BREWING

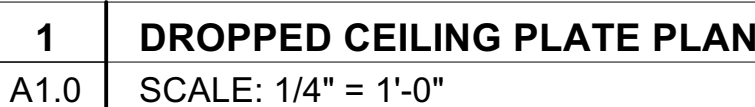
3 DOGS BREWING TENANT IMPROVEMENT

REVISION NO: DRAWING NO:

A2.1

File Location:

F3 POLISHED CONC. FLOOR FINISH
2" CONCRETE TOPPING
2" REVEAL QDECK
3 1/2" INSULATED COOLER PANEL BY
MANUFACTURER



PARTITION SCHEDULE:

(NEW WALL)

P1

4'-7 7/8"

PARTITION - NON-RATED (NON-LOADBEARING)
5/8" GYPSUM WALL BOARD,
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P2

PARTITION (FULL HEIGHT) - NON-RATED (NON-LOADBEARING)(SEE STRUCTURAL)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P3

COOLER INSULATED PARTITION - NON-RATED (NON-LOADBEARING)
5/8" GYPSUM WALL BOARD - PAINTED
3 5/8" STEEL STUDS
COOLER INSULATED PANELS (BY MANUFACTURER)

P3a

COOLER INSULATED PARTITION - NON-RATED (NON-LOADBEARING)
COOLER INSULATED PANELS BY MANUFACTURER
1-1/2" FURRING CHANNEL
EXISTING 8" CMU WALL

P4

PARTITION (42" HIGH A.F.F.) - NON-RATED
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 16" O.C.
5/8" GYPSUM WALL BOARD

P5

FURRING
5/8" GYPSUM WALL BOARD
1-1/2" FURRING CHANNEL @ 16" O.C.
5/8" GYPSUM WALL BOARD
EXISTING 8" CMU WALL

P6

PARTITION - NON-RATED (NON-LOADBEARING)
(ACOUSTIC SEPARATION, WET AREA ON 1 SIDE)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 24" O.C.
ACOUSTIC BATT INSULATION IN CAVITY
5/8" CEMENT BOARD
FRP (FIBER-REINFORCED PANEL) TO TOP OF DOOR FRAME HEIGHT

EXISTING WALLS
(PER BASE BUILDING ARCH PARTITION SCHEDULE)

E1

EXISTING CURTAIN WALL SYSTEM

E2

EXISTING FIRE RATED DEMISING WALL: (2HR)
8" CONCRETE MASONRY UNITS

E3

EXISTING FIRE RATED DEMISING WALL: (2HR)
5/8" TYPE "X" GWB
3 5/8" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL

E4

EXISTING EXTERIOR WALL:
5/8" TYPE "X" GWB
2 1/2" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL
RIGID INSULATION
RAIN SCREEN
EXTERIOR CLADDING

(FLOOR/CEILING ASSEMBLY)

F1

POLISHED CONC. FLOOR FINISH
2" CONCRETE TOPPING
2" REVEAL "Q" DECK

F2

2" CONCRETE TOPPING
2" REVEAL "Q" DECK
FURRING CHANNEL
5/8" GYPSUM WALL BOARD

F3

POLISHED CONC. FLOOR FINISH
2" CONCRETE TOPPING
2" REVEAL QDECK
3 1/2" INSULATED COOLER PANEL BY MANUFACTURER

The main floor plan illustrates the layout of the 3 Dogs Brewing Unit #107. Key areas include two Fermentation tanks (176.68sf each), a Storage area (88.43sf), a Lounge (46 seating capacity), a Bar, and Sanitary facilities for men and women. The plan also shows a mezzanine level, a display case, and various utility areas like the water tight enclosure and existing cooling tower. Dimensions are provided for walls, openings, and furniture placement. Annotations specify materials like 5/8" gypsum wall board and 3-5/8" steel studs. A general sheet notes section provides additional context for the construction details.

1

MAIN FLOOR PLAN - PHASE 2

A1.0

SCALE: 1/4" = 1'-0"

NORTH:

COPYRIGHT:

All drawings, plans, specifications, reports, electronic data files, and working digital records (CAD Files), prepared by or on behalf of SURF Architecture, are Instruments of Service (IOS) and as such are the property of SURF Architecture. The exclusive copyright for SURF Architecture's IOS belongs to SURF Architecture. SURF Architecture's IOS are developed for the exclusive use of its Clients and their authorized Project Team participants. The IOS are to be used exclusively on the particular Project for which they were developed and are not to be used on any other project work without prior written authorization of SURF Architecture. Due to the unsecured nature of electronic data transfer and the inability of the originator to establish controls over the use thereof, SURF Architecture assumes no responsibility for any damages, errors or omissions, consequential or otherwise, arising from such use. Hard copy IOS take precedence over electronic data file IOS. In the event that SURF Architecture's IOS are used for purposes other than intended, or if the IOS are amended, altered or revised in any manner whatsoever, without receiving SURF Architecture's prior written consent, anyone improperly using this information does so at their own risk. Accessing the IOS provided, confirms acceptance of all conditions of use and the user agrees to indemnify, hold harmless and defend SURF Architecture from and against all claims, demands, losses, damages, liability and costs (including costs between solicitor and user) arising from such use.

COPYRIGHT © 2019 SURF Architecture

PROFESSIONAL SEAL:

FIRE & SMOKE SEPARATIONS

2 HOUR

1 1/2 HOUR

1 HOUR

3/4 HOUR

SMOKE SEPARATION (S.S.) (NO RATING)

EXIT PATH

EXIT SIGN

NO.	DATE	DESCRIPTION
2	FEB. 08, 2021	ISSUED FOR REZONING AMENDMENT APP.
1	JAN. 11, 2021	ISSUED FOR PRELIMINARY REVIEW
NO.	DATE	DESCRIPTION

ISSUES

SURF

ARCHITECTURE

#204 -1281 JOHNSTON RD.
WHITE ROCK, BC V4B 3Y9
TEL: 604.616.0646
email: mark@surfarchitecture.com
www.surfarchitecture.com

CLIENT

3 DOGS BREWING

PROJECT:

3 DOGS BREWING
TENANT IMPROVEMENT

PROJECT ADDRESS:
UNIT#107
15181 THRIFT AVENUE
WHITE ROCK, BC V4B 3Z4

DRAWING TITLE:
MAIN FLOOR PLAN
W/ MEZZANINE

PROJECT NO:	2020-08
DRAWN BY:	LC
CHECKED BY:	MK
DATE:	NOV. 18, 2020
SCALE:	AS SHOWN
REVISION NO:	DRAWING NO:

A2.2

Page 59 of 497

PARTITION SCHEDULE:

(NEW WALL)

P1

4'-7 1/8"

PARTITION - NON-RATED
(NON-LOADBEARING)
5/8" GYPSUM WALL BOARD,
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P2

PARTITION (FULL HEIGHT) - NON-RATED
(NON-LOADBEARING)(SEE STRUCTURAL)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUDS @ 24" O.C.
5/8" GYPSUM WALL BOARD

P3

COOLER INSULATED PARTITION - NON-RATED
(NON-LOADBEARING)
5/8" GYPSUM WALL BOARD - PAINTED
3 5/8" STEEL STUDS
COOLER INSULATED PANELS (BY MANUFACTURER)

P3a

COOLER INSULATED PARTITION - NON-RATED
(NON-LOADBEARING)
COOLER INSULATED PANELS BY MANUFACTURER
1-1/2" FURRING CHANNEL
EXISTING 8" CMU WALL

P4

PARTITION (42" HIGH A.F.F.) - NON-RATED
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 16" O.C.
5/8" GYPSUM WALL BOARD

P5

FURRING
5/8" GYPSUM WALL BOARD
1-1/2" FURRING CHANNEL @ 16" O.C.
5/8" GYPSUM WALL BOARD
EXISTING 8" CMU WALL

P6

PARTITION - NON-RATED (NON-LOADBEARING)
(ACOUSTIC SEPARATION, WET AREA ON 1 SIDE)
5/8" GYPSUM WALL BOARD
3-5/8" STEEL STUD @ 24" O.C.
ACOUSTIC BATT INSULATION IN CAVITY
5/8" CEMENT BOARD
FRP (FIBER-REINFORCED PANEL) TO TOP OF DOOR
FRAME HEIGHT

EXISTING WALLS
(PER BASE BUILDING ARCH PARTITION SCHEDULE)

E1

EXISTING CURTAIN WALL SYSTEM

E2

EXISTING FIRE RATED DEMISING WALL: (2HR)
8" CONCRETE MASONRY UNITS

E3

EXISTING FIRE RATED DEMISING WALL: (2HR)
5/8" TYPE "X" GWB
3 5/8" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL

E4

EXISTING EXTERIOR WALL:
5/8" TYPE "X" GWB
2 1/2" STEEL STUDS @ 24" O.C.
BATT INSULATION IN CAVITIES
1" AIR SPACE
8" CONCRETE WALL
RIGID INSULATION
RAIN SCREEN
EXTERIOR CLADDING

(FLOOR/CEILING ASSEMBLY)

F1

POLISHED CONC. FLOOR FINISH

1

MEZZANINE PLAN - PHASE 2

A1.0

SCALE: 1/4" = 1'-0"

NORTH:

COPYRIGHT:

All drawings, plans, specifications, reports, electronic data files, and working digital records (CAD Files), prepared by or on behalf of SURF Architecture, are Instruments of Service (IOS) and as such are the property of SURF Architecture. The exclusive copyright for SURF Architecture's IOS belongs to SURF Architecture. SURF Architecture's IOS are developed for the exclusive use of its Clients and their authorized Project Team participants. The IOS are to be used exclusively on the particular Project for which they were developed and are not to be used on any other project work without prior written authorization of SURF Architecture. Due to the unsecured nature of electronic data transfer and the inability of the originator to establish controls over the use thereof, SURF Architecture assumes no responsibility for any damages, errors or omissions, consequential or otherwise, arising from such use. Hard copy IOS take precedence over electronic data file IOS. In the event that SURF Architecture's IOS are used for purposes other than intended, or if the IOS are amended, altered or revised in any manner whatsoever, without receiving SURF Architecture's prior written consent, anyone improperly using this information does so at their own risk. Accessing the IOS provided, confirms acceptance of all conditions of use and the user agrees to indemnify, hold harmless and defend SURF Architecture from and against all claims, demands, losses, damages, liability and costs (including costs between solicitor and user) arising from such use.

COPYRIGHT © 2019 SURF Architecture

PROFESSIONAL SEAL:

FIRE & SMOKE SEPARATIONS

2 HOUR

1 1/2 HOUR

1 HOUR

3/4 HOUR

SMOKE SEPARATION (S.S.) (NO RATING)

EXIT PATH

EXIT SIGN

2	FEB. 08, 2021	ISSUED FOR REZONING AMENDMENT APP.
1	JAN. 11, 2021	ISSUED FOR PRELIMINARY REVIEW
NO.	DATE	DESCRIPTION
ISSUES		

SURF

ARCHITECTURE

#204 -1281 JOHNSTON RD.
WHITE ROCK, BC V4B 3Y9
TEL: 604.616.0646
email: mark@surfarchitecture.com
www.surfarchitecture.com

CLIENT

3 DOGS BREWING

PROJECT:

3 DOGS BREWING
TENANT IMPROVEMENT

PROJECT ADDRESS:

UNIT#107
15181 THRIFT AVENUE
WHITE ROCK, BC V4B 3Z4

DRAWING TITLE:

MEZZANINE PLAN

PROJECT NO:

2020-08

DRAWN BY:

LC

CHECKED BY:

MK

DATE:

NOV. 18, 2020

SCALE:

AS SHOWN

REVISION NO:

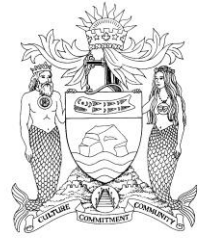
DRAWING NO:

A2.3

File Location:

Page 60 of 497

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 22, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director of Engineering and Municipal Operations

SUBJECT: Transportation Master Plan – Survey Results

RECOMMENDATIONS

THAT Council:

1. Support walkability as a transportation infrastructure priority;
 2. Direct Staff to make improving walking networks, sidewalk infrastructure and traffic safety a priority during the Integrated Transportation and Infrastructure Master Plan's next phase of public engagement; and
 3. Direct Staff to develop a walking network and a phased implementation plan as part of the Integrated Transportation and Infrastructure Master Plan.
-

EXECUTIVE SUMMARY

Transportation plays a key role in the daily lives of residents, visitors and for local business with real implications on quality of life. As part of the ongoing Integrated Transportation & Infrastructure Master Plan (ITIMP), the City launched a survey to identify current transportation issues and opportunities.

The purpose of this report is to provide Council with a summary of the survey results and to seek Council's direction on transportation infrastructure priorities in advance of the and the next phase of public engagement.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2019-528 <i>November 18, 2019</i>	THAT Council: <ol style="list-style-type: none">1. Receives for information the corporate report dated November 18, 2019 from the Director of Engineering and Municipal Operations titled "Preserving Road Right of Ways for a Sustainable City"; and2. Directs staff to continue to administer the Street and Traffic Bylaw with respect to new encroachments as well as at the time of property redevelopment. <p style="text-align: right;">CARRIED</p>

INTRODUCTION/BACKGROUND

Transportation decisions affect our community's health, environment, and economy. An efficient transportation network ensures community members can safely move in and around White Rock. Transportation also plays a key role in our daily lives and has real implications on our quality of life.

The City of White Rock is developing an Integrated Transportation and Infrastructure Master Plan (ITIMP) to help address current transportation challenges and shape the future of transportation in White Rock. This master plan is an update to White Rock's previous transportation plan, the "2014 Strategic Transportation Plan."

The ITIMP includes key themes such as walking, cycling, access to transit, neighbourhood parking, driving and truck traffic, and traffic safety. It will provide a long-term strategic plan that will guide transportation and infrastructure decisions for the next 20 years.

With in-person restrictions ongoing during the COVID-19 pandemic, the City's consultant, Urban Systems, prepared a survey to identify issues and opportunities related to transportation. The survey launched on "TalkWhiteRock" on December 23, 2020 and closed on February 1, 2021, receiving 197 total contributors (188 responses and 11 "pins" for location specific comments).

The survey results are in Appendix A and the survey comments are in Appendix B. A summary of the responses is as follows:

- **Improving traffic safety** was the highest ranked desired outcome of the ITIMP; it was followed by reducing travel times and congestion and improving environmental outcomes.
- **Walking** was ranked as the highest priority aspect for White Rock's transportation system; it was followed by traffic safety and access to transit.
- **Walking Network** was identified as the transportation facility in need of most improvement. Major streets and neighbourhood streets were ranked next.
- 52% of participants drive alone, 11% use transit, and 9% walk to school or work.
- The **lack of sidewalks or pathways** is the main challenge to walking in White Rock.
- Most respondents walk daily either for transportation purposes and/or for recreation or exercise purposes.
- Respondents stated that the City can build more trails and pathways or widen and improve existing sidewalks to encourage more walking.
- When asked how we can improve driving or carpooling, the top response was "improve walking, cycling and transit to reduce the need the drive."
- 44% of the respondents were age 65+, and 25% were age 55 to 64.
- 82% of the respondents were White Rock residents.

Based on the responses, residents identified walking as the highest priority aspect for the City's transportation system. As most respondents walk daily either for transportation purposes or for recreation and exercise, improvements to the walking network is necessary to improve traffic safety for this mode. It is recommended that the City develop a walking network with a phased implementation plan for the network, and that the next phase of public engagement emphasize walking and improving traffic safety.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The survey was advertised on the City of White Rock website, social media, news release and print ads in the local newspaper. The survey page received 197 engaged visitors either contributed to the survey or “placed pins on places” to provide location specific comments.

The next phases of engagement will be through virtual consultations and surveys as there are in-person restrictions due to the COVID-19 pandemic.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Manager of Communications has provided input in the public engagement plan and Transportation Master Plan survey.

CLIMATE CHANGE IMPLICATIONS

Transportation contributes over half of all greenhouse gas emissions in White Rock and approximately 45 per cent region-wide, making this Master Plan critical for achieving these sustainability targets. Currently, about 80 per cent of all trips made by White Rock residents are by car, so encouraging the use of sustainable transportation modes like walking, cycling, and transit is now more important than ever.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

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

1. Not incorporate walking network, sidewalk infrastructure and traffic safety focuses in the ITIMP process.

If Option 1 is selected, there will no significant improvements to the City’s walking network, sidewalk infrastructure, and traffic safety as the ITIMP will then not provide additional focus in these areas that were identified by participants as priorities and ranked as their preferred outcome of the ITIMP.

CONCLUSION

Transportation decisions affect our community’s health, environment, and economy. The City launched its first ITIMP survey to identify current issues and opportunities relating to transportation. Receiving 197 responses, residents rated improving traffic safety is their most desired outcome of the ITIMP and ranked walking as the highest priority for White Rock’s transportation system.

Additionally, encouraging walking reduces traffic congestion and improves environmental outcomes – both ranked as the second and third desired outcomes of the ITIMP.

Therefore, it is recommended that Council support walking as a transportation infrastructure priority, direct staff to focus on walking and improving traffic safety during ITIMP's next phase of public engagement, and direct staff to develop a walking network and a phased implementation plan as part of the ITIMP. These recommendations align with feedback from the ITIMP survey.

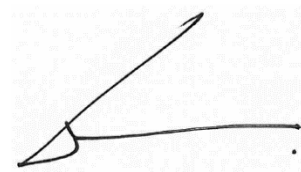
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Gordon', is centered below the text 'Respectfully submitted,'.

Jim Gordon, P.Eng.
Director, Engineering and Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', is centered below the text 'I concur with the recommendations of this corporate report.'.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Transportation Survey Response - Detailed Summary
Appendix B: Transportation Survey Comments

Appendix B

Transportation Survey Comments

Would be wonderful to turn railway track area into bicycle only pathway
White Rock is less than 2 sq miles. Let's improve the sidewalks, back lanes and crosswalks. Perhaps better shelters for bus users as well. Outside commuters, etc. simply have to live with our City and we need to focus on the residents.
White Rock is a wonderful place to walk - and it is possible to meet all your shopping and recreation needs on foot. More paths and sidewalks make walking more attractive and safe.
White Rock increasing population is not supported by the infrastructure!
Whatever you do, taking cycling as an example - needs to be looked at withing the context of mutliple jurisdictions and connectivity. Going west to east - Marine Drive is great for scenery but can be pretty busy in good weather and has no bicycle defined space - and leads to either continuing on 8th or dropping down to 0 avenue (which is the last good east/west road to ride - please do everything you can in your work with Surrey and Langley etc. to maintain 0!!; 16th is generally busy and doesn't have a bicycle defined space; 20th in Surrey is very fairly busy at times and has a mixed bag in terms of bicycle defined space; 24th is very busy with Morgan Crossing now - and is mixed in terms of bicycle definition; 32nd is bad.
What is the return on investment between taxes paid to Translink and how much Translink returns to our community in the way of services. How much parking tax is paid to Translink from White Rock. What other taxes are paid to Translink by our community.
Why does this survey not mention the relationship between transportation and the BNSF railway in our community. What is the long term strategy of the city regarding reducing rail traffic along the White Rock waterfront. Why is this issue not addressed in this survey?
We need traffic calming and safety for pedestrians 15600 to 16000 blocks of Marine Dr. Angle parking on lower Johnson Road is an extreme hazzard and traffic obstruction.
We need side walks. I don't feel safe walking with my daughter on the road and the old excuse that "this is White Rock, people don't speed" is not good enough.
We live in a relatively small town, why does everyone have to drive so fast. I think more traffic calming is needed on main streets including Buena Vista and Thrift. These streets need to be beautified as well. There is not a single stop sign between Staydt and City Hall - it invites people to race all the way along this stretch of road.
We live in a rainy area, for safety we need adequate lighting for both pedestrians and vehicles.
We feel a bit neglected when it comes to public transportation
We are adding thousands of residents and have not improved the roads.
Trying to get to the Tsawassen Ferry from White Rock takes almost 1.5 hours because you have to go to Bridgeport Station, then transfer to the 602, retracing your route. Should be a small bus direct to ferry several times a day.
Trucks (container and dump) are making traffic frustrating. 32 Ave and 16 Ave should both be double lane. With all the development going on and 32 Aveand 16 Ave are becoming increasingly busy and are projected to get even busier.
too high of condos as that brings in 1-2 vehicles per unit, and then these vehicles all need to get out of white rock with great difficulties
This Plan is an update to the 2014 Strategic Transportation Plan so it would have been helpful to provide a link to that plan so we know what Plan is being reviewed and updated.

There are two things that aren't in white rock specifically. however, they no doubt heavily effect many in our community. First, push Surrey and province for better connections to highway 99, both at 152nd and 24th and second the Massey tunnel is ridiculous. we need to push the province to replace it ASAP.
The sheer number of dumptrucks using and parking on city streets is bad for air quality and creates parking and safety issues (I've seen them park backwards). Because of all the development of high rises dump trucks should be forced to use arterial routes like 16th Avenue rather than Pacific and Thrift. Also developers should be forced to find appropriate parking not on residential streets for dumptrucks and their tenders when waiting for their turn to load up.
The major traffic routes from the town center to the beach are steep, poorly lit and in many cases has very poor signage. Speeding is epidemic on the hillside and there is absolutely no traffic enforcement by our local RCMP Detachment. They spend way to much time on the beach and not nearly enough time policing how people get there. Its well past time that we see some traffic enforcement on the Columbia Hillside. Council needs to instruct the local detachment to make traffic enforcement on the hillside a priority, people treat stops signs like they are a suggestion not a requirement.
The elephant in the room for transport in White Rock are the freight trains, they need rerouting, a small station reestablishing, and commuter trains and leisure trains on weekends and holidays in their place. People would come from miles away and the seafront would boom again without traffic issues
The double decker buses seem a little over kill for White Rock. They appear to be used for a bus loop turn around in White Rock for the sole purpose only.
The construction due to over-development has ruined the roads and pavement on many of our arterial roadways. There are many safety concerns with regard to mega trucks blocking every avenue. It's just getting worse. Stop the over development. Bring back the direct bus to downtown Vancouver. I know you can't, but that is what would make life easier, in my opinion.
The conditions of some of the roads are horrendous. Thankfully, the Bosa towers are complete, but Thrift Ave was a dangerous mess for three years and they have only paved a small part. It is still rough from Johnston to Findlay. I have written about the state of the roads and nothing has been done. Demand better from the developers who tear up the roads and don't fix it properly.
Thanks for looking at this issue and also considerable more walkable options. I'd love to have ways to stay local without using a car. I used to use transit a lot but don't as it's so laborious and inefficient to get anywhere.
Thanks for asking.
Many of the road right of ways that have stairs and benches are rarely used. Signage, walk route maps and maybe development of a Phone app for guiding and incentivize walking, biking etc in our City. Ie. walking, cycling rewards app.
Thank You for what your doing !
Thank you for the opportunity to share input
Stop building high rises. We don't have the infrastructure to support the increase in population, and the climate crisis indicates that the infrastructure that would be necessary, especially for private vehicles, would cause even greater damage to the environment.

Still trying to understand why Mayor and council would object to some tree trimming to enable double decker busses. That seems highly obstructive and ridiculous - especially when we have just had a power outage due to overhanging branches hitting power lines. That is HIGHLY short sighted, ultimately very costly and inconvenient to put it mildly.
speeding on 16th Avenue is excessive
Sight lines at some intersections poor
Rules must be established for skate boards and powered stand on transportation devices. They are proliferating some cities and will become more prevalent here. Segways did not stick because they were too expensive but these powered stand on devices are cheap and popular.
Require more walkways
Replace broad-glare street lights with modern downcast LED lights. Add Traffic Calming and lower speed limits.
Reduce speed limits. Make bike paths so people don't ride on the sidewalks
Public alternative transportation to the beach needed for those not wanting to take a car. Community shuttle too infrequent and routes are not direct. A funicular, as seen in other communities with steep hills (e.g., Edmonton).
Pls add weather protective shelters at as many bus stops as you can without the metal pieces placed in between on the seats that take up space. Pls make it possible on transit for ppl to bring their personal wheeled shopping buggies onto the buses as currently there isn't really a place for them to go - they take up the aisle which is needed for boarding & getting off & risks tripping ppl. These are needed by residents to go to the library & run errands since they can't carry what they need to bring back. Pls make some of the transit seats with the old padding on them like the old 351 bus had as ppl like me cannot sit in the current ones as the reverberation goes through my spine & is very painful - it means I have to stand every time I go somewhere & again I am blocking ppl that need to get in/out. It's stressful as there is very little room for me & not a space I can stand out of the way & safely hold onto a pole in front of me or beside me. I am not the only one this is happening with. Can you pls get transit to reduce the volume of the stop recordings. Thank you
Please update all the stairs and pathways down to the ocean. Many need railings and/or repair. Many stairs are cement ... and chipped. I would love a map and I think the public would appreciate it, too. They could park up top and find a safe path down. At the ocean we cannot safely walk down the cement ramps and onto the beach because of loose rocks and sand. A railing on one side (or two!) would help immensely.
Please make safe all sidewalks. Some, like on Columbia, are rough and uneven. Some pathways to the beach are well maintained but others are not. Very inconsistent. I walk from uptown down to the beach regularly and some pathways and sidewalks are much safer than others. Thank you.
Please continue to densify Uptown to create a walkable centre.
Parking is a huge stumbling block in WhiteRock. The parking challenges have not been addressed by several city councils. We hope this council with Mayor Walker will consider this challenge a priority. A very concerned tax payer.

Oxford St., between thrift and 16th has turned into a high speed freeway. We walk in that area often as we head from Everall St. to the ravine and tennis courts. The elderly coming from Evergreen Care Home are in dire danger of being hit on a regular basis. We are too, but we run across. Some traffic calming in that block (roundabout) and another cross walk mid way up would probably save a life. It's crucial to fix the problem. It appears to be the route for most traffic coming off the freeway at 148th to access the beach. The ravine, tennis courts, garden, track, children's park, rink etc are all places most people walk to. The speed is too high on that stretch. Even the crosswalk at the top of Oxford is not enough. The cars speed up the hill and towards it or towards the turn at Thrift. Traffic calming and a roundabout mid way would improve the safety immensely. thank you for the survey.
On Johnson, the concrete jutting out into the road hampers traffic. If it was meant to do that, there has to be alternatives given.
Noise pollution from vehicles or motorcycles revving their engines and tires
No more high rises ! there are already way too many cars in White Rock !
More speed control and pathways to walk
More sidewalks and bike lanes that are safe Bike paths along marine drive would be awesome Lower the speed limits way to many people speed around white rock
More police presence, the amount of mva infractions is bad, enforce not just educate. speeding is an issue, marine drive business deliveries is a total disregard for public safety. Spend money on roads like you did at Royal ave between Fir and Johnston, nice road!! invest in our infrastructure and not just grandiose monuments. Stick with a plan and endeavor to move forward with a plan. connectivity, start with intersections and plan to connect sidewalks to it, have to start somewhere. most roads have no sidewalks.
More police monitoring of cars driving across crosswalks when the walk signal is on , especially on Johnston and 16th ave
More police enforcement. Too many speeders and loud motorcycles.
More police enforcement needed. Reduce speed limit on all roads to 30km. I see cars speeding at over 80km every day but never see police.
More neighbourhood permit parking
More and safer, well maintained cycling lanes. Upgrade and maintain sidewalks.
marine drive: start here, noise (you have a bylaw) speeding (you have signs), big trucks (use 16th route) , traffic calming lights, lighted crosswalks, weekends close down to walking cycle bus only, one lane one way only. This all ties to WR being GREEN and eliminating the exhaust from the continuous lines of cars sitting idling on marine east to west beach areas
many roads are in need of repair, pot holes and very poor condition
Making one way roads in the town centre to reduce congestion. It's already congested and will be worse when the high rises are finished
Loop bus - small but frequent connecting large apt. buildings and commercial establishments with waterfront recreation, living and entertainment areas
Looks like the current status has been around for quite some time with the exception of a tremendous amount of new buildings/housing being added in the last couple of years. In spite of the additional new tax revenue this represents, it does not appear much if anything was being done to improve the infrastructure needed with regards to keeping up good standards and general quality of life.

look at a series of one way streets downtown and allow people to park near there homes but try to restrict those that have parking stalls to use them and not the street
Less transfers and more direct route particularly for Vancouver commute.
Learn from European countries how to improve transportation
Kudos on the Christmas decorations on the beach, also love the lights in the trees on Johnson road to Buena Vista Ave.
Kent Seniors Bus when not in service might be useful as an "on call" pick up loop schedule to the beach and lunch hour for elders; Perhaps have regular festival's bus/trolley loop again
Keep it dog friendly, small town feel. Patrol to ensure residents and guess follow rules on promenade. Provide better transit Route/ bus service so residents can take direct and efficient public transit to work downtown without taking 2 buses and a sky train.
Improve oxford between thrift and North Bluff, with more room for busses to stop. Perhaps remove parking on one side? Improve the intersection of thrift and Oxford (In my uneducated opinion, I think a roundabout could work) Work with Surrey to Improve the intersection of Oxford/148 and North Bluff/16th. Add left turn arrows.
I'd like to encourage those making decisions affecting transportation in White Rock to try hopping on a bicycle and riding around on the major routes such as 16th, Marine and Johnston. It's terrifying!
I would stop driving to town center if it cost me a \$1 for the short transit trip instead of \$2.40 to \$3 one way fare
I would be happy to spend some time with someone from the Transportation Planning Team to discuss the concept of a Tram System for White Rock. Imagine how awesome it would be to park your car somewhere uptown (a new parking facility integrated into Semiahmoo Mall?) and then jump on the tram to White Rock Beach! With all of these (high income) people moving into highrise developments uptown, the density will support it. And finally, we could create the easy access to the beach that is necessary to deliver sustained traffic to Marine Drive businesses. White Rock could be the coolest destination in the Lower Mainland to bring your out of town guests. Even more so than it already is.
I work on Russell and best area and it is not safe for us as they is no parking for business staff. Everywhere is resident only and those areas are empty. Let businesses buy parking passes for the staff so we don't have to walk 6 blocks in the darkness looking over our shoulder worried about the nutters wondering the streets.
I think the roads near marine drive like Buena Vista , Vidal, Victoria and Columbia should be 30km for safety of walkers and cyclist as once drivers are off marine drive they speed up the hill and down the hill and it is dangerous
I think the City of WR and the City of Surrey should get together and fight to reinstate the 351 from Crescent Beach to Bridgeport
I refuse to use underground parking so that's not a solution. Stop building bump outs drivers no longer know how to negotiate a right hand turn. they always pull wide now into oncoming traffic.
I own a Tesla and there are very few options for electric charging. My strata has refused to install an EV charger so I am stuck driving all the way to Surrey Guildford or Twassessen Mills for a full charge. In Richmond the new hi-rise developments have EV chargers in each parking stall. This is the way of the future and it feels like the City is way behind on.

<p>I live on Stayte Rd. in a condo building. The exit of our parking lot is directly onto Stayte Rd. With elementary and high school traffic in the morning particularly, as well as people going to Marine Drive to the access the beach along Stayte it can be a very long wait to get out of our driveway. I hear another building has been approved and now we will be adding another 50 to 90 or more cars to exit onto this same area. Why are so many buildings approved without thought to the traffic? It is happening all over this city.</p>
<p>I live on Foster/Roper and have asked (unsuccessfully)the previous council to put speed reducing elements on Foster between Thrift and Buena Vista. Over the years we have had several accident and near accidents on my corner and the corner of Foster and Prospect. Due to the slope of Foster, crossing these intersections is dangerous for both pedestrians and drivers. The situation has become worse since there is more traffic on 152nd Street and drivers speed along Foster (in both directions) to avoid traffic lights along Johnston. Loud motorcycles and trucks accelerate hard, especially when driving up from Buena Vista. Suggestions: add speed bumps, narrow the road, bump out sidewalks and introduce raised crosswalks. Restrict access to Foster from Buena Vista (no left turns from Buena Vista).</p> <p>To help with introduction of 30km/h speed limit, we would need hundreds of speed bumps all over the city.</p> <p>All this costs money and I suggest that for all on-street parking there should be Permit Parking, which already has been implemented for some streets. This will help pay for all the new walking/cycling infrastructure.</p> <p>I have an underground parking space in my condo building but would be happy to pay for extra permits so that when my children can come visiting again (after Covid19), they can do so and park on the street with the permits.</p> <p>In the long term it would be good to have some noise radars that will ticket those with loud trucks, cars or motorbikes. It would not only reduce noise- but also exhaust pollution.</p>
<p>I don't understand your population estimates. 21K now. 27K in 25 years? With Landmark at 75 stories, then Semiah, Altus, 2 x BOSE, Altus, Phantom, etc., etc. I understand deaths, moving, and so on, yet there is even more density planned over the next 25 years...No? Where will even the NEW, CURRENT hi-rise residents of these buildings park? I live on Winter St. & we could NEVER have visitors park near our building during daytimes during the construction. Workers arrived at 6am and stayed all day.. We (as a strata) approached Council for signage, but were denied. Can't imagine we will EVER be able to park again on our street near our residence once BOSE buildings begin to fill. The lanes on Thrift are now SOOO narrow. The exit from the Bose underground is only "feet" from the corner. Accidents will happen - "Guaranteed" as people "whip out" of the underground. It's as if there was NO thought at all to infrastructure planning of any kind before the hi-rises began to be built.</p>
<p>I can't believe that the City hasn't clearly marked the newest section of Johnston Rd for bicycles, and having parking spots right near the crosswalk at the playhouse creates blind spots and I've seen literally from day one when it reopened someone almost get ran over. The lack of forward thinking on transportation issues other than their own four wheels is something this council should stop and reassess. Time to move into the future and make White Rock a friendlier, safer, and more pedestrian oriented community. Lower speed limits to 30-40 km's on most city streets and enforce these, but I suspect most council members don't do that in the first place.</p>

I am quite pleased with transportation in white rock. I am an avid cyclist and walker and like the options we have. The busy roads are an issue and I prefer not to see more roads and also not more parking. Reducing speed and constant promotion of walking cycling and transit are important.
I am appalled that White Rock charges for parking at Centennial Park. In all my travels and years of involvement with Minor Hockey throughout the Province I have never seen another arena that charges families to use their facilities. It is always a topic of conversation when visiting teams play at Centennial.
Greater bus access to the boardwalk
Good luck.
Get rid of Train Tracks on beach front
Generally I think it's okay but we need to encourage people to not use their cars.
I would highly recommend getting more creative on the beach. Make it exclusively a walking environment, with parking only at east beach area. Add shuttles that run up and down the main drag.
For the last year or so unable to turn out left of our building due to the increase of traffic up the Oxford hill. PLUS parking allowed so far up the Oxford Hill (by Evergreen Care Home) unable to see vehicles coming up the hill.
Fix the speeding issue on Marine Drive. It's beyond ridiculous that the city of white rock has done nothing to address this concern. Residents have been complaining for years and the city has done absolutely nothing nor has the RCMP. Residents are getting very angry, we are going to rally together and start making a lot more noise about the dereliction of duty that the city has exhibited in addressing our concerns
Fix small issues that make cycling tough. Remove baffle gates on bike routes, connect to routes in Surrey, remove parking from bike routes.
Faster and direct connections to richmond shy train Increase frequency
Fast and convenient rail transportation is needed to other municipalities. Busses are an outdated mode of public transportation which only add to road congestion. White Rock should install a European style tram system to the beach. It would increase opportunities for the beach areas and would become a unique and fun characteristic of White Rock.
Encouraging people to use transit is a nice idea but not suitable for many seniors that simply cannot clamber on and off buses and walk even short distances at either end of their trips. Therefore, the roadways will endure as the mode of choice. Also, many tradespeople live in White Rock and use their vehicles to travel to multiple destinations in their business day. These vehicles often are also carrying tools, clothing, supplies and equipment. For these reasons transit is again not practical. So again, the roadways become as essential as they are for emergency and municipal vehicles. It is clear from the questions in this survey that the impetus, designed by Metro Vancouver, towards more walking, cycling and transit has limited applications for White Rock. The municipality has a substantial population of residents that are older than the average. Coupled with the topography and the traditional nature of lower density residences compared with, say, the West End in Vancouver, meaning that the vast majority cannot and will not ever start cycling or walking up and down the steep hills. It is understandable that White Rock, as a member of the GVRD, has to consider the 'active transport' objectives of the GVRD but they have to be considered with specific regard to the needs and expectations of what is practical and what will happen in White Rock.
Electric/power-assist bikes might make the steep hills more accessible.

downtown is brutal
Downtown area needs more parking
Desperate need for more sidewalks
create an off road biking and walking trail from Centennial Park to town center
Consider sky train in the uptown area and reconsider the community shuttle on Marine drive in summer again
Congestion. Get commuters who are heading to the beach to take 99 then all traffic exit to Marine Drive to arrive at the beach.
Car to Go - similar opportunities. If this existed, I'd consider giving up my car. If longer trips are necessary, perhaps another longer term car service could be available.
As stated previously, improved pedestrian access between Marine Drive and uptown will help so many other transportation issues. It should be a priority rather than little fixes here and there. It's time for a funicular, escalators or cable car
As noted earlier, the increasing hot weather makes most modes of transportation uncomfortable except for an air conditioned vehicle. More shade opportunities would be helpful for walking, cycling, waiting for transit and parking. Would reduce idling to cool off vehicles. More trees would also benefit our goal of reducing green house gas in the atmosphere.
Although the resident parking fee (\$12.00) is nominal it seems unfair that some residents have to pay to park in front of their home while others do not simply based on location. Also there are times when I cannot find a parking spot within the boundaries specified for the permit. It seems that the city has sold more passes than available spaces. This is very stressful as I have no option but to park further away from my home but fear I will get a ticket because I am not within the boundaries.
All traffic problems are the result of unplanned or poorly planned development. All potential environmental and infrastructure issues should be clearly identified and resolved before any development is approved. Transportation infrastructure should never be expected to accommodate development it was never designed to handle, few and far between are the jurisdictions where form follows function.
All the new highrises are only adding cars so I'm not fond of traffic calming measures when there's only more cars not less.
All in all I find it very easy to get around locally by foot & bike & transit. I think a venicular going from the pier right up to uptown would be a great idea for transit & for bringing people to White Rock as an attraction. Also reviving the existing train station & build a Marina at the end of the pier.
16th Avenue/North Bluff Road is a speedway. It should not be four lanes...WAY too busy. Also extremely noisy. Marine Drive in the summer is a parking lot. Too busy and noisy.
1. Please add more stoplights along Thrift Ave, I have seen so many close calls as drivers on the cross streets think that the intersections are four way stops. I walk a lot and have had too many close calls in this area (on the west side of Johnston). 2. Please consider selling yearly parking passes to people living in South Surrey, expensive ones such as \$200 per year, for 2.5 hour per day for parking at the beach. This would increase restaurant patronage and the very costly parking garage would get used for its intended purpose: parking. Many local people don't go to the beach because they don't want to deal with the parking meters. They also nickel and dime when making decisions about whether to go to the beach for that coffee or ice cream, tallying up the additional cost of the parking. I

truly believe that there would be many people who would gladly shell out the one-time dough for a yearly pass and then not have to think about the parking fees. Thanks!

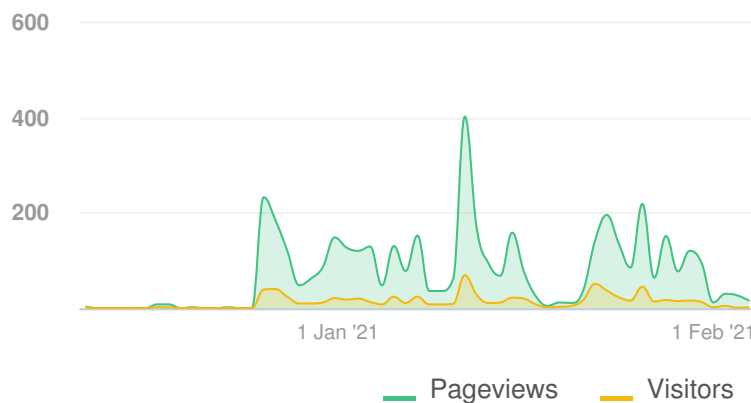
Project Report

04 January 2019 - 03 February 2021

Talk White Rock Transportation Master Plan



Visitors Summary

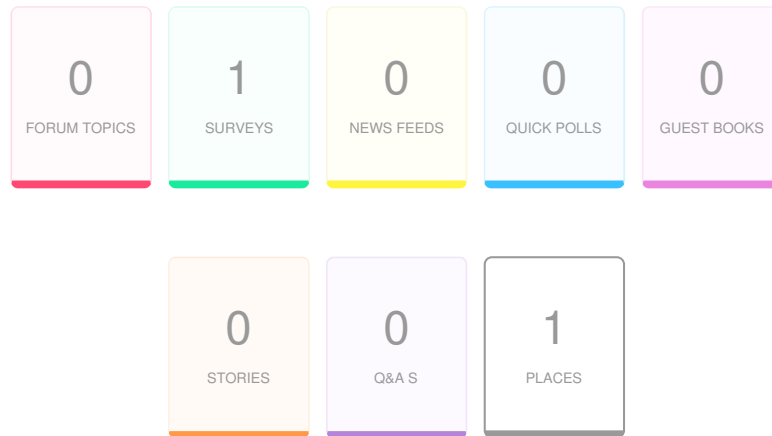


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
846	69	
NEW REGISTRATIONS		
44		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
197	489	675

Aware Participants		675		Engaged Participants		197					
Aware Actions Performed		Participants		Engaged Actions Performed		Registered		Unverified		Anonymous	
Visited a Project or Tool Page		675									
Informed Participants		489		Contributed on Forums		0		0		0	
Informed Actions Performed		Participants		Participated in Surveys		117		2		69	
Viewed a video		0		Contributed to Newsfeeds		0		0		0	
Viewed a photo		0		Participated in Quick Polls		0		0		0	
Downloaded a document		0		Posted on Guestbooks		0		0		0	
Visited the Key Dates page		0		Contributed to Stories		0		0		0	
Visited an FAQ list Page		0		Asked Questions		0		0		0	
Visited Instagram Page		0		Placed Pins on Places		5		6		0	
Visited Multiple Project Pages		273		Contributed to Ideas		0		0		0	
Contributed to a tool (engaged)		197									

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Place	Transportation barriers in White Rock	Archived	73	5	6	0
Survey Tool	Transportation Issues & Opportunities Survey	Archived	428	117	2	69

ENGAGEMENT TOOL: PLACE

Transportation barriers in White Rock

Visitors 73		Contributors 11	CONTRIBUTIONS 28
2020-12-29 11:43:50 -0700		Here the walk path is showing only on the map , but is not exist. We need it. Address: 990 Finlay Street, White Rock, British Columbia V4B 1N6, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46002	
RY			
Walking			
2020-12-29 11:45:56 -0700		On the lower part of Finlay street, there are no walk path. We need the walk path here so we can walk to the beach on Finlay street. Address: 801 Finlay Street, White Rock, British Columbia V4B 5E4, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46003	
RY			
Walking			
2021-01-02 16:00:13 -0700		Crosswalk mid-block; although I like the aesthetic, the speeding vehicles; traffic congestion, and terrible sight lines at street level in this block regarding pedestrians crossing it; pedestrians can't be seen before they step into that mid-block crosswalk - driving lanes that suddenly narrow into a sidewalk that juts out, or the lane is suddenly "parking spots". Visitors entering into White Rock do not expect a crosswalk "mid-block". And to top it all off, the poorly thought-out decision to plant "tall pampas grasses" on both sides of the sidewalk that totally blocks any view of person or by any pedestrian before they step INTO the crosswalk which is INTO THE LANE directly in front of an oncoming vehicle. Very Dangerous, and someone is going to get killed there. I see it from my suite daily - there are a lot of near misses. Address: The Coast Capital Playhouse, 1532 Johnston Rd, White Rock, British Columbia V4B 3Z6, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46038	
RY			
Safety			
Issues			
2021-01-02 16:18:21 -0700		Drivers speed along Foster (in both directions). Loud motorcycles and trucks accelerate hard, especially when driving up from Buena Vista (presumably to avoid the traffic lights along Johnston). Due to the slopes of both Foster and Roper, crossing this intersection is dangerous for both pedestrians and drivers. Address: 1291 Foster Street, White Rock, British Columbia V4B 3W3, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46039	
RY			
Driving			
Issues			
2021-01-02 16:23:17 -0700		According to the 2014 White Rock Transportation Plan, Thrift is considered an "existing shared use bike lane". Apart from a couple painted "sharrows", I'm not aware of even a painted bike lane anywhere along Thrift. Address: 1371 Foster Street, White Rock, British Columbia V4B 2K5, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46040	
RY			
Cycling			
2021-01-04 15:05:29 -0700		Better road signage needed to stop unnecessary traffic seeking access to the beach. Address: 15447 Columbia Avenue, White Rock, British Columbia V4B 5A5, Canada	
CATEGORY		http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46077	
RY			
Driving			
Issues			

ENGAGEMENT TOOL: PLACE

Transportation barriers in White Rock

2021-01-04 15:09:08 -0700	Sidewalk ends abruptly. Address: 15770 Roper Avenue, White Rock, British Columbia V4B 4S2, Canada
CATEGORY RY Walking	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46078
2021-01-04 15:14:36 -0700	Inadequate space provided for parking. Address: 1020 Balsam Street, White Rock, British Columbia V4B 1N3, Canada
CATEGORY RY Parking	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46079
2021-01-04 15:19:09 -0700	Inadequate space for on street parking Address: 15502 Royal Avenue, White Rock, British Columbia V4B 1K3, Canada
CATEGORY RY Parking	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46080
2021-01-08 14:22:34 -0700	No bus service/2 retirement homes. Too far/hilly to walk to one. Plus trucks/cars speed, drag race, & loud loud mufflers night and day going up incline. Address: White Rock Honda, 2466 King George Blvd, Surrey, British Columbia V4A 2J1, Canada
CATEGORY RY Transit	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46154
2021-01-10 19:37:40 -0700	Intersection is frequently backed up in each direction, resulting in personal vehicle and transit delays. Congestion also reduces visibility, making left-turns high risk. Address: 14799 16 Ave, White Rock, British Columbia V4B 3E1, Canada
CATEGORY RY Driving	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46212
2021-01-13 15:34:52 -0700	The "shared" path is really narrow, visibility is really bad resulting in potential crashes with vehicles backing out of driveways and there are obstructions such as bus benches. The pathway narrows to 2 meters in places. The minimum pathway width according to TAC is 3.0m. Address: 1128 160 St, Surrey, British Columbia V4B 1X1, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46343
2021-01-13 15:36:35 -0700	The cycling path has barriers on it that make cycling through them difficult Address: 14716 Russell Avenue, White Rock, British Columbia V4B 2P2, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46344
Issues	

ENGAGEMENT TOOL: PLACE

Transportation barriers in White Rock

2021-01-13 15:38:06 -0700	No cycling facilities despite being a cycling route. Sharrows do very little to support safe cycling. Address: 14312 Marine Drive, White Rock, British Columbia V4B 3L5, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46345
2021-01-13 15:39:12 -0700	No cycling facilities connecting to Surrey Address: 14424 Mann Park Crescent, White Rock, British Columbia V4B 3M5, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46346
2021-01-13 15:39:50 -0700	No cycling connection to Surrey Address: 1512 Nichol Road, White Rock, British Columbia V4B 5J8, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46347
2021-01-13 15:40:36 -0700	No cycling facilities Address: 136 Street Bergstrom Road, White Rock, British Columbia V4A 5H2, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46348
2021-01-13 15:41:44 -0700	Really poor cycling facilities. Just a sharrow and some signs. Address: 1550 Martin Street, White Rock, British Columbia V4B 5M3, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46349
2021-01-13 15:43:03 -0700	There should be a pathway connection here between Foster and Martin Address: 1484 Martin Street, White Rock, British Columbia V4B 3W8, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46350
2021-01-13 15:45:07 -0700	No cycling facilities despite being a bike route. Even the 2014 plan didn't plan to upgrade. Pretty sad. Address: 15622 Thrift Avenue, White Rock, British Columbia V4B 4L4, Canada
CATEGORY RY Cycling	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46351

Issues

ENGAGEMENT TOOL: PLACE

Transportation barriers in White Rock

2021-01-13 15:46:33 -0700	Would be a great bike route if there was cycling facilities that were separated, like cycle tracks. Address: 15736 Buena Vista Avenue, White Rock, British Columbia V4B 4P4, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46352
Cycling	
2021-01-13 15:49:00 -0700	Would be a good bike route if there was dedicated safe cycling facilities. Address: 15805 Pacific Avenue, White Rock, British Columbia V4B 1S6, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46353
Cycling	
2021-01-13 15:50:50 -0700	Kent street would be a good local street bike route. Intersection with Pacific a problem Address: 15788 Pacific Avenue, White Rock, British Columbia V4B 1S6, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46354
Cycling	
2021-01-14 11:56:29 -0700	The sidewalks are too narrow. There is a wide range of users including dog walkers, parents with strollers, cyclists and mobility devices. There isn't enough room to safely walk past others let alone self distance. As a result people end up walking on the road. I have seen some drivers actually swerve toward people who have no other option. Address: 15369 Marine Drive, White Rock, British Columbia V4B 1C8, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-46377
Walking	
Issues	
2021-01-20 20:25:40 -0700	Would be great to have cycling infrastructure like separated bike lanes Address: 15810 Buena Vista Avenue, White Rock, British Columbia V4B 4T3, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-47104
Cycling	
2021-01-22 18:00:36 -0700	Large vehicles dump their loads on the hill Address: 15549 Pacific Avenue, White Rock, British Columbia V4B 4J3, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-47616
Driving	
2021-01-25 17:52:06 -0700	Cars drive very fast on Marine Drive between Anderson and Bay. Rarely do they yield to pedestrians in the crosswalks. In the summer month there are often nightly drag races. Speed bumps are desperately needed to slow the traffic in this stretch. Address: 14661 Marine Drive, White Rock, British Columbia V4B 1B8, Canada
CATEGORY	http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-47936
Driving	
Issues	

ENGAGEMENT TOOL: PLACE

Transportation barriers in White Rock

2021-01-30 08:34:38 -0700	<p>Transit stops #56278 and 56299 used to serve this area well, with more direct service to and from downtown Vancouver. Routes were changed 2 years ago resulting in less service for these stops, forcing residents in the neighbourhood to walk much further to the north side of city hall. This leaves the areas surrounding the dropped pin with reduced service and reduced options for using public transportation, longer walking distances, and more transfers necessary.</p> <p>Address: 15265 Columbia Avenue, White Rock, British Columbia V4B 1J5, Canada</p> <p>http://www.talkwhiterock.ca/transportation/maps/transportation-barriers-in-white-rock?reporting=true#marker-48811</p>
CATEGO	
RY	
Transit	
Issues	

ENGAGEMENT TOOL: SURVEY TOOL

Transportation Issues & Opportunities Survey

Visitors	428	Contributors	188	CONTRIBUTIONS	188
----------	-----	--------------	-----	---------------	-----

As the City of White Rock develops its Integrated Transportation and Infrastructure Master Plan, which of the following out...

OPTIONS	AVG. RANK
Improving traffic safety	2.64
Reducing travel times and congestion	2.91
Improving environmental outcomes	3.23
Providing more transportation choices	3.51
Improving public health	3.68
Reducing my transportation costs	4.91

Optional question (186 response(s), 2 skipped)

Question type: Ranking Question

What aspects of White Rock's transportation system should be considered the highest priority areas? Please rank these topics in order from most important (1) to least important (7)

OPTIONS	AVG. RANK
Walking	2.76
Traffic Safety	3.00
Access to Transit	3.38
Driving and Truck Traffic	3.64
Neighbourhood Parking	3.75
Cycling	4.33

Optional question (187 response(s), 1 skipped)

Question type: Ranking Question

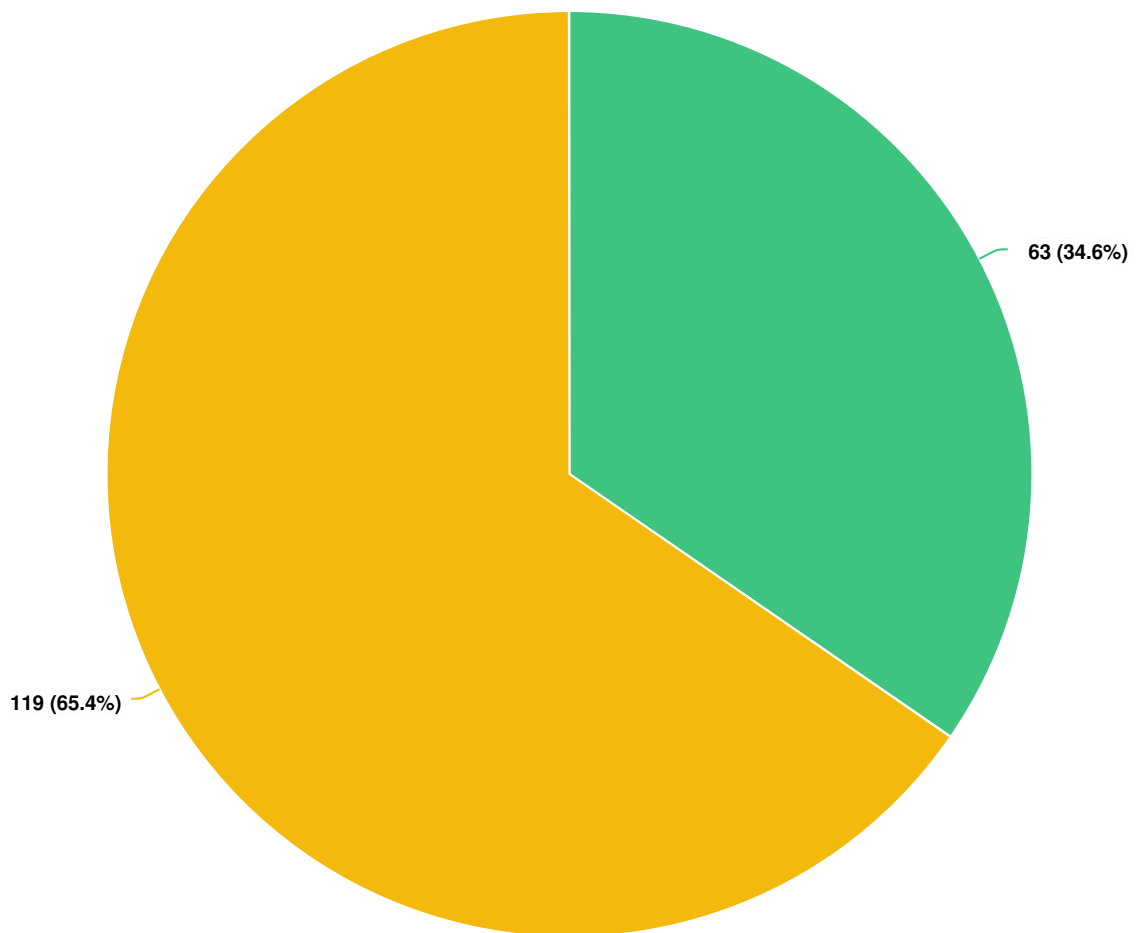
What transportation facilities need the most improvement in White Rock today?
Please rank these topics in order from most need for improvement (1) to least need for improvement (6)

OPTIONS	AVG. RANK
Walking Network	2.94
Major Streets	3.21
Neighbourhood Streets	3.25
Parking	3.68
Transit	3.74
Cycling Network	3.92

Optional question (186 response(s), 2 skipped)

Question type: Ranking Question

Before COVID-19, did the weather impact what mode of transportation you chose when commuting to work or school?



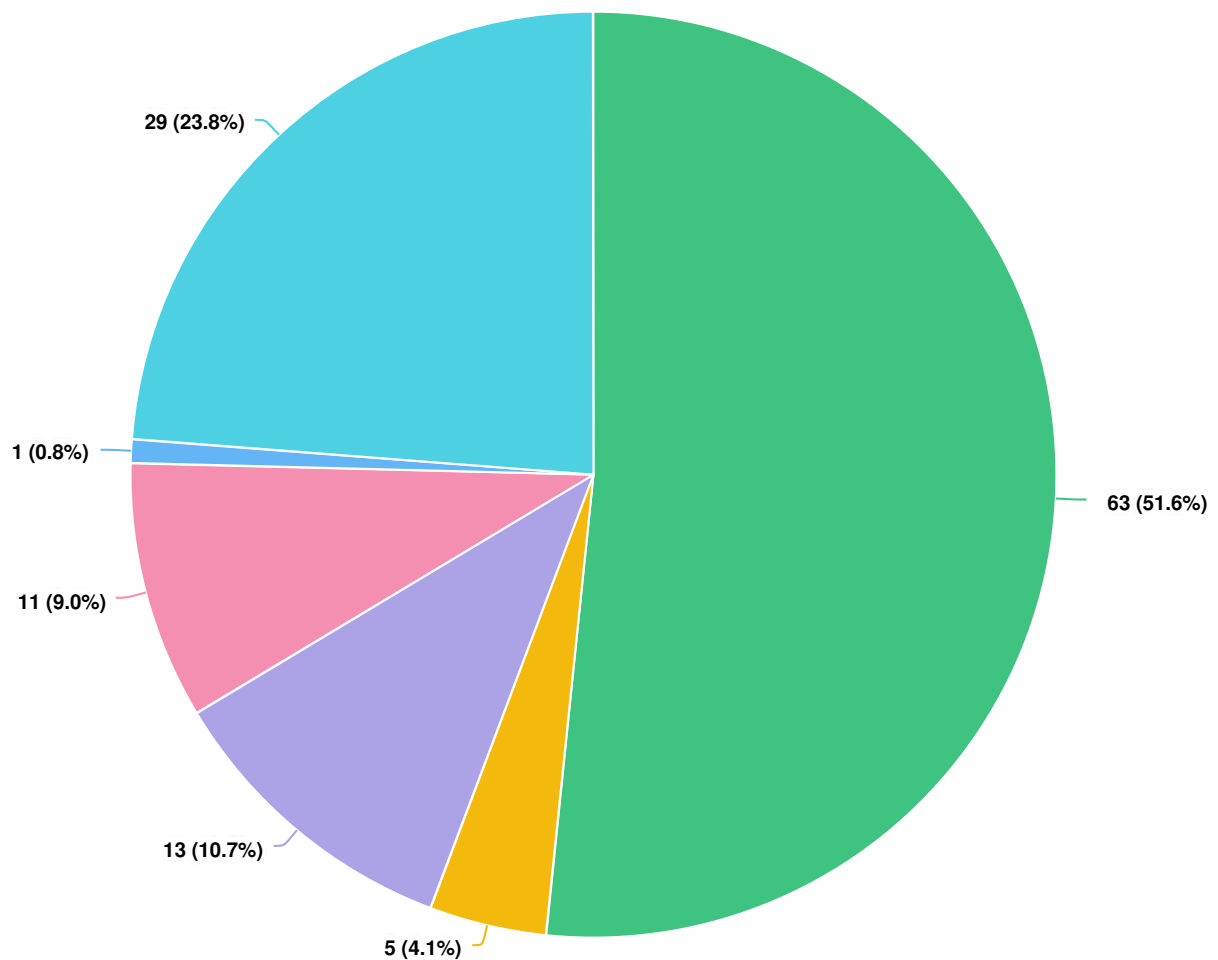
Question options

- ☐ Yes, my mode of transportation changes depending on the weather
- ☐ No, I always use the same mode of transportation no matter what the weather conditions

Optional question (182 response(s), 6 skipped)

Question type: Radio Button Question

What is your usual mode of transportation to commute to work or school?



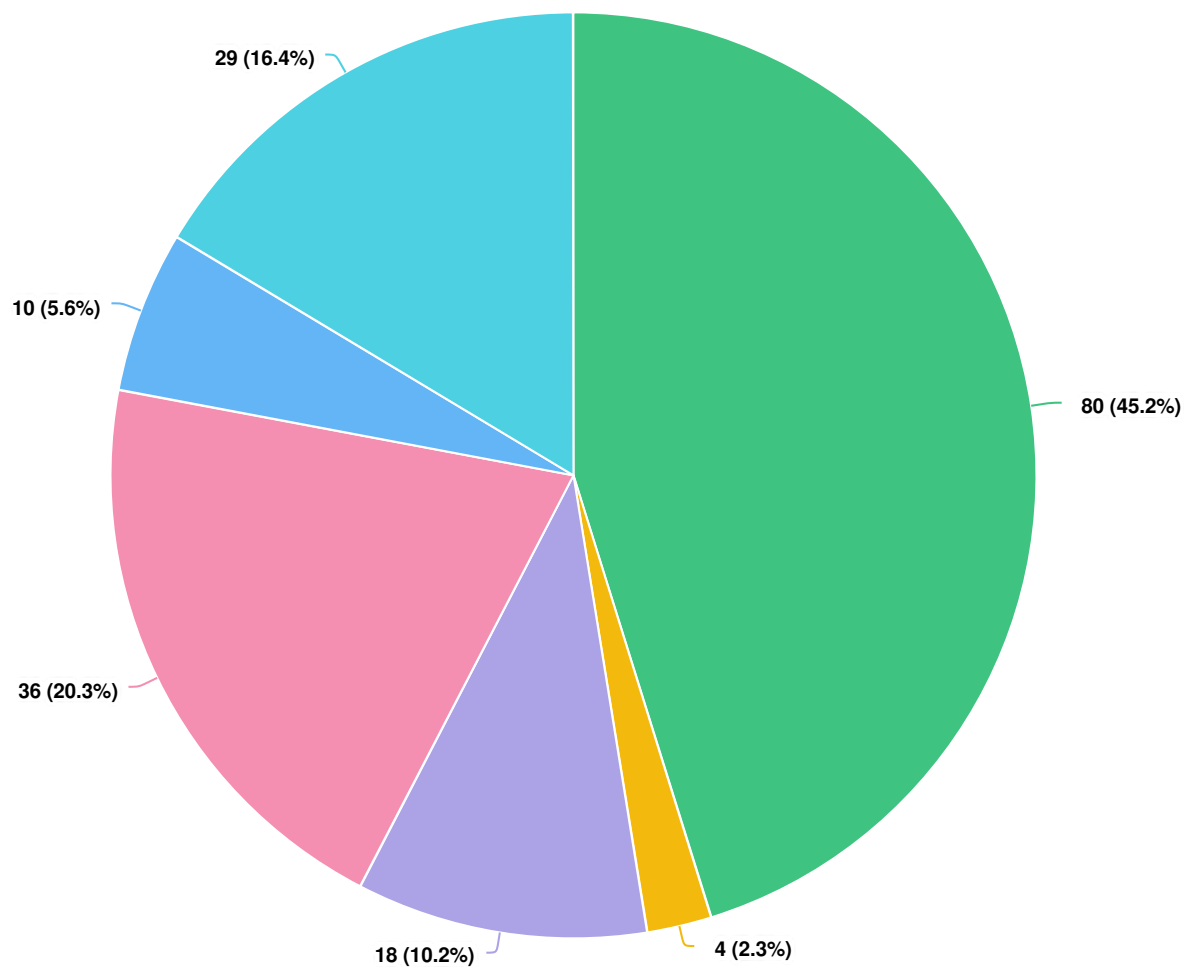
Question options

● Drive alone ● Drive with others (carpool) ● Transit ● Walk ● Cycle ● Other (please specify)

Optional question (122 response(s), 66 skipped)

Question type: Radio Button Question

On a typical day when it is sunny or mild, what is your usual mode of transportation to commute to work or school?



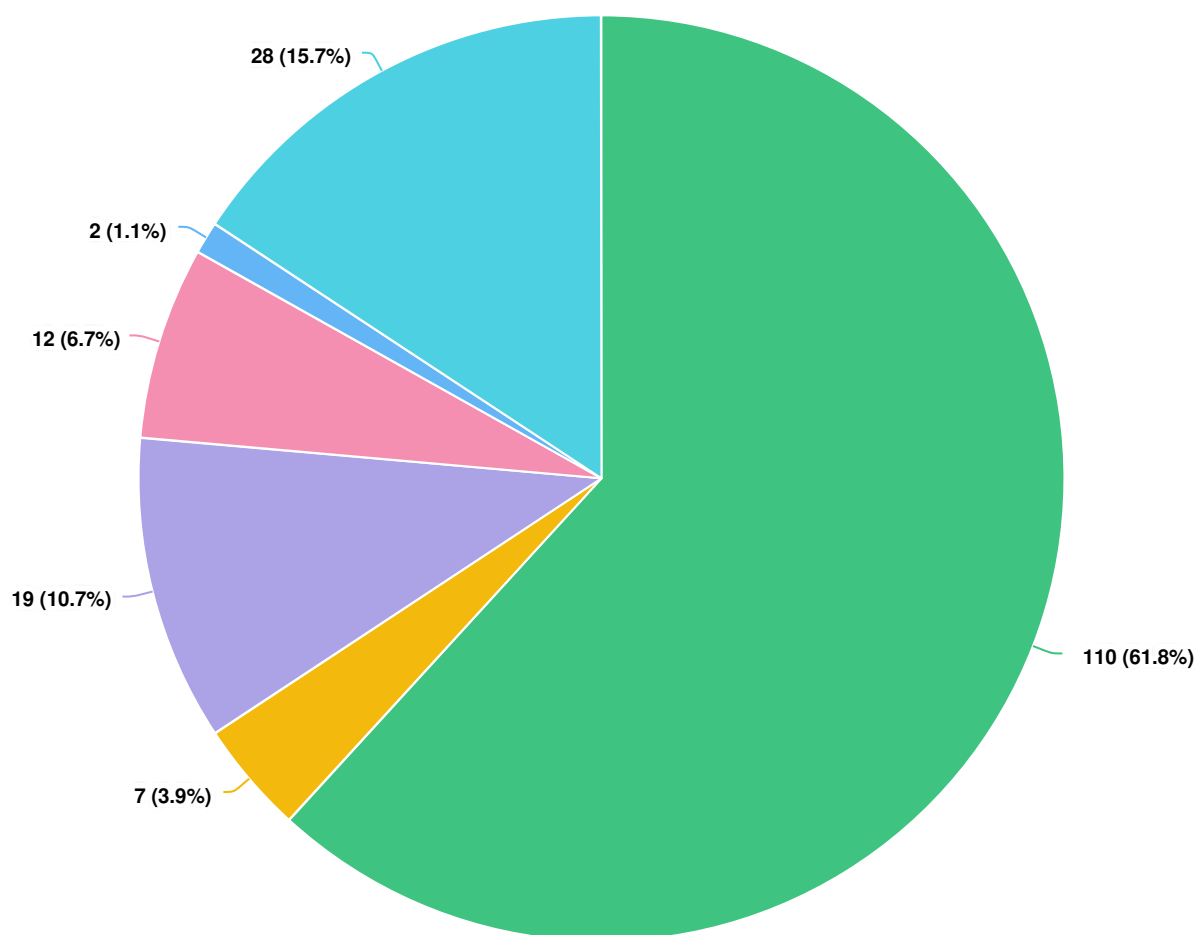
Question options

☒ Drive alone ☐ Drive with others (carpool) ☐ Transit ☐ Walk ☐ Cycle ☐ Other (please specify)

Optional question (177 response(s), 11 skipped)

Question type: Radio Button Question

On a typical day when it is rainy or cold, what is your usual mode of transportation to commute to work or school?



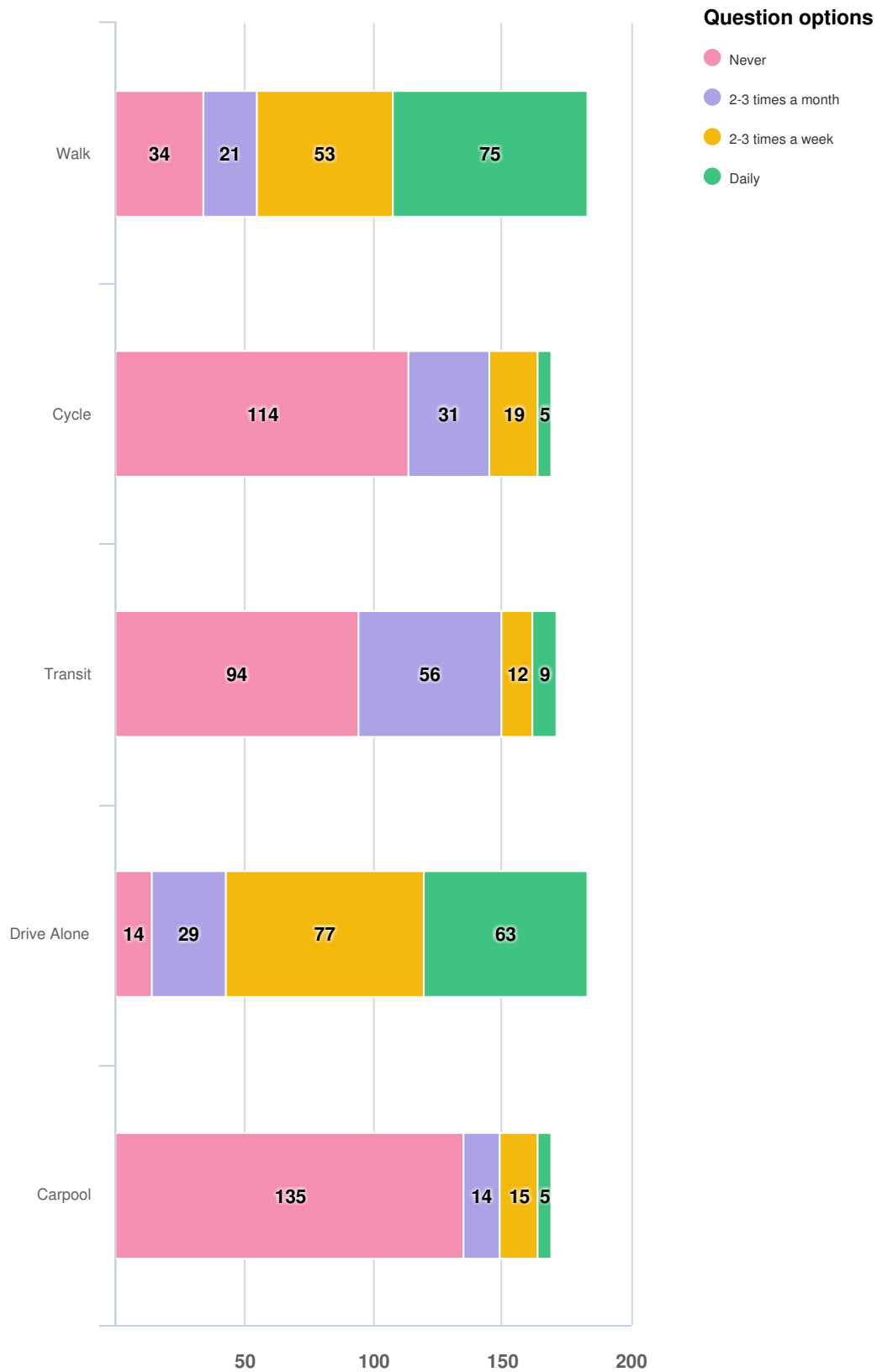
Question options

● Drive alone ● Drive with others (carpool) ● Transit ● Walk ● Cycle ● Other (please specify)

Optional question (178 response(s), 10 skipped)

Question type: Radio Button Question

How often do you walk, cycle, take transit, drive or carpool for transportation purposes?



Optional question (186 response(s), 2 skipped)

Question type: Likert Question

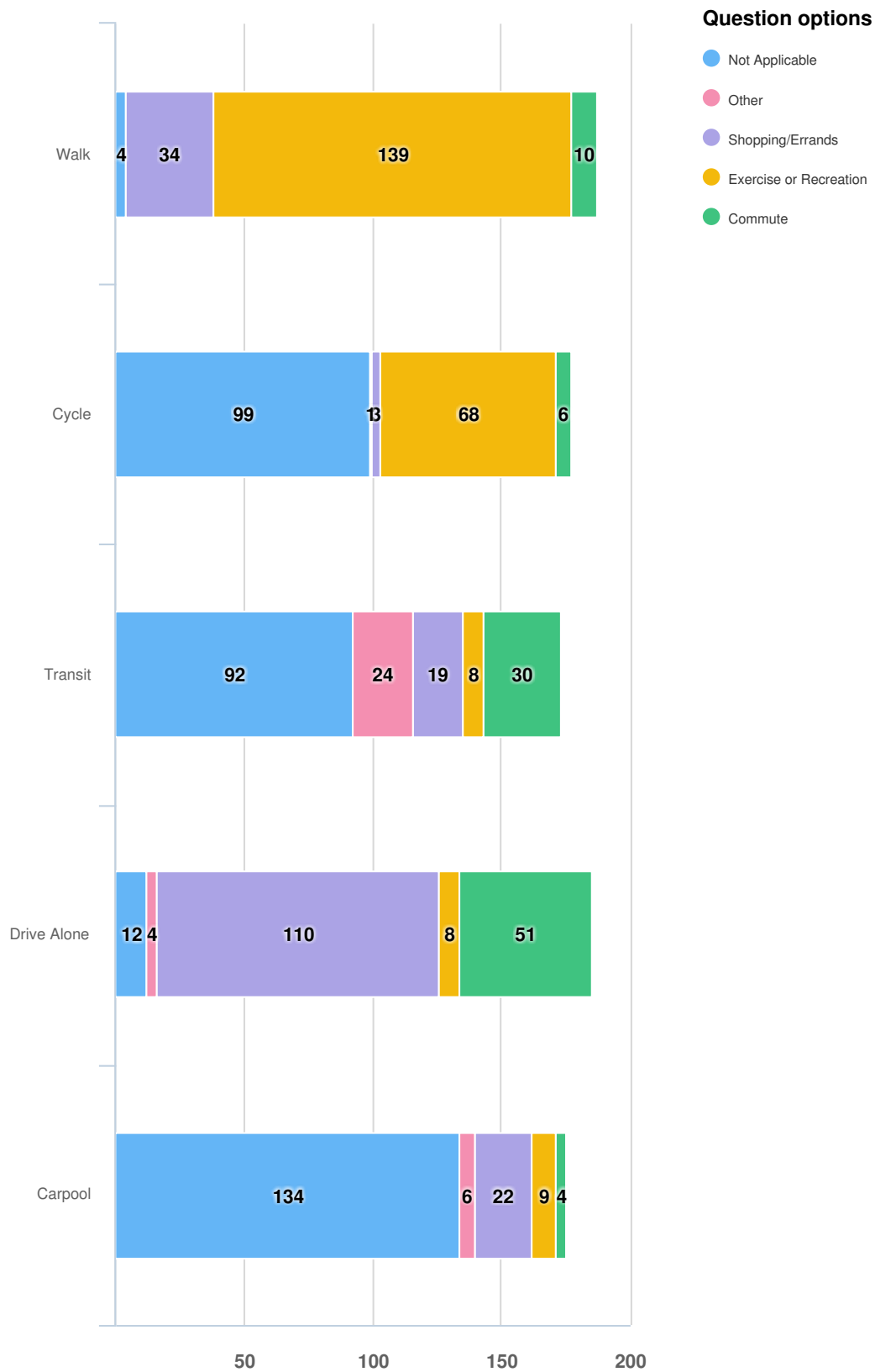
How often do you walk, cycle, take transit, drive or carpool for recreation or exercise purposes?



Optional question (188 response(s), 0 skipped)

Question type: Likert Question

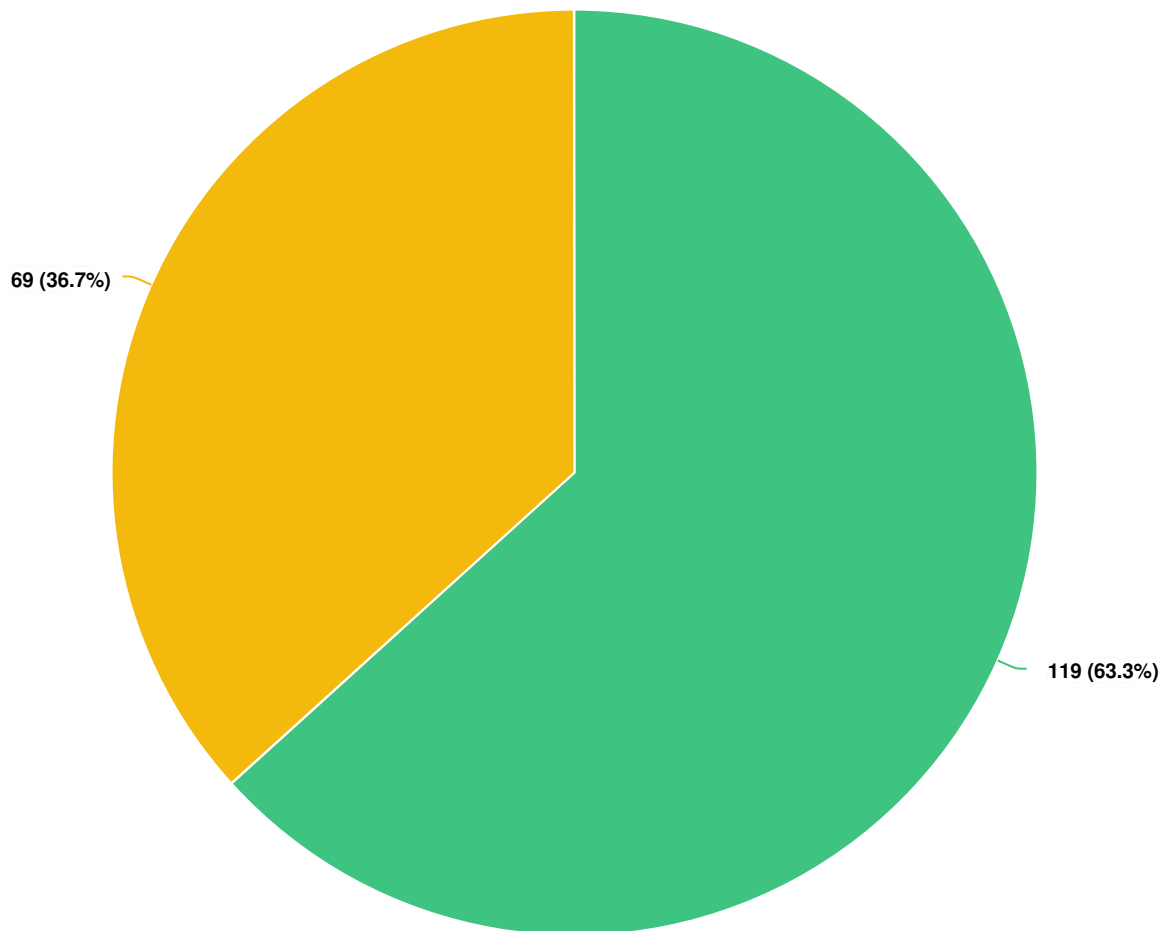
What is the main purpose of most of your walking, cycling, transit, driving or carpool trips?



Optional question (188 response(s), 0 skipped)

Question type: Likert Question

Has Covid-19 impacted your transportation habits and travel patterns?



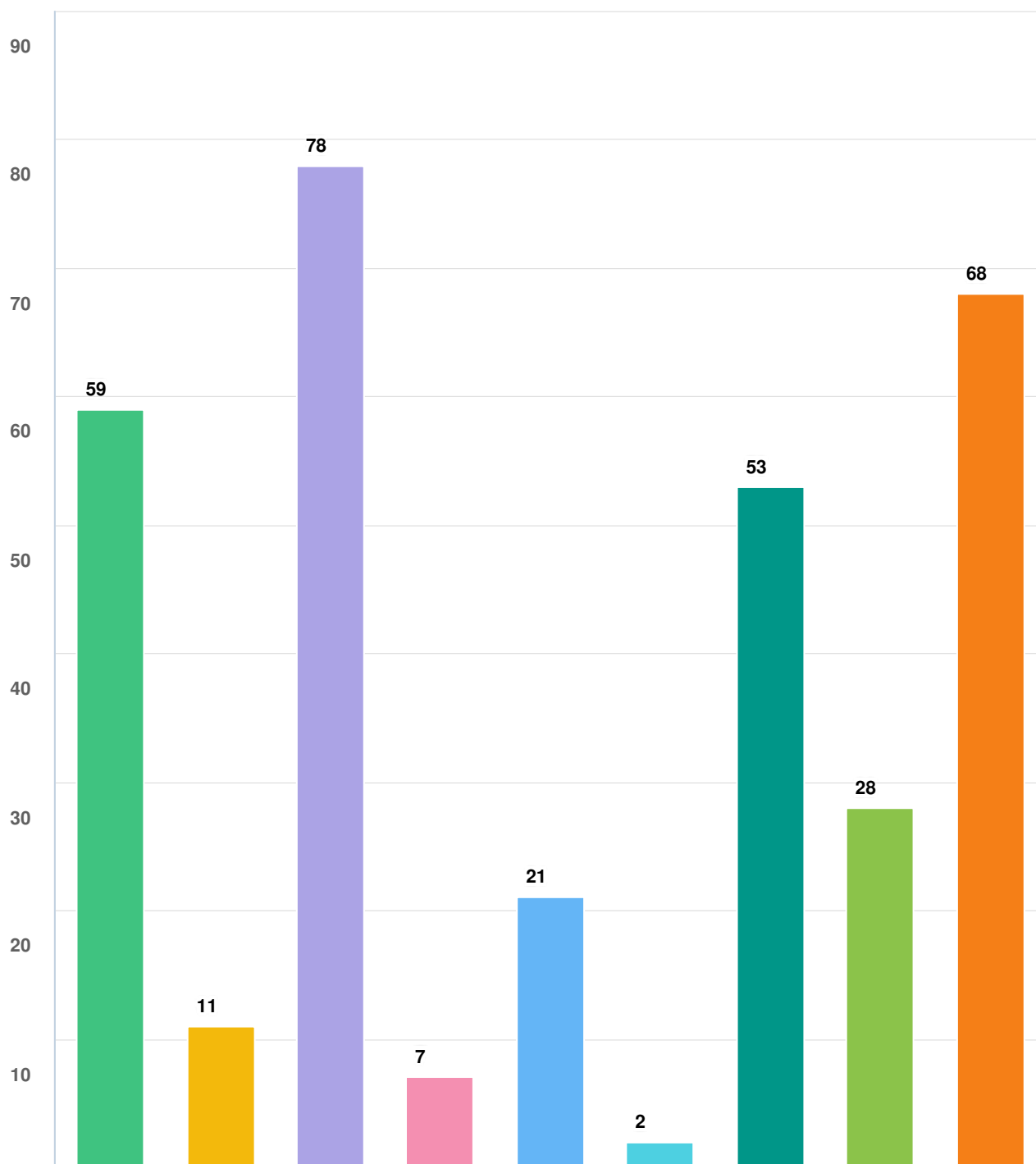
Question options

☐ No ☒ Yes

Optional question (188 response(s), 0 skipped)

Question type: Radio Button Question

How has COVID-19 impacted your transportation habits and travel patterns? Please select all that apply



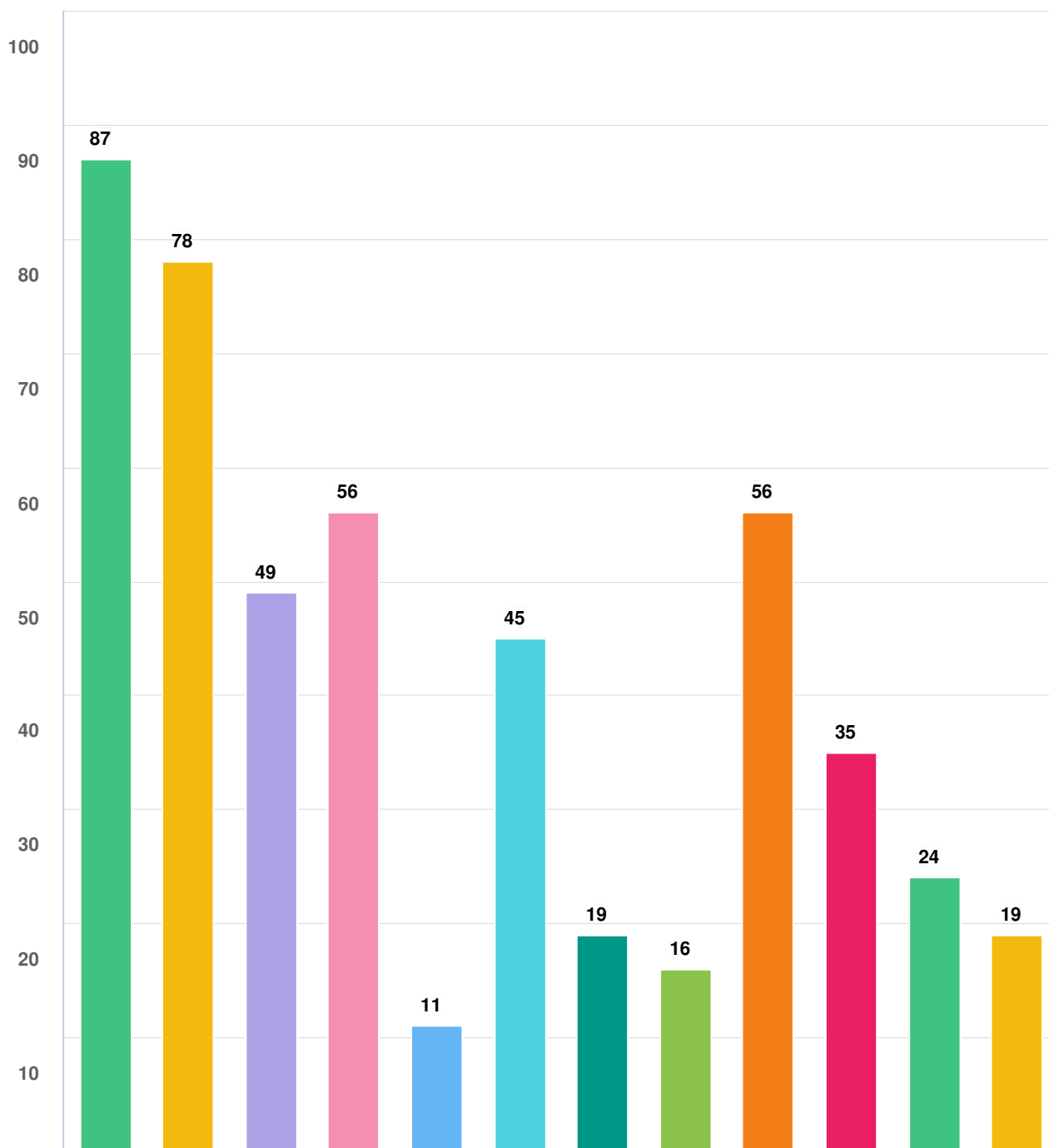
Question options

- Drive less
 ● Drive more
 ● Use transit less
 ● Bicycle less
 ● Bicycle more
 ● Walk less
 ● Walk more
● Commute at different times of day
● Commute less

Optional question (119 response(s), 69 skipped)

Question type: Checkbox Question

What are the main issues or challenges for walking in White Rock? Please select your top 3 (max 3)



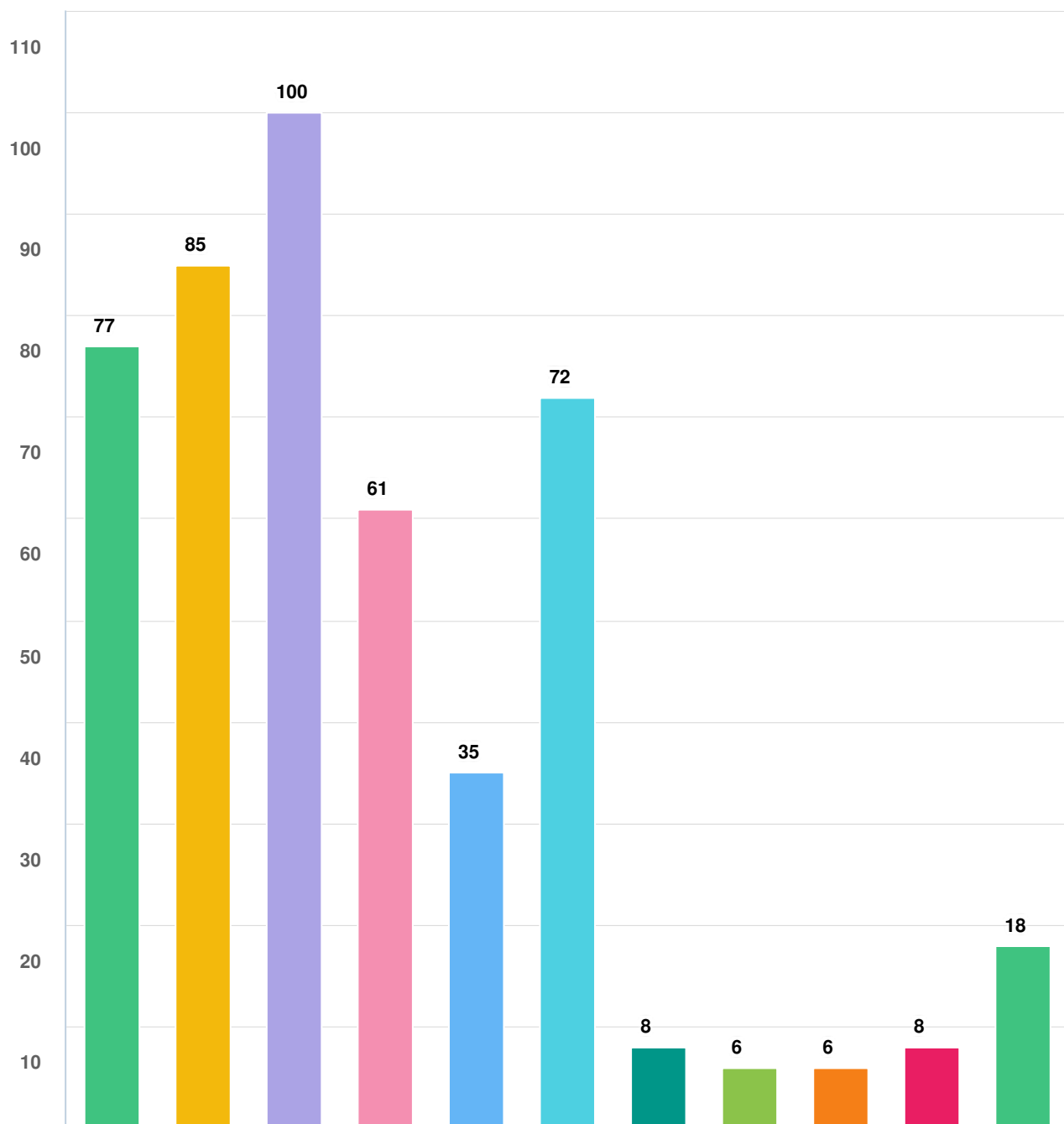
Question options

- Other (please specify)
 ● Lack of rest areas
 ● Personal safety
 ● Speed and noise of motor traffic
- Distances are too far
 ● Sidewalks or pathways are not accessible
 ● Weather
 ● Nowhere to walk to
- Intersection safety
 ● Hills are too steep
 ● Condition of sidewalks of pathways
 ● Lack of sidewalks or pathways

Optional question (186 response(s), 2 skipped)

Question type: Checkbox Question

What could we do to encourage you to walk more? Please select your top 3. (max 3)



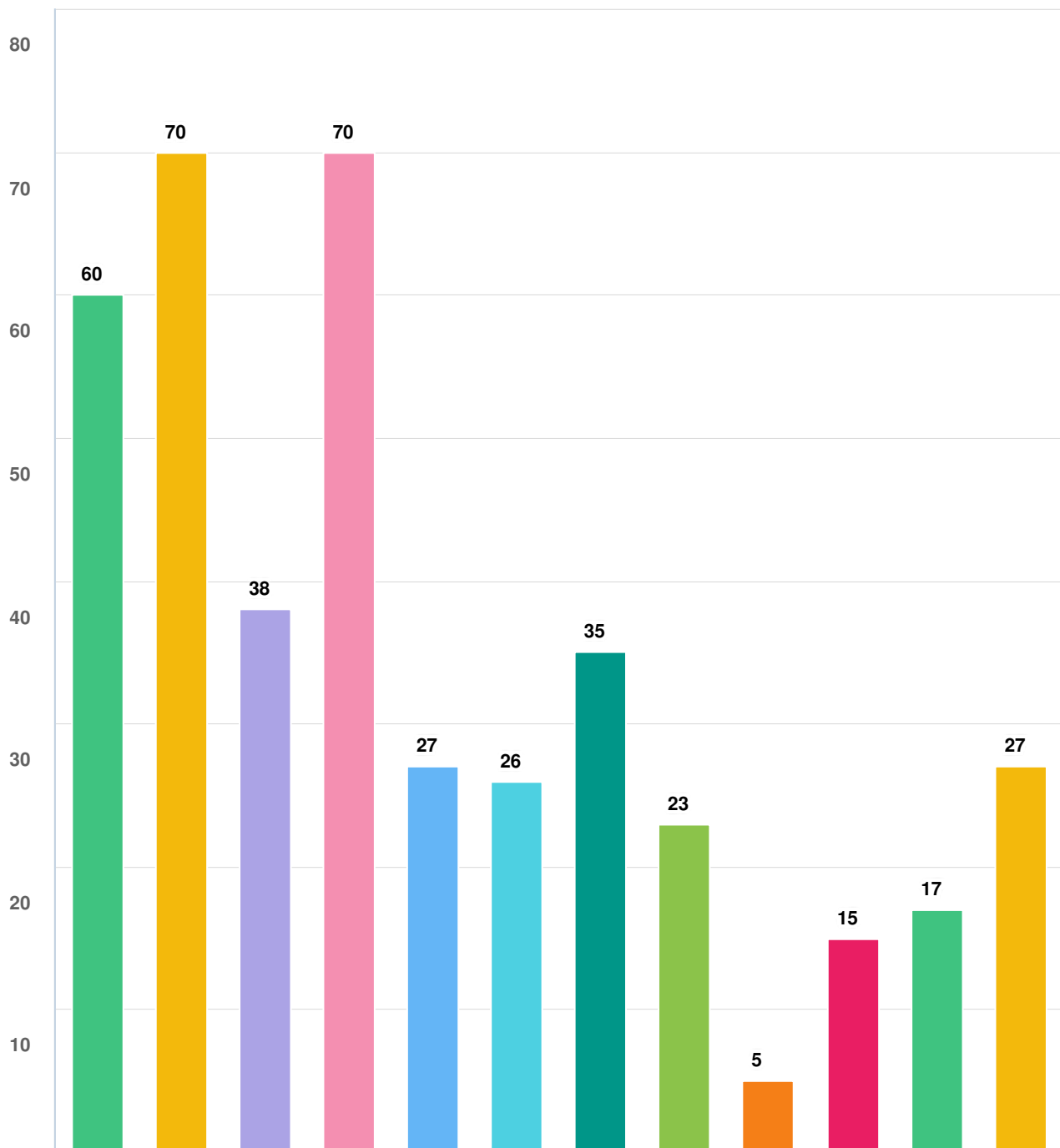
Question options

- Other (please specify)
 ● Improve wayfinding
 ● Nothing would encourage me to walk more
 ● Improve accessibility
- Improve access to bus stops
 ● Ensure sidewalks and pathways are well-lit
 ● Provide more benches and places to sit
- Provide more and enhance existing crosswalks
 ● Build more trails and pathways
 ● Widen and improve existing sidewalks
- Build more sidewalks

Optional question (186 response(s), 2 skipped)

Question type: Checkbox Question

What are the main issues or challenges for cycling in White Rock? Please select your top 3 (max 3).



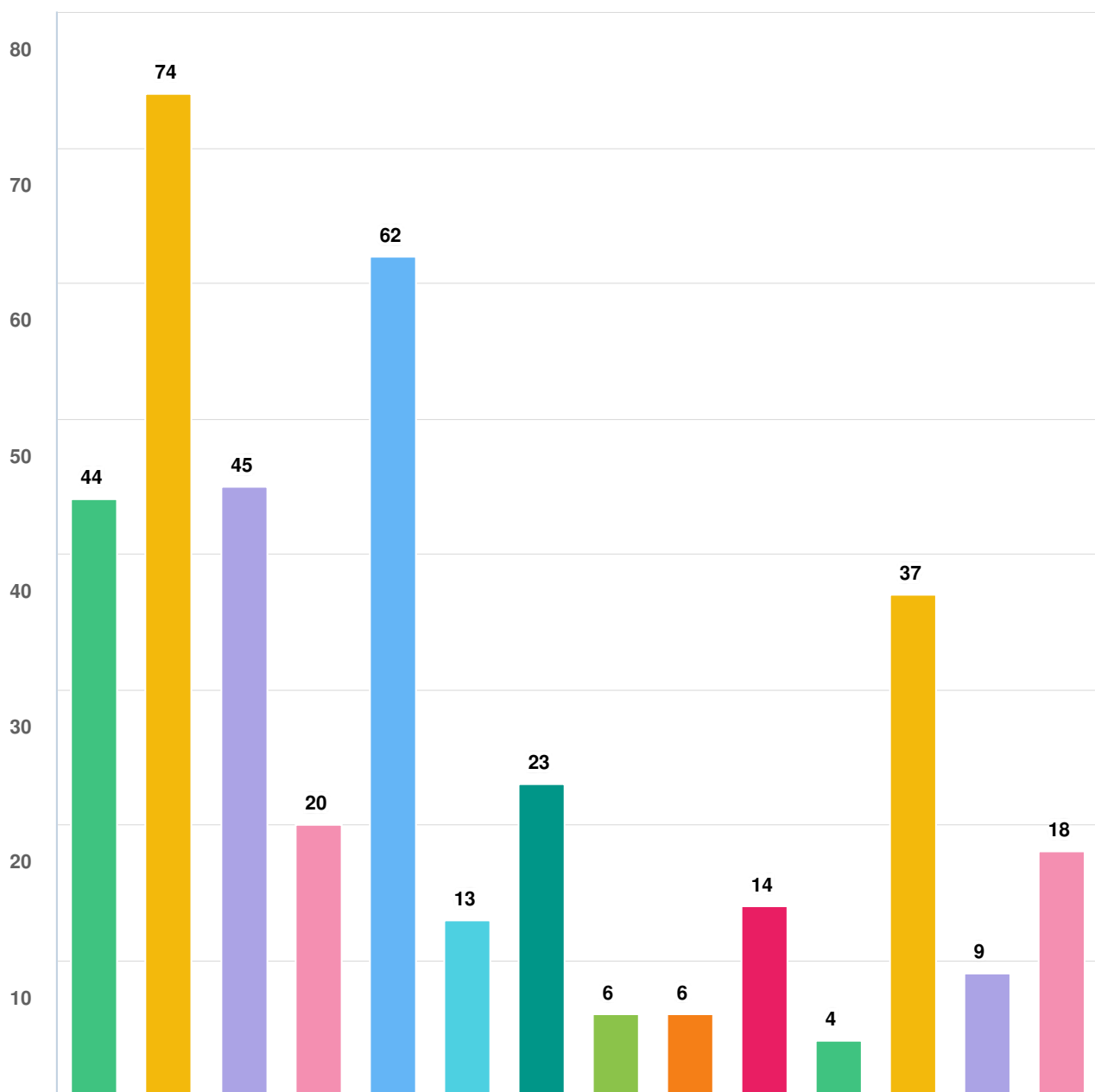
Question options

- Other (please specify)
 ● Not enough signage or wayfinding for bike routes
 ● Bike routes don't go where I need to go
- Distances are too far
 ● Lack of bike parking
 ● Speed and noise of motor traffic
 ● Intersection safety
 ● Weather
- Hills are too steep
 ● Gaps in the bike network
 ● Bike routes do not feel safe
 ● Lack of bike routes

Optional question (168 response(s), 20 skipped)

Question type: Checkbox Question

What could we do to encourage you to cycle more? Please select your top 3 (max 3).



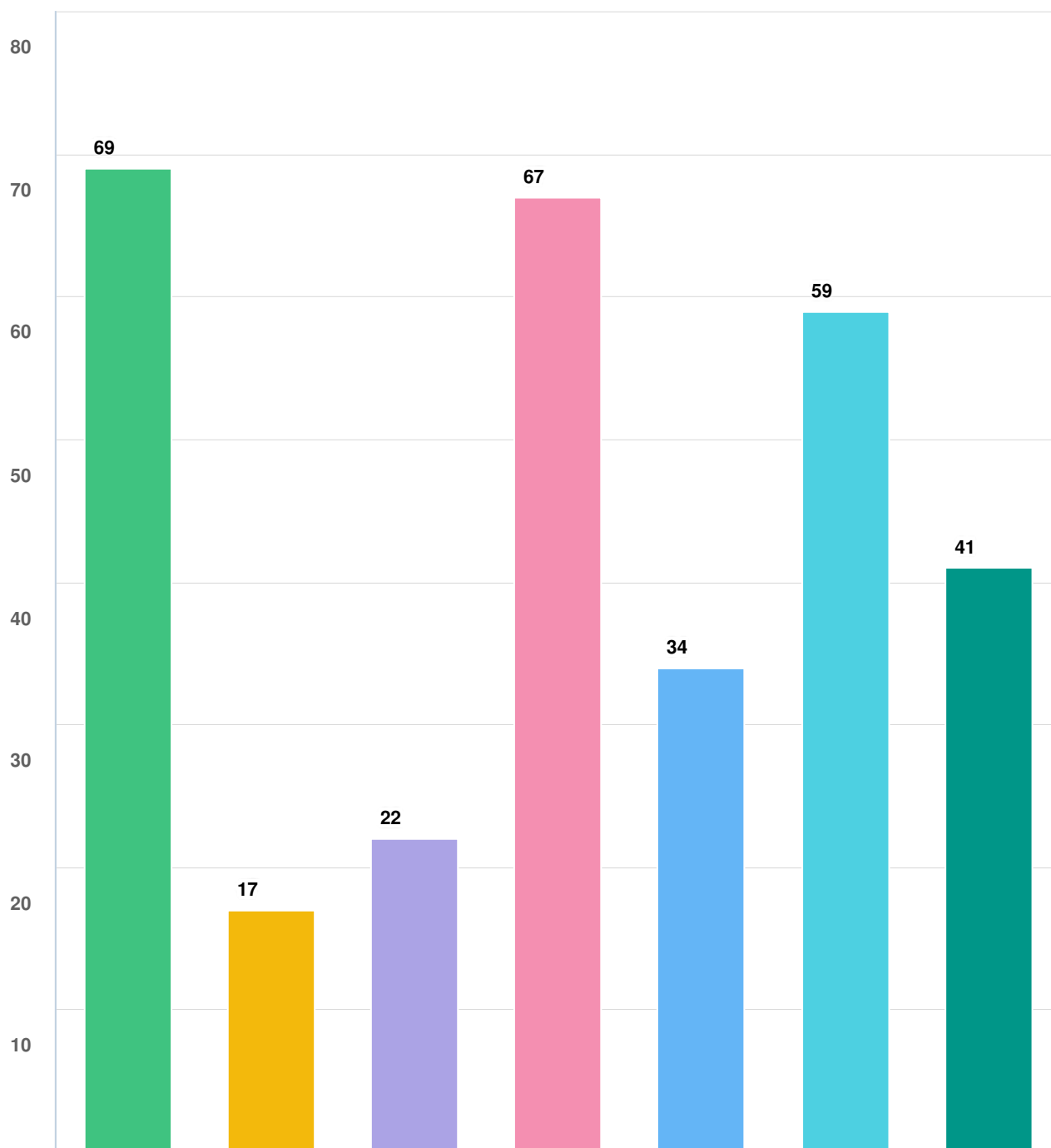
Question options

- Other (please specify)
 ● Improve wayfinding
 ● Nothing would encourage me to cycle more
- Convenient access to bicycle maintenance facilities
 ● Provide more access to bicycles (e.g. public bikeshare system)
- Provide more bike racks on buses
 ● Provide more cycling education
 ● Provide more bike parking
- Ensure bike routes are well-lit
 ● Build more trails and pathways
 ● Ensure bike routes are properly maintained year-round
- Build more shared bike routes on quiet streets
 ● Build bike lanes physically protected from traffic
- Build more painted bike lanes

Optional question (171 response(s), 17 skipped)

Question type: Checkbox Question

What are the main issues or challenges for transit in White Rock? Please select your top 3.



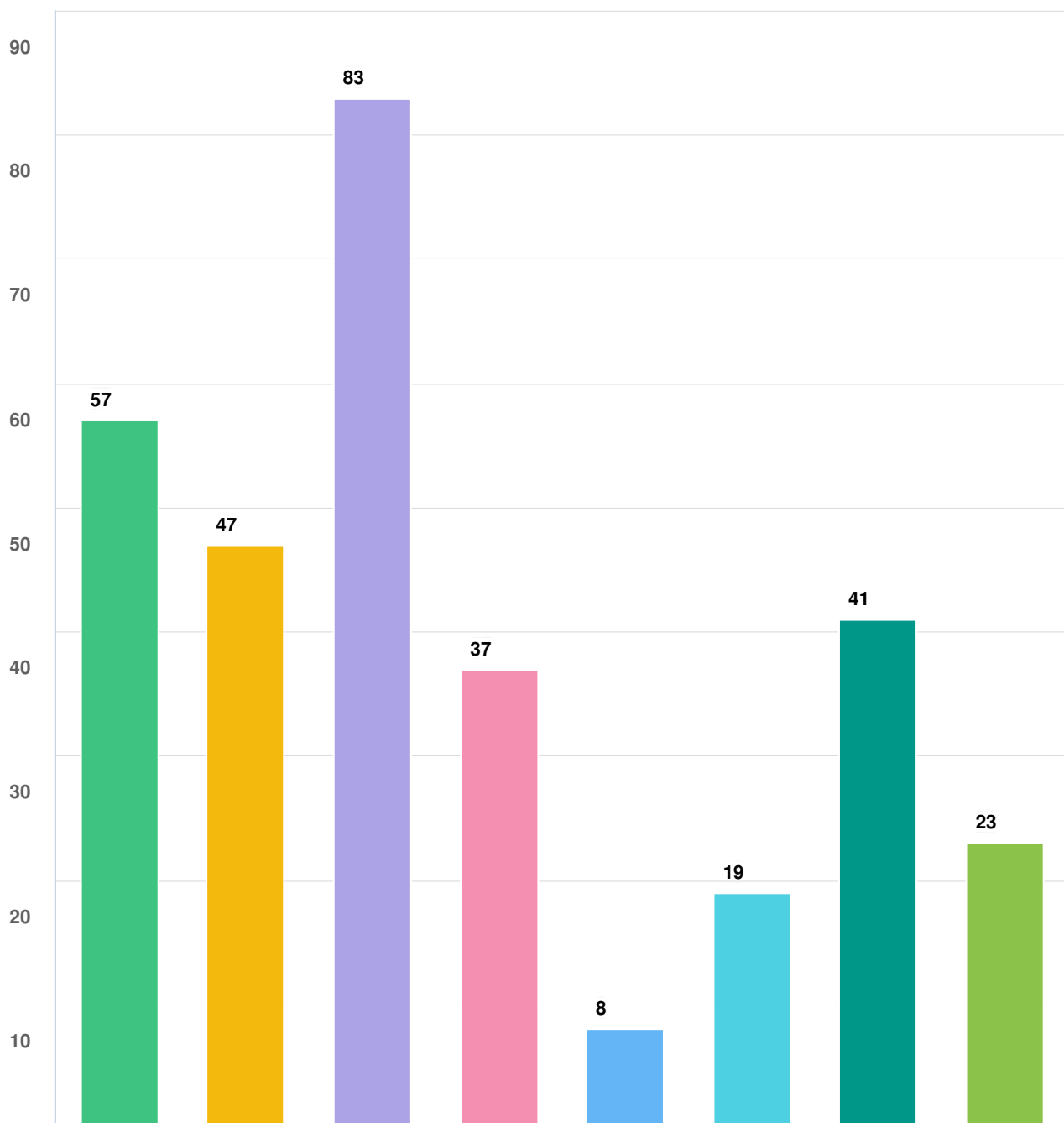
Question options

- Other (please specify)
 ● Too many transfers
 ● No benches or shelters at bus stops
- Transit doesn't go to where I need to go
 ● Buses are overcrowded / too full
 ● Transit is unreliable
- Transit isn't frequent enough

Optional question (152 response(s), 36 skipped)

Question type: Checkbox Question

What could we do to encourage you to take transit more? Please select your top 3 (max 3).



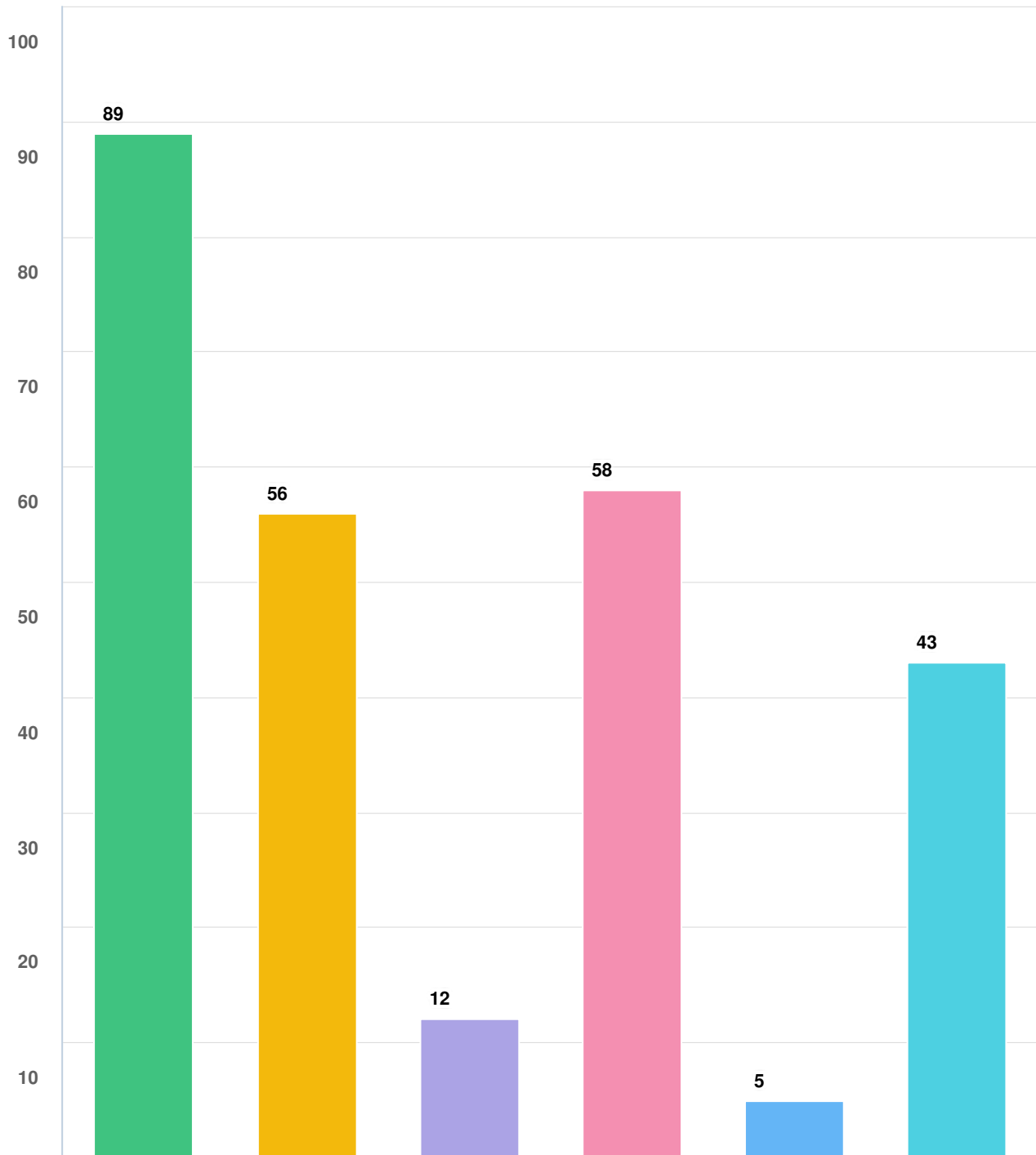
Question options

- Other (please specify)
 ● Nothing would encourage me to take transit more
 ● Make it easier to walk to bus stops
- Make bus stops more accessible
 ● Provide more amenities at bus stops (benches, shelters, etc.)
- Make transit routes faster and more direct
 ● Provide more transit service on weekends and evenings
- Make transit more frequent

Optional question (168 response(s), 20 skipped)

Question type: Checkbox Question

What are the main issues or challenges for driving or carpooling in White Rock?
Please select your top 3 (max 3).



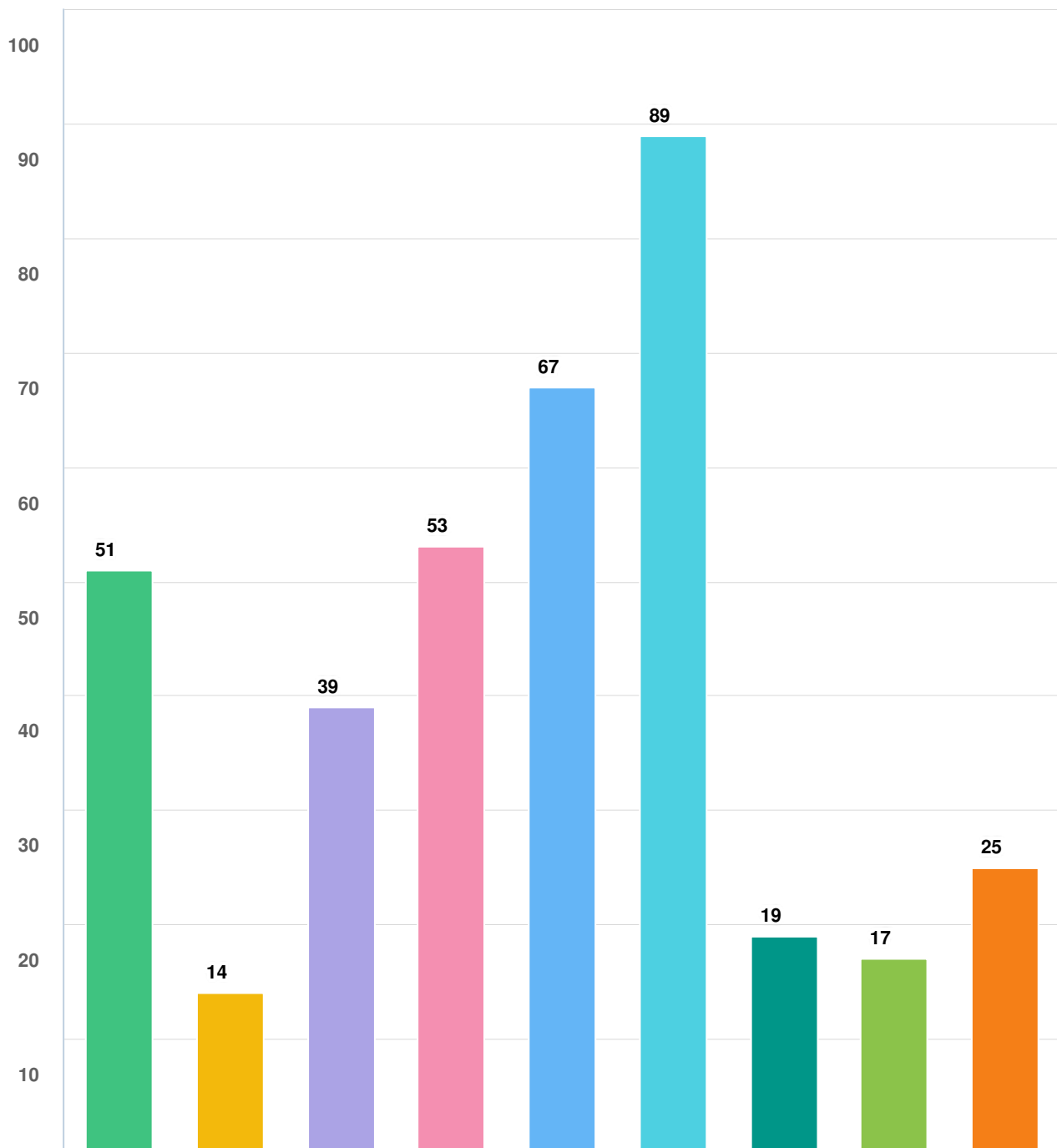
Question options

- Other (please specify)
 ● I don't have a car
 ● I can't find parking
 ● I don't feel safe
- Too much traffic the rest of the day
 ● Too much traffic during rush hour

Optional question (156 response(s), 32 skipped)

Question type: Checkbox Question

What could we do to improve driving or carpooling? Please select your top 3.



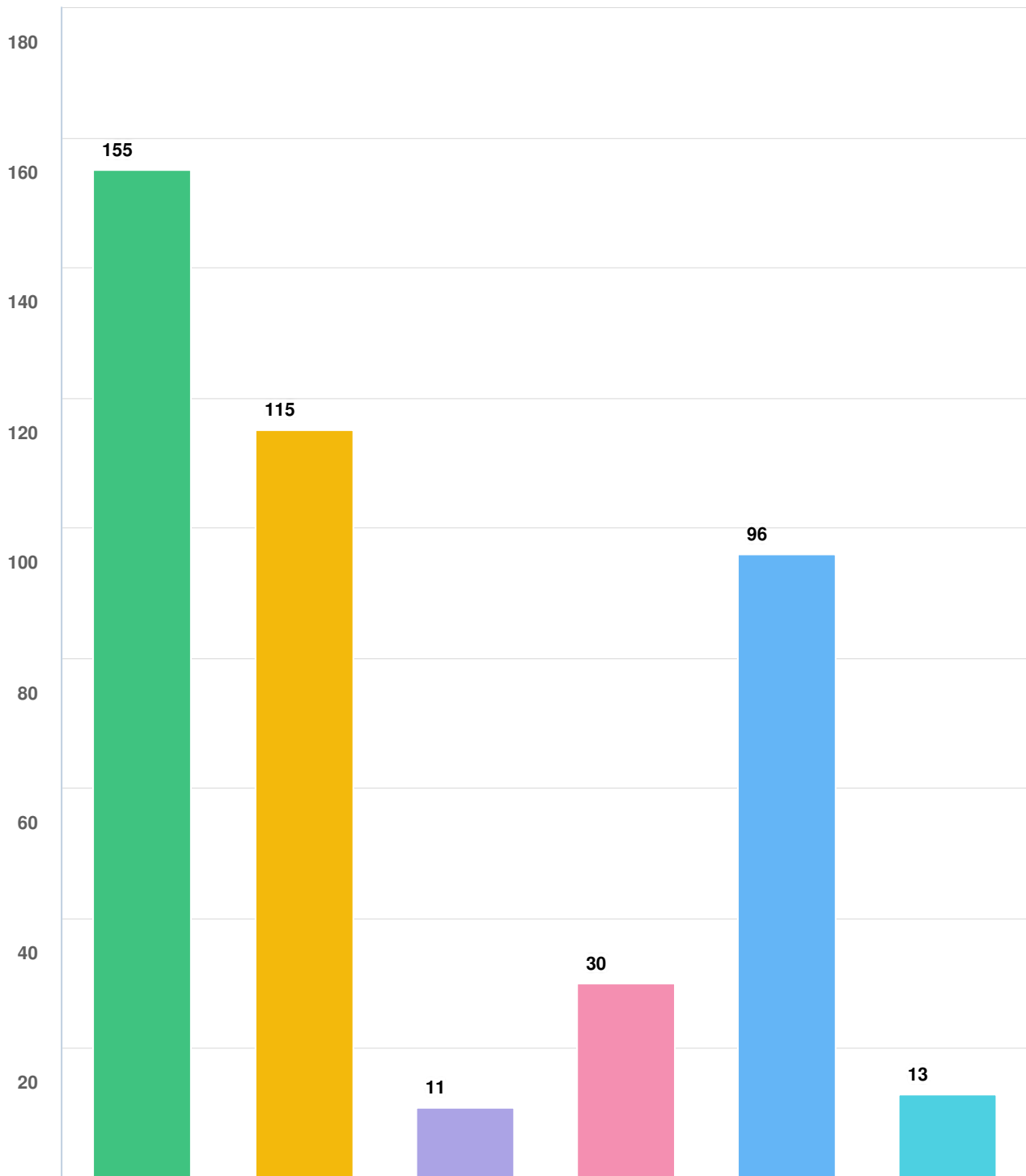
Question options

- Other (please specify)
 ● Nothing
 ● More car sharing opportunities
- Improve walking, cycling and transit to reduce the need to drive
 ● Encourage people to drive less
 ● Improve parking
- Widen existing roads
 ● Build new roads
 ● Make intersection improvements

Optional question (176 response(s), 12 skipped)

Question type: Checkbox Question

What is your connection to White Rock? Please select all that apply.



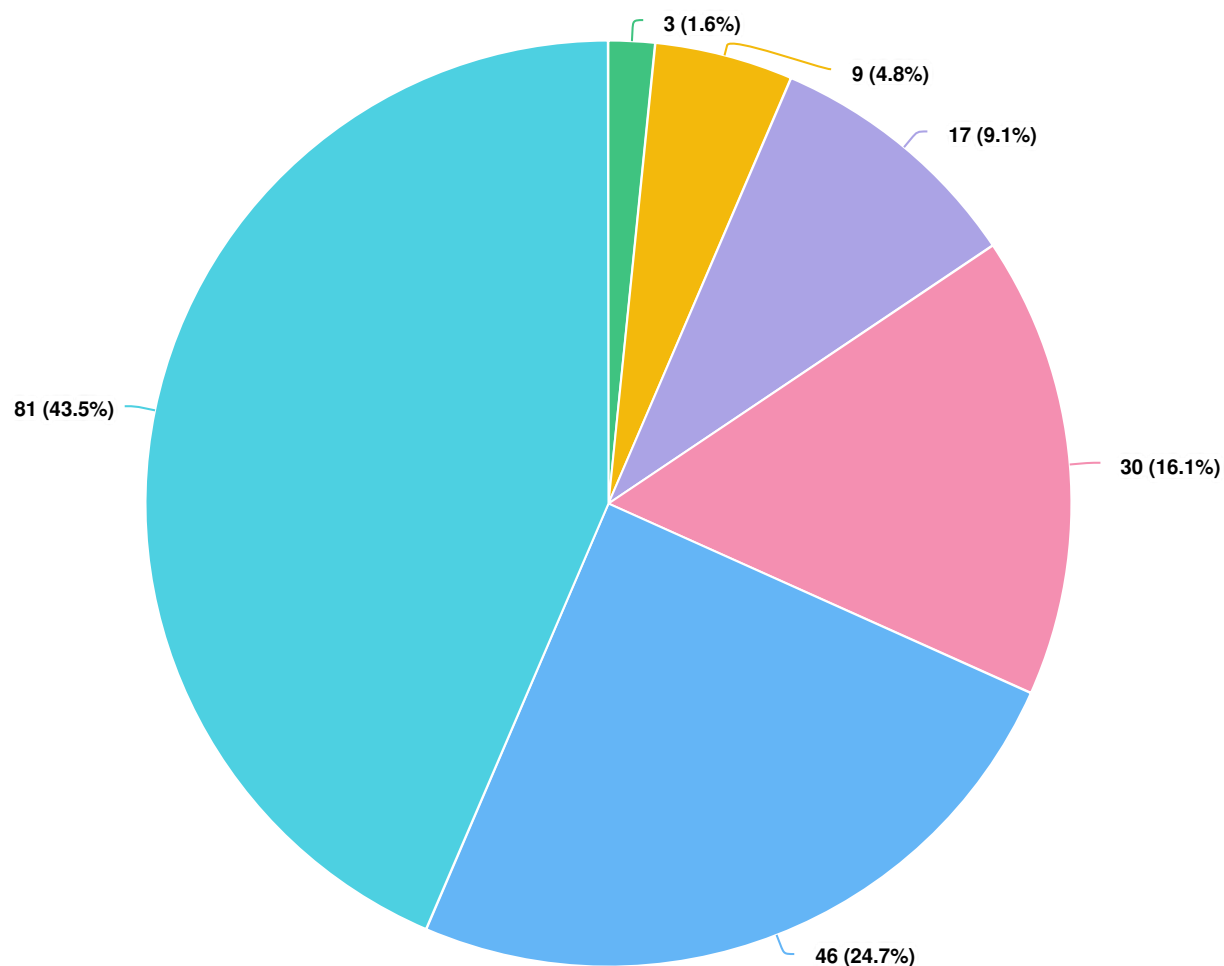
Question options

● Other (please specify)
 ● Shop here
 ● Work here
 ● Business owner
 ● Property owner
 ● Resident

Optional question (188 response(s), 0 skipped)

Question type: Checkbox Question

Which age group do you fall under?



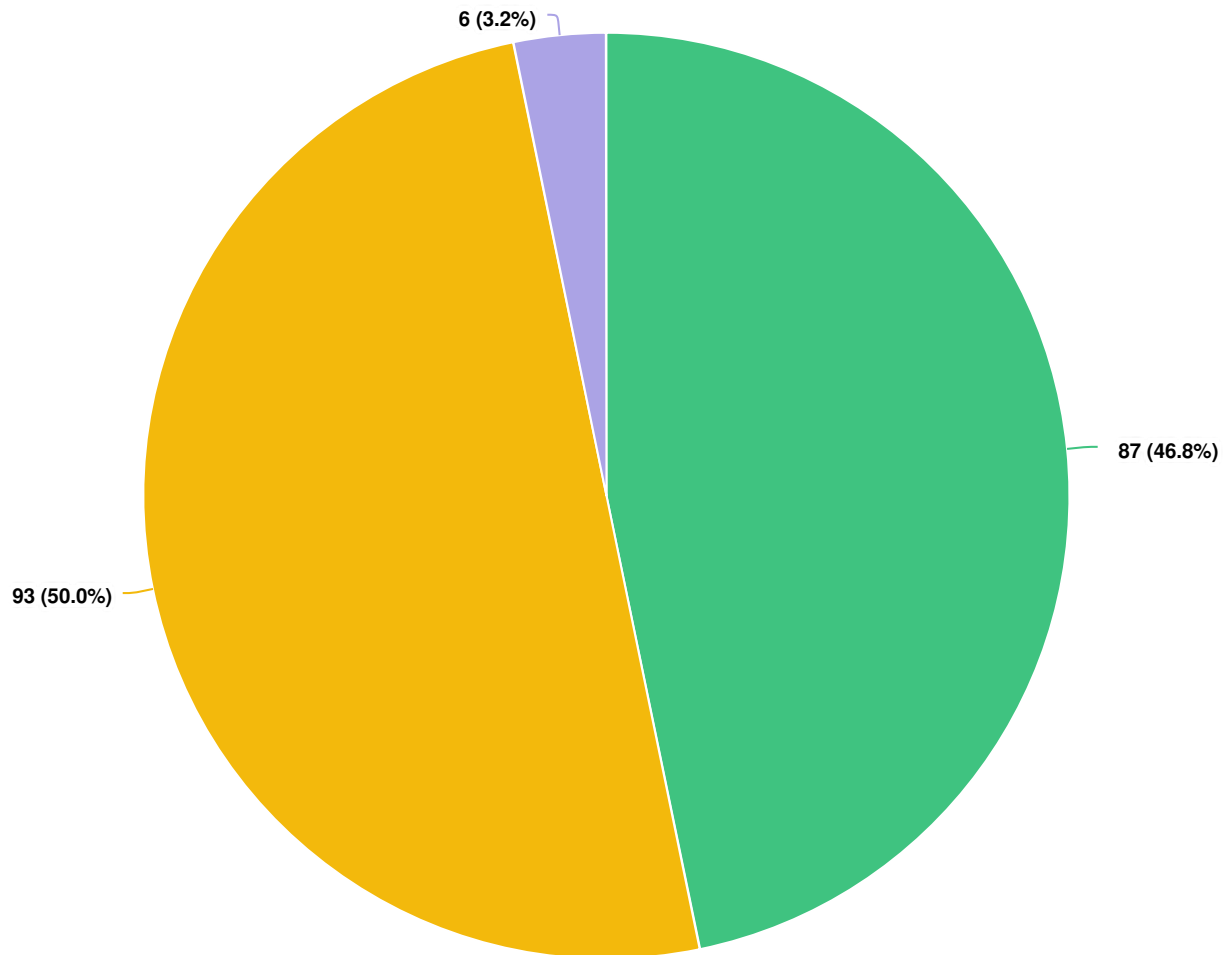
Question options

☒ 65 or over ☐ 55 - 64 ☐ 45 - 54 ☐ 35 - 44 ☐ 25 - 34 ☐ 15 - 24

Optional question (186 response(s), 2 skipped)

Question type: Radio Button Question

What gender do you identify with?



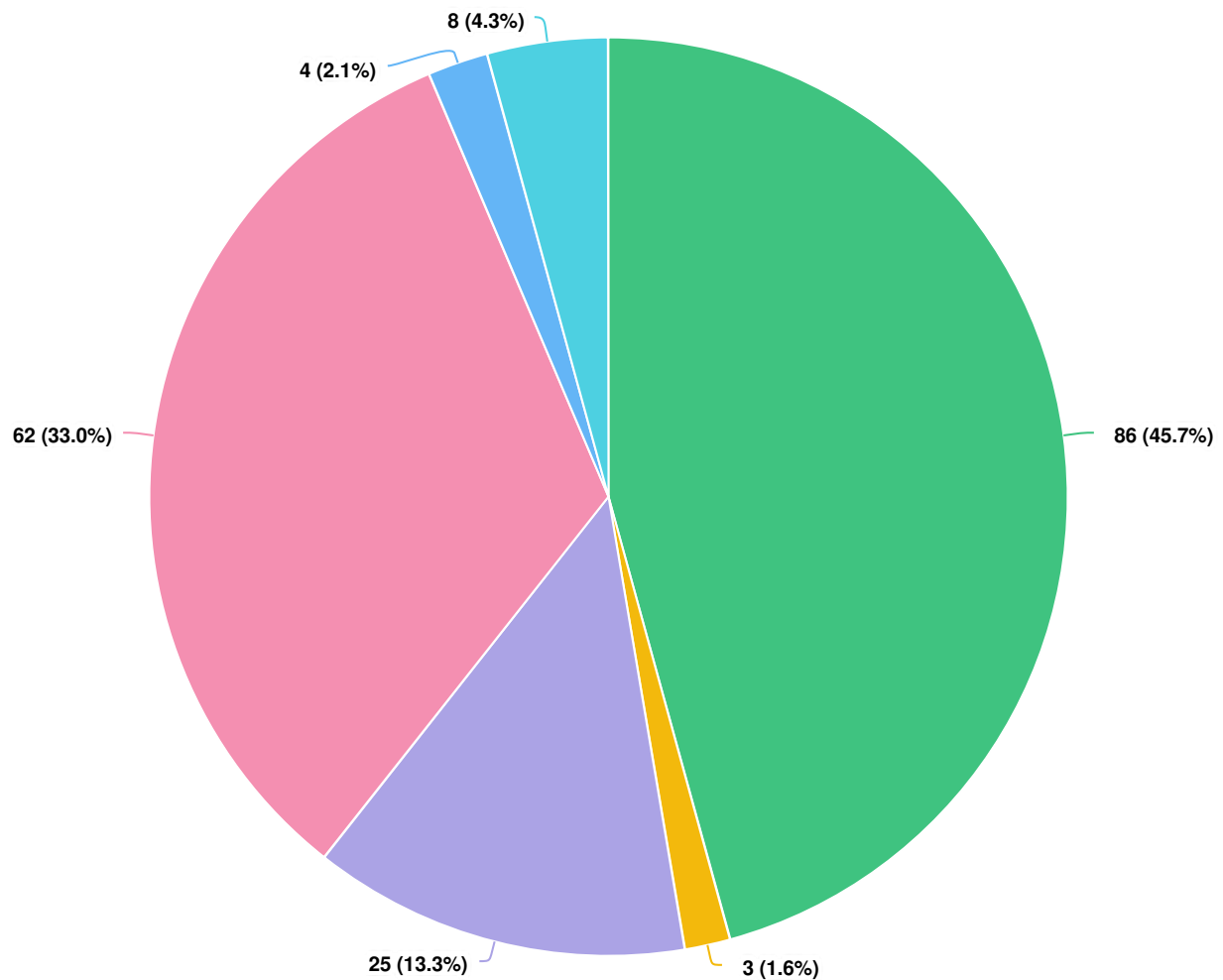
Question options

☐ Prefer Not to Answer ☐ Female ☐ Male

Optional question (186 response(s), 2 skipped)

Question type: Radio Button Question

What type of household do you live in?



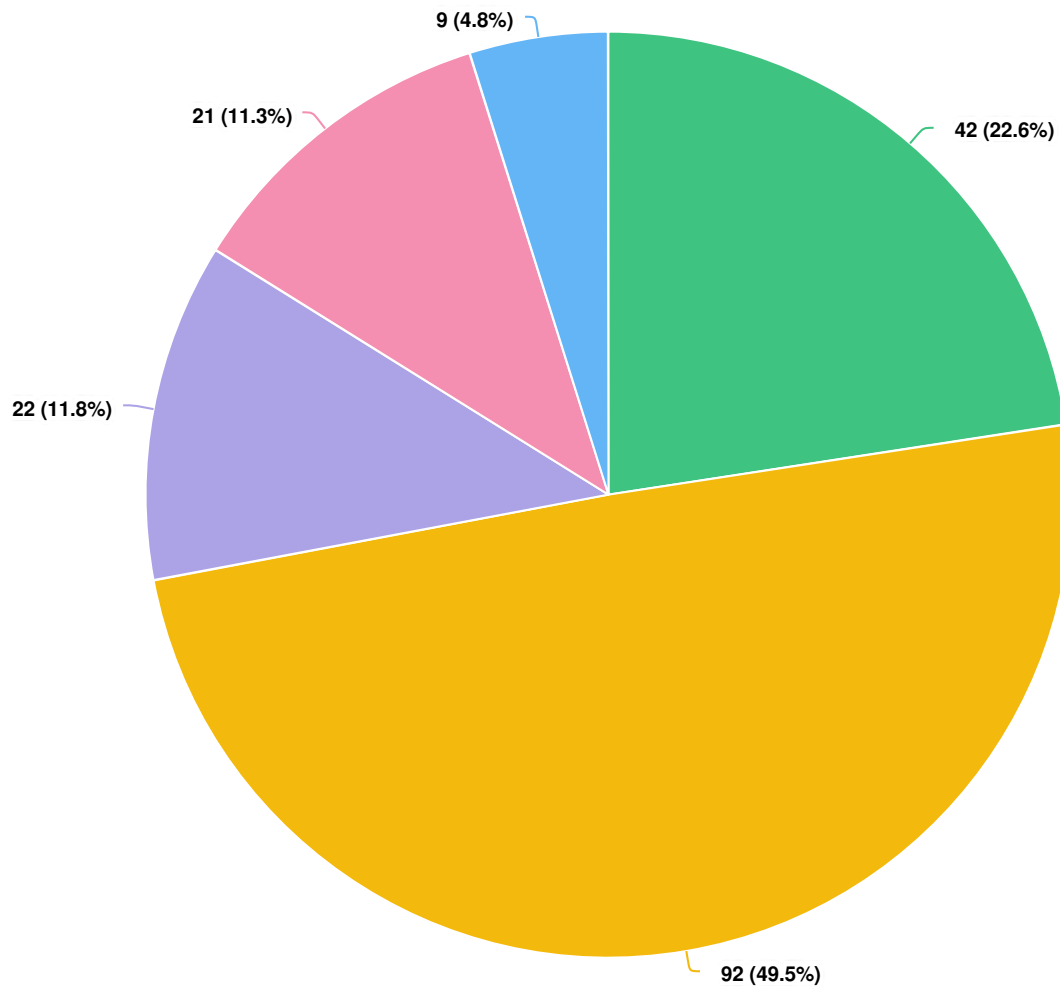
Question options

☐ Other (please specify) ☐ Basement Suite ☐ Apartment ☐ Townhouse ☐ Duplex ☐ Single family house

Optional question (188 response(s), 0 skipped)

Question type: Radio Button Question

Including yourself, how many people live in your household?



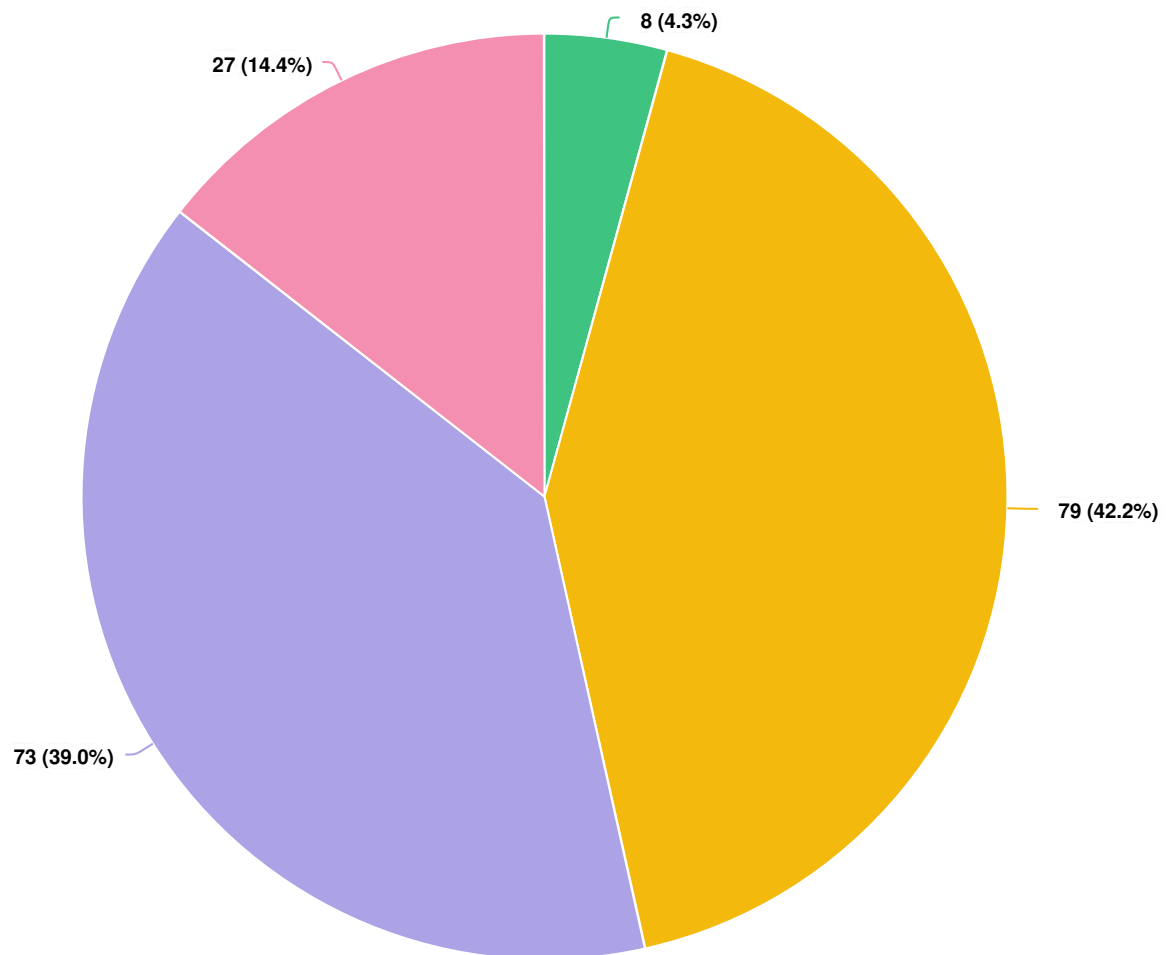
Question options

● 5+ ● 4 ● 3 ● 2 ● 1

Optional question (186 response(s), 2 skipped)

Question type: Radio Button Question

How many vehicles are registered to your household?



Question options

3 or more 2 1 0

Optional question (187 response(s), 1 skipped)

Question type: Radio Button Question

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 22, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director, Engineering and Municipal Operations

SUBJECT: Solid Waste Collection Review

RECOMMENDATIONS

THAT Council:

1. Direct staff to conduct a financial analysis and review funding models that would enable the City to provide solid waste collection for Multi-Family (MF) and Institutional, Commercial, and Industrial (ICI) buildings by a City managed contractor; and
 2. Direct staff to obtain a legal opinion to determine if the City, through bylaw, can request private property owners to terminate contracts with private solid waste haulers.
-

EXECUTIVE SUMMARY

One of Council's Strategic Priorities to manage the delivery of City services efficiently and effectively is to review multi-family and commercial waste pickup. Dillon Consulting (Dillon) was hired to carry out a comprehensive review of all solid waste services, conduct an open house, prepare surveys, and provide a detailed qualitative study.

Dillon determined that the current solid waste collection for single family (SF) dwellings is efficient. Staff discussed Dillon's Report regarding the SF aspects of the City's solid waste collection in July and October 2020 Corporate Reports. Council considered the reports and approved the purchase of five new solid waste collection vehicles to replace the vehicles in the SF solid waste collection fleet.

Dillon also reviewed three options for multi-family ("MF") and Institutional, Commercial and Industrial (ICI) waste pick up. Their evaluation concluded that solid waste collection by a City managed contractor will provide the most benefits.

The purpose of this report is to seek Council's direction on MF and ICI solid waste collection service.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-490 October 5, 2020	THAT Council: 1. Direct staff to prepare a 2020 Financial Plan Amendment that would include a \$985K adjustment for the purchase of the three solid waste vehicles discussed in this report; and

	2. Approve the purchase of the three solid waste collection vehicles in the amount of \$1.131M (excluding GST) upon adoption of the 2020 Financial Plan Amendment Bylaw. CARRIED
2020-394 July 27, 2020	THAT Council: 1. Approves the purchase of two (2) recycling replacement vehicles from the 2020 Financial Plan in the amount of \$820K (excluding GST) from Rollins Machinery Ltd; and 2. Approves an increase of \$304K for the purchase of the two recommended vehicles that would be reallocated from funding that was to have been for the purchase of the three (3) residential collection vehicles. CARRIED
2018-395 November 19, 2018	THAT Council receives for information the corporate report dated November 19, 2018 from the Director of Engineering and Municipal Operations titled "Solid Waste Management: Current Status of the Program". CARRIED
2015-114 April 10, 2015	THAT Council endorses option three (3) as outlined in April 10, 2015 corporate report titled "Multi-Family Solid Waste Collection Additional Information" endorsing the City "Provide technical assistance to transition to private collection for multi-family properties." CARRIED

INTRODUCTION/BACKGROUND

In mid-2015, the City made significant changes to its delivery of solid waste services in response to Metro Vancouver's Integrated Solid Waste and Resource Management Plan (ISWRMP). MF and ICI solid waste collection was removed as a City service and left to private contracts between haulers and property owners in the MF and ICI sector. The changes also included a transition from cost recovery through Property Taxes to a user fee model for SF units.

Prior to 2015, the City collected MF and ICI solid waste with one overhead compactor truck; however, changes in service to meet the ISWRMP, such as green waste collection, in addition to the construction of several large residential towers and infill buildings meant one overhead compactor truck was no longer adequate to provide the service. As a result of the changes made by Metro Vancouver, in addition to the one overhead compactor truck an additional four trucks capable of handling toters would have been required to provide City MF and ICI solid waste service.

As the review of MF and Commercial waste pickup is a Council Strategic Priority, Dillon Consulting was retained to conduct a Solid Waste Management Operations Review (Appendix A). Their scope included a waste characterization study, jurisdictional best practices review, identification of service improvement opportunities, public consultation, high level cost estimates, and a qualitative evaluation of solid waste service options for SF, MF, and ICI.

Dillon's study found that the City's SF collection is efficient. For MF and ICI, the following options were evaluated, which included a high-level cost estimate for Option 2 and Option 3:

1. Collection by privately managed contractors (status quo),
2. Collection by City staff, and
3. Collection by a City managed contractor.

If services under Option 1 continues, there would not be any change in service.

If Option 2 is adopted, the City will need to invest an estimated \$3.15M (\$1.13M for new totters, and dumpsters and \$2.02M for five (5) waste collection vehicles). The operating budget will need to be increased by an estimated \$1.3M (\$650K for six (6) new regular full-time staff, fuel, maintenance, and \$650K in tipping fees). Issues to consider would include lack of space at the Operations Works Yard to house five (5) additional waste collection vehicles, as well, the significant increase in large vehicle traffic and noise would exacerbate the concerns of neighbours surrounding with the Works Yard at Keil Street. An investigation of a scaled down service paradigm limited to MF showed that this was not feasible independently of ICI because both sectors would need to share an overhead compactor truck.

If Option 3 is adopted, the City would procure a single contractor to provide solid waste collection services for all MF and ICI within the municipality. Staff would report back to Council on funding models to support one (1) regular full-time position needed to coordinate the solid waste contractor and to pay for the contract service which would require an increase in the operating budget. The City would also need to set user fees in the Solid Waste Bylaw for this service.

A summary of Dillon's qualitative evaluation of MF and ICI solid waste collection options is noted below in Table 1.

Table 1 – Qualitative Evaluation of MF and ICI Collection Options

Unique Scenario Components	Option 1 – Status Quo	Option 2 – City Collection of Both MF and ICI	Option 3 – City Managed Contract of MF and ICI
Capital Cost	No Change in Capital Costs	Highest initial capital cost x	No Change in Capital Costs
Community Acceptance	No changes to existing resident responsibilities	Reduces number of waste collection vehicles on the street ✓	Reduces number of waste collection vehicles on the street ✓
Ease of Implementation	No change to existing service	Requires operator training for new vehicle(s)	Requires management of contract
EH&S Considerations	No change to risk	Medium risk of injury	Medium risk of injury
Operating Cost	Lowest annual operating cost ✓	Highest annual operating cost x	Second highest annual operating cost
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Increase in current level of effort for ongoing management/daily operations (additional collection vehicles, routes and crews) x	Increase in current level of effort for ongoing management/daily operations (contract management) x
Identified Economic Benefits MF	No Change	Reduced overall costs for MF sector ✓	Reduced overall costs for MF sector ✓
Identified Economic Benefits ICI	No Change	Increased overall costs for ICI sector x	Reduced overall costs for ICI sector ✓
Strategic Fit	No change to staffing level	In-line with Council Goals and Objectives ✓	In-line with Council Goals and Objectives ✓

Dillon concluded that Option 3 – collection by a City managed contractor provides the most benefit to the City. This option reduces the number of waste haulers on City streets and would not require capital expenditures.

FINANCIAL IMPLICATIONS

As presented at the January 25, 2021 Finance & Audit Committee Meeting, the Solid Waste Reserve does not have sufficient funds to provide \$3.15M in capital expenditures. The operating budget has not been setup to contemplate an increase of an estimated \$1.3M.

The Solid Waste Utility would require significant increases to both the capital reserve and the operating budget to carry out this service.

LEGAL IMPLICATIONS

The City has approximately 252 MF and 96 ICI properties; these properties have existing contracts with private haulers. If Option 2 or Option 3 is selected, existing contracts and termination clauses would need to be respected.

A new regular full-time staff will need to contact every property, review its contract terms, asset its current solid waste assets, develop its transition plan to City or City-managed collection, and prepare its solid waste collection plan.

It is recommended that the City retain a legal opinion on the impacts of terminating existing contracts.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The City of White Rock hosted an open house on February 19, 2020. Over 70 residents attended the open house and the City received 199 responses to the online survey. Of the survey responses, 72% of the respondents were satisfied or very satisfied with their current collection services and 67% of the respondents found their day-to-day living impacted or very impacted by hauler traffic.

Of the respondents that reside in multi-family buildings, 45% are not satisfied with their current waste collection program and 72% would be very interested in having the City complete their waste collection.

A second round of surveys were sent to 257 MF property managers and 107 business owners to understand their current solid waste collection service and cost. The City received 57 responses for MF and 12 responses for ICI.

For MF, it was found that all respondents have garbage, recycling, and green waste collection. Of 57 responses, 33% pays over \$300/unit/year, 28% were unsure, 19% pays between \$180/unit/year and \$300/unit/year, and 19% pays less than \$180/unit/year.

Of the 12 responses received for ICI, 58% pay over \$732 per year, 9% pay less than \$240, and 33% are unsure of their costs.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Finance Department staff reviewed this report and provided feedback on reserve and budget implications.

CLIMATE CHANGE IMPLICATIONS

Options two and three will result in fewer trucks on the road and less greenhouse gas production.

ALIGNMENT WITH STRATEGIC PRIORITIES

The review of solid waste operations, specifically multifamily and commercial pickup, is a 2018-2022 Council Strategic Priority.

OPTIONS / RISKS / ALTERNATIVES

The following alternative options are available for Council's consideration:

1. Maintain the current solid waste collection model.
2. Conduct a detailed financial analysis and review funding models that enable the City to provide solid waste collection for MF and ICI by City staff. Obtain a legal opinion to determine if the City through bylaw can request private property to terminate contracts with private solid waste haulers.

If Option 1 is selected, the current operating model would continue. The amount of truck traffic by multiple private haulers would continue.

If Option 2 is selected, the \$3.15M in capital assets and additional \$1.3M in operating expenses would need to be included in the Financial Plan. The space to house five (5) additional solid waste vehicles, not available at the Operations Works Yard, would need to be identified. In addition, staff would need to review funding models, which may include additional land acquisition costs to expand the Operations Works Yard, or purchase/lease other property for this purpose, as well as determine potential impact on the revenue services division.

CONCLUSION

Dillon's study found that the City's SF collection to be efficient. For MF and ICI collection, three options were evaluated: collection by privately managed contractors (status quo), collection by City staff, and collection by a City managed contractor. Estimated costs for City staff to provide collection service for MF and ICI would be \$3.15M in capital and \$1.3M in operating – costs not contemplated in the 2021-2025 Financial Plan.

The consultant concluded that a City managed contractor would be the most advantageous option. This option is recommended as it reduces the number of private waste haulers on the road and does not require new capital expenditures.

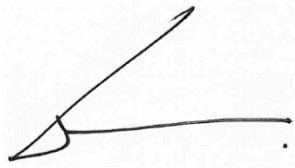
Respectfully submitted,



Jim Gordon, P.Eng.
Director of Engineering and Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Solid Waste Management Operations Review



CITY OF WHITE ROCK

Solid Waste Operations Review



January 2021 – 19-1382

January 14, 2021



The Corporation of the City of White Rock
877 Keil Street
White Rock, BC
V4B 4V6

Attention: Rosaline Choy, P.Eng. Manager of Engineering

Solid Waste Operations Review – Revised Draft Report

Dear Ms. Choy:

Dillon Consulting Limited (Dillon) is pleased to submit our Final Solid Waste Operations Review for the City of White Rock (City). Edits and comments to previously sent draft sections have been considered and are contained within.

This report documents:

- The current waste management system,
- Relevant policies, strategies and bylaws,
- Results of the City's solid waste audit,
- A best practices jurisdictional review,
- Initial solid waste management options developed for consideration (based on the results of the stakeholder engagement survey and public open house), and
- Costing and implementation considerations for priority options, as identified in collaboration with the City.

Thank you for the opportunity to assist you with this important assignment. We look forward to supporting your ongoing investigations of waste diversion opportunities.

Sincerely,

DILLON CONSULTING LIMITED

A handwritten signature in black ink, appearing to read 'H Gerlach', with a long horizontal flourish extending to the right.

Heidi Gerlach, EP
Project Manager

Our file: 19-1382

3820 Cessna Drive
Suite 510
Richmond
British Columbia
Canada
V7B 0A2
Telephone
604.278.7847
Fax
604.278.7894

Dillon Consulting
Limited

Table of Contents

Executive Summary

1.0	Introduction	1
1.1	Study Area.....	1
1.2	Population and Housing.....	1
2.0	History of Waste Management in White Rock	3
3.0	Solid Waste Management Policies and Recent Actions	4
3.1	Federal Policies	4
3.2	Provincial Policies.....	5
3.3	Regional Government/Metro Vancouver Policies	7
3.4	City Policies, Bylaws and Strategies.....	10
4.0	Solid Waste System – Programs and Facilities	11
4.1	Organizational Structure.....	11
4.2	Collection Programs	11
4.2.1	Single-Family Dwellings	11
4.2.2	Multi-family Dwellings.....	12
4.2.3	Industrial, Commercial and Institutional (ICI) Sector	12
4.3	Facilities	12
4.4	Haulage and Processing/Disposal	13
4.5	Promotion, Education and Outreach.....	13
4.5.1	Promotion and Education – General	13
4.5.2	Waste Diversion Education	13
4.5.3	Communications	13
4.5.4	Customer Service	14
4.5.5	City-Wide Initiatives	14
4.6	Capital and Operating Costs.....	14

5.0	Waste Characterization, Quantities and Diversion	15
5.1	Characterization of Waste	15
5.1.1	Single-Family Residential	17
5.1.2	Multi-Family Residential	22
5.1.3	ICI.....	26
5.1.4	Comparison to the Baseline Audit.....	30
5.1.5	Banned Materials	34
5.2	Historical Waste Quantities	36
5.2.1	Waste Quantities.....	36
5.2.2	Performance Monitoring	37
5.3	Waste Diversion Rate	38
6.0	Financial Overview	39
6.1	Breakdown of Revenues and Expenses	40
7.0	Municipal Jurisdictional and Best Practices Review on Waste Diversion and Management	42
7.1	Methodology.....	42
7.2	Waste Diversion Programs.....	44
7.2.1	City's Current Approach.....	44
7.2.2	Best Practices Review Results	44
7.3	Waste Diversion Legislation, Policies and Enforcement.....	48
7.3.1	City's Current Approach.....	48
7.3.2	Jurisdictional Review Results	48
7.4	Waste Avoidance and Reduction	50
7.4.1	City's Current Approach.....	50
7.4.2	Jurisdictional Review Results	51
7.5	Single-Family Waste Collection	53
7.5.1	City's Current Approach.....	54
7.5.2	Jurisdictional Review Results	54
7.6	Multi-Family Collection.....	55
7.6.1	City's Current Approach.....	55
7.6.2	Jurisdictional Review Results	56
7.7	ICI Collection	58

7.7.1	City's Current Approach.....	58
7.7.2	Jurisdictional Review Results	58
7.8	Streetscape and Public Spaces Solid Waste Management	60
7.8.1	City's Current Approach.....	60
7.8.2	Jurisdictional Review Results	61
7.9	Summary of Jurisdictional Review.....	62
8.0	Solid Waste Management Options	64
8.1	Performance Requirements.....	64
8.1.1	Future Waste Generation Trends and Practices	64
8.2	Solid Waste Management Collection Options	66
8.2.1	Results of Community Consultation	66
8.2.2	Candidate Solid Waste Management Collection Options.....	67
8.2.3	Phase 1 Priority - Single Family Collection Options	68
8.2.4	Phase 2 Priority - City Collection/Management of Multi-Family and ICI Waste Collection Services.....	81
8.2.5	Next Steps for Other Phase 2 Priorities	90
9.0	Recommendations and Program Improvement Opportunities	93
9.1	Phase 1 Priority – Single Family Collection Options	93
9.2	Phase 2 Priority – Single Family Collection Options	93
9.3	Other Phase 2 Priorities.....	94
9.3.1	Single Family Recycling	94
9.3.2	Potential Procurement of Standardized Wheeled Carts for Single-Family Garbage and Organics Collection.....	94
9.4	Additional Program Improvement Opportunities.....	95
10.0	Closing	97

Figures

Figure 1. Metro Vancouver Regional Map.....	1
Figure 2. Overall Average Sector Waste Composition by Stream.....	16
Figure 3. SF Garbage Results by Sample and Overall Average	18
Figure 4. SF Recycling Containers Results by Sample and Overall Average	19
Figure 5. SF Recycling Paper Results by Sample and Overall Average	19
Figure 6. SF Recycling Glass Results by Sample and Overall Average	20
Figure 7. SF Organics Results by Sample and Overall Average	21
Figure 8. SF Waste by Stream - Overall Average Composition	22
Figure 9. MF Garbage Results by Sample and Overall Average.....	23
Figure 10. MF Recycling Results by Sample and Overall Average.....	24
Figure 11. MF Organics Results by Sample and Overall Average.....	25
Figure 12. MF Waste Composition - Overall Average Composition.....	26
Figure 13. ICI Garbage Results by Sample and Overall Average	27
Figure 14. ICI Recycling Results by Sample and Overall Average.....	28
Figure 15. ICI Organics Results by Sample and Overall Average.....	29
Figure 16. ICI Waste Composition - Overall Average Composition.....	30
Figure 17. SF Waste Composition - 2014 vs 2019 Comparison	31
Figure 18. MF Waste Composition - 2014 vs 2019 Comparison	32
Figure 19. ICI Waste Composition - 2014 vs 2019 Comparison	34
Figure 20. City of White Rock Waste Collection Expenditures and Revenues for 2015 to 2018.....	40
Figure 21. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018.....	41
Figure 22. Recycling Program Financials (2015 to 2018).....	91

Tables

Table 1. City Building Type Information	2
Table 2. Single-Use Item Disposal (millions of items) in Metro Vancouver	10
Table 3. 2018 Waste Management Operating Costs	14
Table 4. Overall Average Sector Waste Composition by Stream.....	17
Table 5. Metro Vancouver Banned Material List & Corresponding Audit Sorting Categories	35
Table 6. Overall Banned Material Contained in the SF, MF and ICI Garbage Streams.....	35
Table 7. Single-Family Residential Historical Waste Quantities in Metric Tonnes	36
Table 8. Single-Family Residential Waste Disposal Quantity Projections for 20 Year Planning Period	37
Table 9. Diversion Rates for the SF, MF and ICI Sectors.....	38
Table 10. City of White Rock Overall Solid Waste Management Expenditures and Revenues for 2015 to 2018	39
Table 11. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018	41
Table 12. Rationale for Selected Jurisdiction.....	43
Table 13. Recycling Contamination Rates (2017)	45
Table 14. Waste Diversion Programs Best Practices Review.....	45

Table 15. Waste Diversion Legislation, Policies and Enforcement Best Practices Review	49
Table 16. Waste Avoidance and Reduction Best Practices Review	52
Table 17. Single Family Collection Best Practices Review	54
Table 18. Multi-Family Collection Best Practices Review	57
Table 19. ICI Collection Best Practices Review	60
Table 20. Streetscape and Public Spaces Waste Management Best Practices Review.....	61
Table 21. Best Practice Findings Summary	62
Table 22. Projected Population and Waste Generation.....	65
Table 23. SF Residential Waste Quantity Projections for 20 Year Planning Period	68
Table 24. Program Components Common to all New Options.....	69
Table 25. Operational Service Statistics to Determine Truck Hours Per Day, Single Family Garbage	73
Table 26. Operational Service Statistics to Determine Truck Hours per Day, Single Family Organics	73
Table 27. Capital and Operating Costs for SF Collection of Garbage, Organics and Recycling Collection	75
Table 28. Qualitative Evaluation of Options	80
Table 29. High-Level Capital Cost for Service Scenario 2B: Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities	83
Table 30: High-Level Operating Cost and Unit Rate for Service Scenario 2B: Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities.....	83
Table 31: Number of MF Buildings with Range of Unit Count.....	87
Table 32. Estimated Overall Costs for MF and ICI Waste Collection.....	88
Table 33. Qualitative Evaluation of MF and ICI Options.....	89
Table 34. Collection Optimization and Reduction of Double Handling of Materials - Standardized Toters.....	92
Table 35. Opportunities for Program Changes and Improvement	96

Appendices

A	Consent Form
B	Waste Characterization Study Results
C	Detailed Project Population and Waste Generation Growth
D	Assumptions for Waste Generation Projections and Options Calculations
E	"Tell Us What You Think" Survey Responses
G	Open House Presentation Boards
H	High-Level Summary of Service Scenarios
J	RecycleBC Incentive Information
K	Detailed MF and ICI Survey Results
L	Utility Rate Model

Executive Summary

Dillon Consulting Limited (Dillon) was retained by the City of White Rock (City) to provide consulting services to conduct a Solid Waste Management Operations Review. The review included the following as documented in this report:

- Relevant policies, strategies and bylaws (**Section 3.0**);
- The current City waste management system (**Section 4.0**);
- Quantities of waste managed and diverted and results of the City's solid waste characterization study (**Section 5.0**);
- A financial overview of the City's waste management and collection system (**Section 6.0**);
- A best practices jurisdictional review (**Section 7.0**);
- Results of public consultation, evaluation of future solid waste management collection options for both the single-family and multi-family sectors (**Section 8.0**); and
- Recommendations and opportunities for improvement in other aspects of the City's waste management system (**Section 9.0**)

Following the review of the current system and research into what other jurisdictions are doing to manage waste, performance requirements and improvement opportunities were established (taking into account future waste generation trends and practices). Initial solid waste management options were developed for City consideration. Costing and implementation considerations were established for priority preferred options based on the results of stakeholder engagement surveys and a public open house, as identified in collaboration with the City.

In July of 2020, Dillon made a presentation to Council accompanying a memorandum detailing the highest priority solid waste collections options for the single-family (SF) sector (i.e. homes for which the City currently offers waste collection services). These options focused specifically on the need to replace aging SF collection trucks, and remove double handling of material at the Works Yard.

Dillon completed additional multi-family (MF) and industrial, commercial and institutional (ICI) sector surveys and investigations to evaluate the costs and feasibility to provide waste collection services internally vs. through the private sector.

The following provides summary of the findings from the review of solid waste management operations at the City of White Rock.

Overview of Policy Drivers for Municipal Consideration

To understand the larger context and drivers for waste diversion considerations and/or pressures at the municipal level, an overview of recent federal, provincial and regional policy are provided.

Federal/National Priorities

Plastic waste, largely through its impact on marine litter, has become a high priority to all levels of government across Canada. In June 2019, the Government of Canada announced two steps to reduce Canada's plastic waste by identifying six targeted single-use plastics (SUPs) to be banned in 2021 and working with provinces and territories to introduce extended producer responsibility (EPR) programs across the country. As part of the move towards zero plastic waste in Canada, the Canadian Council of Ministers of the Environment (CCME) approved in principle a Canada-wide Strategy on Zero Plastic Waste in November 2018.¹ The strategy places a significant emphasis on Single-Use Items (SUI) and prioritizes reducing demand for disposable plastic items. SUPs are one of ten priority result areas in the Strategy and a priority action focus in the accompanying Canada-wide Action Plan on Zero Plastic Waste, released in 2019.²

Provincial Priorities

Addressing plastic pollution is also a priority for the Ministry of Environment and Climate Change (MECC). The CleanBC Plastics Action Plan serves as a roadmap to implement policies and programs that will reduce plastic pollution in BC. The four main focus areas identified were SUI bans, adding EPR items to the Recycling Regulation, expanding the EPR program which covers deposit-refunds for Beverage Containers, and reducing plastics overall (through bans on packaging and increased recycled content requirements). As part of this plan, the Province approved by-laws banning SUIs for the municipalities of Richmond, Victoria, Saanich, Tofino and Ucluelet. This allows communities to implement their own SUI bans and sets the groundwork to allow local governments to ban certain types of plastic products. Of note, neighbouring Surrey brought their Plastic Bag and SUI Bylaw to Council in December 2020 for the first reading.

Regional Government/Metro Vancouver Policies

Metro Vancouver (MV) assumes management control of regional disposal facilities so waste reduction and diversion goals are uniformly applied to provide equity for residents and businesses in the region. As of January 1, 2015 the MV Regional District banned food scraps from disposal. In effect this caused all municipalities within the regional district to implement food collection programs.

As part of its Regional SUI Reduction Strategy, MV staff developed a toolkit which will serve as a resource for member municipalities in the region considering SUI reduction/management. The National Zero Waste Council (NZWC) Plastics Advisory Panel listed the following SUI priority plastic items in their document Regulatory Approaches for Priority Plastic Wastes:³ Bags (single-use), Containers (rigid and foam plastic), Cups and lids (single use, plastic), Straws (single-use, plastic); and Utensils (single-use, plastic). The MV toolkit on policy and regulatory options (mandatory fees, bans) focuses on the same

¹ See: <https://www.ccme.ca/files/Resources/waste/plastics/STRATEGY%20ON%20ZERO%20PLASTIC%20WASTE.pdf>

² See: https://www.ccme.ca/files/Resources/waste/plastics/1289_CCME%20Canada-wide%20Action%20Plan%20on%20Zero%20Plastic%20Waste_EN_June%202017-19.pdf

³ See: <http://www.nzwc.ca/Documents/RegulatoryApproachesforPriorityPlasticWastes.pdf>

items, as those five categories contribute an estimated 1.1 billion items to MV disposal per year (440 items per person).

Current State of Solid Waste Management in White Rock

Waste collection services in the City are managed by the Engineering and Municipal Operations Department, under the direction of the Manager of Public Works. Waste management services (garbage, recycling and organics collection) are provided to residents by both the City and private sector service providers. City services are provided to 4,038 single-family (SF) households and 67 multi-family (MF) units (townhouses), representing a total of 4,105 units. For dwellings serviced by the City, garbage collection services are provided bi-weekly while recycling and organics wastes are collected on a weekly basis. The collection truck operators service the SF residential collection program using one garbage truck, two green waste trucks and two recycling trucks. Currently, all five current collection vehicles are non-packing units and collection is done manually. The City opted into the RecycleBC program (formerly MMBC) in May 2014 which means the City continues collecting recyclables on behalf of RecycleBC. The City also encourages additional recycling (e.g., materials not collected curbside) to be brought to a Return-It depot, advertising the Return-it Semiahmoo Bottle Depot on the City website.

Following pick-up, garbage and organics are transported by City-owned vehicles to the City's Operations Yard (which is shared by several departments) where material is tipped, compacted or consolidated on site and temporarily stored. The compacted garbage is then transported to the Surrey Transfer Station (STS) by Waste Connections of Canada (WCC) and the consolidated organics is transported to the GFL Environmental compost facility in Delta by WCC. Recycling is hauled directly by City staff to Richmond Urban Impact Material Recycling Facility (MRF) for processing. Although a new sound barrier was recently built to mitigate noise from the Operations Yard's activities, complaints about odours resulting from the temporary storage of organics on site (two 40 yard bins) have been received from neighbouring residents.

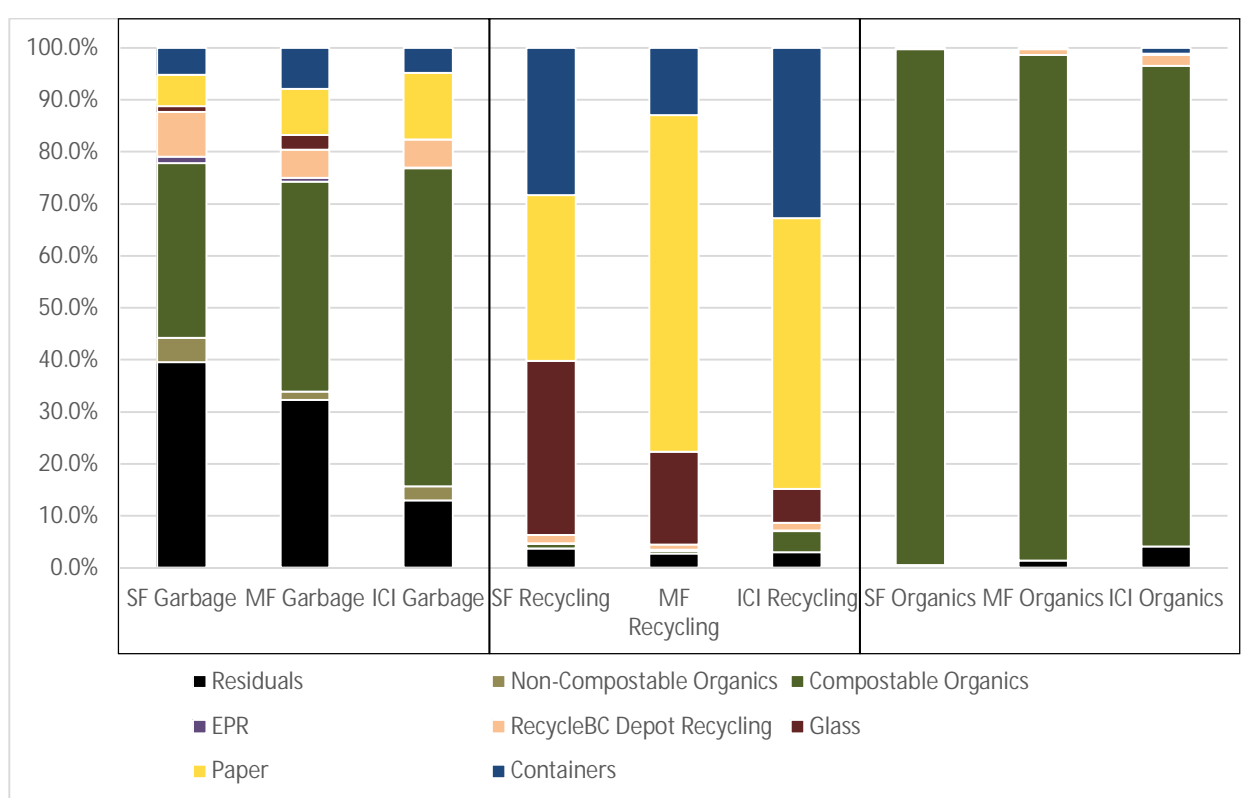
Collection for City facilities is contracted to GFL Environmental Inc. MF buildings not serviced by the City (strata, apartments), mixed-use buildings (ICI/MF on same property) and all ICI buildings must employ private waste collection services. Contractors servicing MF dwellings and ICI locations are responsible for their own hauling and waste processing/disposal. The City used to collect from MF buildings and some ICI establishments. In 2015, the City moved to privatized collection from MF and commercial properties. Recent public feedback received through the City's strategic planning process indicated interest in the City resuming this role.

In 2018, the City collected 1,182 tonnes of garbage, 799 tonnes of recyclable materials and 1,645 tonnes of green waste. A comparison of historical waste stream quantities from 2011 and 2018 are further discussed in Section 5.2 of the report. Diversion rates for all three sectors (SF, MF and ICI) are discussed in Section 5.3.

The 2018 annual operating costs for solid waste management in the City totalled almost \$1.3 million with revenues of approximately \$1.6 million leading to a surplus of about \$284,000. User fees collected through an annual utility fee were the largest contributor to the City revenues (87%).

Waste Characterization Study Results

A waste characterization study was performed for a total of 49 samples from across the SF, MF and ICI sectors as audited over the four-day study period. A summary of the overall results for each sector and for each waste stream is provided in the Figure below. Residuals are presented as the black colour and ideally should comprise the majority of garbage stream and be non-existent in the recycling and organics streams. Alternate materials (colours) in the garbage stream represent materials that could have been diverted out of the waste stream and identify opportunities for improvement.



ES-Figure 1. Overall SF, MF and ICI Waste Composition by Stream

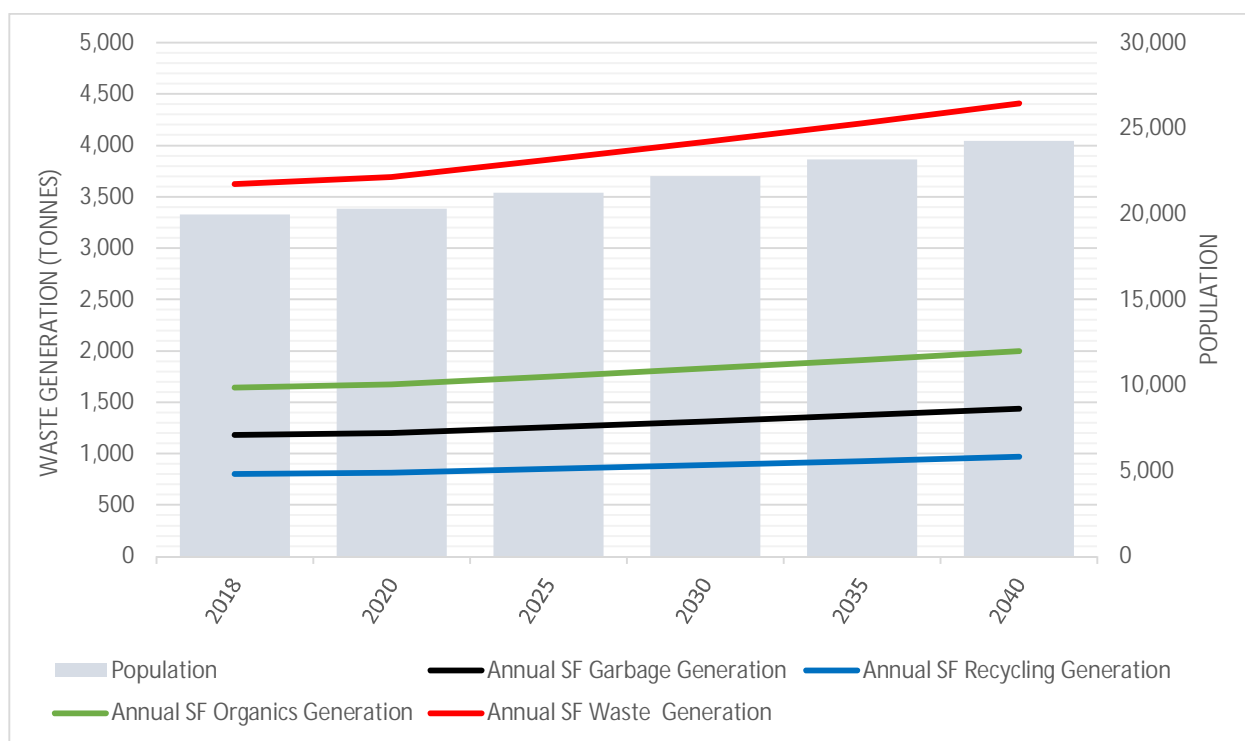
The main categories of waste found in the garbage stream were residuals and compostable organics. Residuals and non-compostable organics are the only materials that should be disposed of and account for 44.2% (SF), 33.8% (MF) and 15.7% (ICI) of the garbage streams. Meaning that approximately 55% (SF), 66% (MF) and 85% (ICI) of what was sent for disposal could have been diverted. Metro Vancouver has banned divertible materials from disposal at their waste facilities through the Metro Vancouver Tipping Fee and Solid Waste Regulation Bylaw. A significant percentage of waste disposed into the garbage stream in all three sectors falls under a banned material category per Metro Vancouver's Bylaw.

Waste audit results from the recent audit were compared to the results from the baseline 2014 waste audits. In general, there has been improvement in correctly using the recycling and organics programs (placing appropriate material in each). However, divertible materials have increased in the garbage streams for all sectors. Refer to Section 5.1.4 of the Report for a detailed comparison of results.

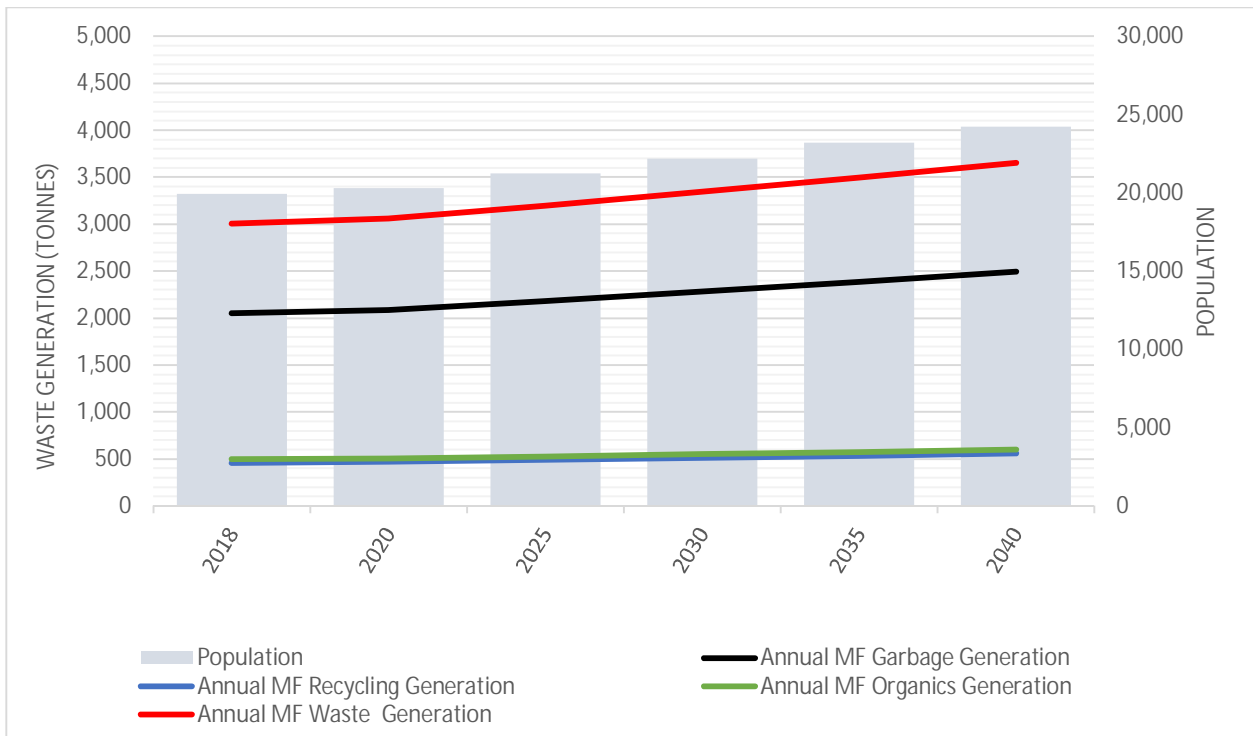
In terms of diversion rates (i.e., materials being diverted to recycling and organics streams and out of garbage stream) the SF sector had the highest tonnage diversion rate at 67% and the MF sector had the lowest diversion rate at 28%. As part of the RecycleBC program, the recycling generated in the City is subject to regular performance audits, usually once per quarter. The RecycleBC program requires contamination in amounts less than 3% or the municipality is at risk of fines. In Q2 2019, 15.5% of the recycling was categorized as incompatible material (i.e. mis-sorted or containing food residue), while 5.1% was material not accepted in the RecycleBC program.

Future Waste Generation Rates

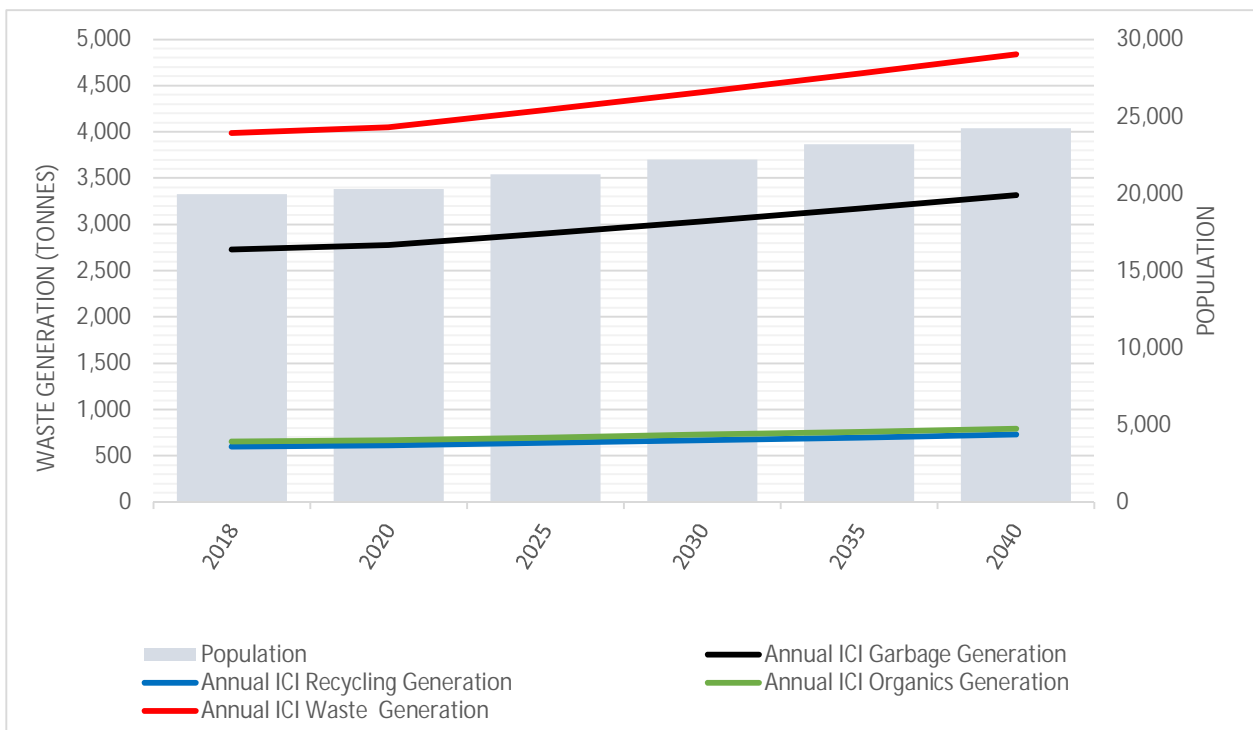
Waste generation quantities are closely linked to changes in population and economic activity. Waste quantities for all three sectors were projected for the 20-year planning period (2020-2040). Overall population and waste disposal/collection estimates for the SF, MF and ICI garbage, recycling and green waste streams are illustrated in the Figures below. Note it was assumed that the annual waste generation rate will mirror the annual population growth rate as projected by the COW Official Community Plan (approximately a 0.89% annual growth rate).



ES-Figure 2. Projected Population and SF Waste Generation



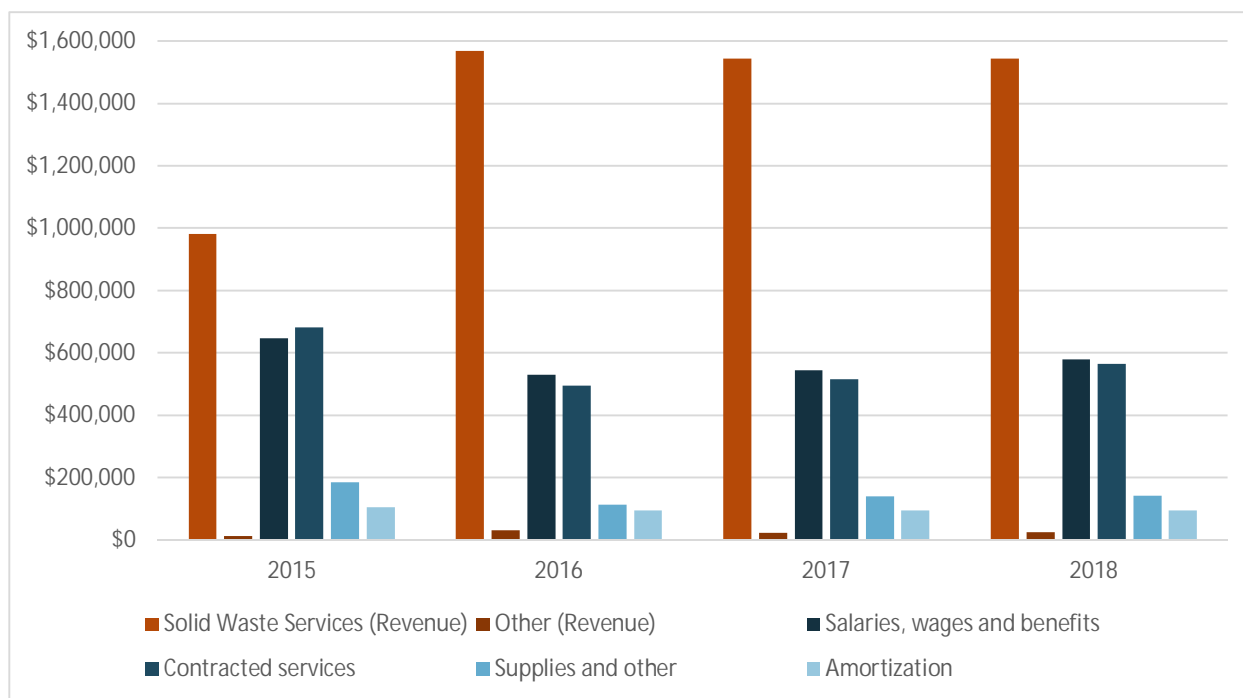
ES-Figure 3. Projected Population and MF Waste Generation



ES-Figure 4. Project Population and ICI Waste Generation

Financial Overview

As noted above, waste management and collection costs borne by the City are limited to SF dwellings, MF dwellings under six units (with some exceptions) and City facilities. A review of expenses and revenues was completed for the years 2015 to 2018 (illustrated below), with financial data provided to Dillon by the City.



ES-Figure 5. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018

After changes were implemented to solid waste collection services in 2015, a year in which there was a deficit in waste collection services, the City posted a surplus in 2016 and again posted surpluses in 2017 and 2018. Surpluses were reallocated to other solid waste management initiatives. It should be noted that surplus have decreased in each year following 2016. The majority of revenues are from Solid Waste Services, with comparable revenues between 2016 and 2018. Salaries, wages and benefits, along with contracted services are the two largest expenses and account for over 80% of expenses between 2016 and 2018.

ES-Table 1. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018

	2015	2016	2017	2018
Revenue				
Solid Waste Services	\$981,917	\$1,567,670	\$1,543,018	\$1,544,582
Other	\$13,071	\$31,309	\$23,757	\$24,753
Expenses				

	2015	2016	2017	2018
Salaries, wages and benefits	\$646,906	\$530,234	\$544,965	\$578,231
Contracted services	\$681,573	\$494,106	\$514,741	\$565,331
Supplies and other	\$184,564	\$113,834	\$140,491	\$140,913
Amortization	\$104,072	\$94,015	\$94,015	\$94,015
Surplus (Deficit)	(\$622,127)	\$366,790	\$272,563	\$190,845

Jurisdictional Review

A review of waste management practices, initiatives, programs and strategies was undertaken on the following jurisdictions: City of Langley, City of North Vancouver, City of Port Coquitlam, City of Port Moody, City of Surrey; and Metro Vancouver Regional District. These jurisdictions were chosen based on how comparable the demographics were to the City of White Rock (e.g. population, density), legislative requirements and on their progressive approaches to managing waste in the following categories: Waste Diversion Programs; Waste Diversion Policy and Enforcement; Waste Avoidance and Reduction; Single-Family Waste Collection; Multi-Family Waste Collection; ICI Waste Collection; and Streetscape and Public Spaces Waste Management.

Based on the findings of the review and comparing to the City's existing waste management system, several program changes and areas for improvement have been identified and are summarized in the table below. Any existing City programs that should not change based on consistency with the best practices findings are also noted.

ES-Table 2. Opportunities for Program Changes and Improvement

Program Component Headings	Program Changes and Improvement Opportunities Based on Jurisdictional Review
Waste Diversion Programs	<ul style="list-style-type: none"> • The City should continue with multi-stream recycling collection as these programs consistently have lower contamination rates. • The City should implement public event (e.g., Sea Festival) waste diversion programs to increase participation in waste diversion programs and reduce waste from being landfilled. • The City should consider a curbside large item pick-up program to avoid illegal dumping.
Waste Diversion Legislation, Policy and Enforcement	<ul style="list-style-type: none"> • If standardized carts are implemented for SF waste collection, consider increased fees based on cart size to encourage diversion. • If the City takes on the collection of waste materials from other sectors (MF or ICI), consider the risk of increased fines from disposal bans and contamination. Given the high amount of contamination found in the recent MF and ICI waste audits, this could be significant.
Waste Avoidance and Reduction	<ul style="list-style-type: none"> • Metro Vancouver single-use item (SUI) reduction strategy /toolkit and City of Surrey Plastics and SUI Reduction Strategy/Bylaw development should be monitored and considered given proximity. Additional effort should be given to harmonize with local businesses who are being included in solid waste initiatives/consultation.

Program Component Headings	Program Changes and Improvement Opportunities Based on Jurisdictional Review
	<ul style="list-style-type: none"> • To encourage a culture of re-use, repair and community engagement, events such as repair cafés should be considered and potentially held in civic facilities.
Single-Family Waste Collection	<ul style="list-style-type: none"> • Cost analysis should be undertaken for automated collection services to determine if the potential reduced operating costs offset the large capital investment. • City collected materials should be directly hauled to end processing/disposal facilities to reduce costs from double handling of materials.
Multi-Family Waste Collection	<ul style="list-style-type: none"> • The total number of units, typical waste generation and participation in waste diversion programs should be considered when evaluating internal vs privatization of MF collection options. • Space required for individual property centralized disposal set-out requirements, and practicality of container type for disposal areas, should be considered when evaluating internal vs privatization of MF collection options. • A voluntary application for those interested in City services should be considered. • The City's bylaw language should be updated to address segregation requirements for MF buildings.
ICI Waste Collection	<ul style="list-style-type: none"> • Space requirements, set-out requirements and practicality of container type for disposal areas at the businesses should be considered when evaluating internal vs privatization of ICI collection options. • The number of businesses requiring/desiring service vs. collection vehicle cost to collect from the same should be considered when evaluating internal vs privatization of ICI collection options. • The City's bylaw language should be updated to address segregation requirements for ICI buildings.
Streetscape and Public Spaces Waste Management	<ul style="list-style-type: none"> • Consider providing waste options in public spaces and on City streets equivalent to what residents are accustomed to at home, to encourage diversion and ensure consistency between home, work and in the public realm. • Consider implementing dog waste diversion programs to reduce related fines from Metro Vancouver.

Results of Community Consultation

A community open house took place on February 19, 2020 to get feedback on waste collection services and operations in the City. As a part of the open house, residents were encouraged to fill out a survey titled "Tell Us What You Think about Solid Waste Operations in the City of White Rock". The City received almost 200 responses to the survey.



A brief summary of survey results are provided below to offer context on the developed options for the City:

- 41% of survey participants resided in SF homes, 56% resided in MF households and 2.5% did not live in White Rock but did own business in the City;
- 72% of the respondents are satisfied or very satisfied with their current collection services;
- 63% of SF residents would prefer standardized toters for waste collection services;
- 45% of MF residents are not at all or not satisfied with their current waste collection programs;
- 72% of MF residents would be 'very interested' in having the City complete their waste collection and an additional 15% would be 'interested' in this service;
- 67% of survey participants found their day-to-day living impacted or very impacted by hauler traffic; and
- No overwhelming sentiment by the ICI sector was recorded, with 4 of the 7 ICI respondents indicating they are somewhat satisfied or satisfied with their waste collection services.

Solid Waste Management Collection Options

The review and assessment of solid waste management options for the SF, MF and ICI sectors was conducted based on the identification of an initial extensive list of scenarios that was established from the background review and identification of areas of current/future deficiencies and improvement.

A number of options for solid waste management collection from the SF, MF and ICI sectors were developed. Initially, seven high level options were created (Section 8.2.2) and then, following guidance from the City, priority options were identified which were broken down into Phase 1 (Section 8.2.3) and Phase 2 priorities (Sections 8.2.4 and 8.2.5). A screening process was applied to rank each of the options developed.

Phase 1 First Priority - Single-Family Collection Options

Based on immediate City staff priorities (i.e. the need to replace SF collection trucks), four SF collection options (status quo plus three alternatives to allow for compaction and remove double handling of material) were determined as Phase 1 – First Priority.

Dillon developed an evaluation matrix for each of the four options to establish which were worthwhile for the City to pursue. The evaluation looked at the following eight criteria: capital cost, operating cost, community acceptance, ease of implementation, environmental/health and safety considerations, operational/managerial complexity, identified economic benefits and strategic fit. The qualitative evaluation of the options is provided below. Green and red shading was used to distinguish between more or least preferred considerations under each criteria.

ES-Table 3. Qualitative Evaluation of Options

Unique Scenario Components	Option 1 – Status Quo	Option 2 – One Man Sideload	Option 3 – Two Man Rearload	Option 4 – One Man Fully Automated Sideload
	<ul style="list-style-type: none"> F450 Haul All vehicles One staff drives & collects Capacity of 10.7 cubic metres No compaction Works yard transfer of material 	<ul style="list-style-type: none"> One staff drives & collects Compaction ratio 3:1 Capacity of 23.7 cubic metres Can be retrofitted to include hydraulic lift assist for totor collection 	<ul style="list-style-type: none"> Two staff (1 drives/1 collects) Compaction ratio 3:1 Capacity of 19.1 cubic metres Can be retrofitted to include hydraulic lift assist for totor collection 	<ul style="list-style-type: none"> One staff drives & collects Staff does not need to leave vehicle for collection Compaction ratio 3:1 Capacity of 23.7 cubic metres Requires totor collection
Capital Cost	Lowest initial capital cost ✓	Second highest initial capital cost	Second lowest initial capital cost ✓	Highest initial capital cost ✗
Community Acceptance	No changes to existing resident responsibilities ✓ No improvement to Works Yard issues (noise, odour) ✗	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Ensures cart collection ✓
Ease of Implementation	No change to existing service - no challenges identified ✓	Requires operator training for new vehicle	Requires operator training for new vehicle	Requires operator training for full-automation collection Requires City decision to switch to carts prior to purchase ✗ Potential issues with overhead clearances and narrow lanes ✗
EH&S Considerations	Increased risk of injury ✗	Medium risk of injury	Medium risk of injury	Least risk of injury ✓
Operating Cost	Highest annual operating cost ✗	Lowest annual operating cost ✓	Second highest annual operating cost	Second lowest annual operating cost ✓
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓
Identified Economic Benefits	No increase in operating efficiency/reduction in operating costs ✗	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓
Strategic Fit	No change to staffing level No increased efficiency in collection time ✗	No change to staffing level Increased efficiency in collection time ✓	Increased staffing level ✗ Increased efficiency in collection time ✓	No change to staffing level Increased efficiency in collection time ✓

- The qualitative evaluation of the candidate options illustrates that Option 2 is the more advantageous SF collection option since it removes the use of the Works Yard and associated double handling of material, provides an option to convert to cart collection in the future and has the lowest annual operating costs among the options and the current operations.

Phase 2 Secondary Priority – City Collection/Management of MF and ICI Waste Collection Services

Phase 2 – Secondary Priorities considered a deeper dive into MF and commercial collection/management by the City.

Since the transition to privatization of MF and commercial collection, public feedback suggested a desire to return to City collection for the MF and commercial sectors. This sentiment is largely founded on the misconception that City collection was more affordable than private collection. We note here that previous MF waste collection by the City was based on cost recovery through property taxes and was not based on a transparent user fee cost recovery model.

Various approaches to estimate the high-level costs for internalizing MF and ICI collection are presented within the report and show a review of the potential capital and operating costs associated with Scenario 2B (City provision of MF/ICI collection services City-wide), as well as the estimated unit rate for MF and ICI customers (Section 8.2.4).

One of the approaches was the use of the solid waste utility rate model that was developed in 2015, noting that this model was developed when the City was responsible for MF and ICI collection and had true costs to enter into the model. Another approach was to develop surveys for the MF and ICI sectors and send to building/business owners, Strata Councils and MF building managers in an effort to understand and gather data on the current costs of private waste collection haulers for these sectors. There were 57 responses to the MF survey and 12 to the ICI. Estimated current costs are provided based on the MF and ICI survey results. It should be noted that only small portion of MF and ICI properties participated in the survey; due to this, these results are not considered to be representative of the actual current costs across the City.

The main options reviewed were an expanded service model for City collection of all MF and ICI waste and a City-managed contract for MF and ICI waste collection services. The table below provides a qualitative evaluation of the MF and ICI collection options using the same criteria that was used to evaluate the SF collection options. Green and red shading was again used to distinguish between more or least preferred considerations under each criteria.

ES-Table 4. Qualitative Evaluation of MF and ICI Options

Unique Scenario Components	Option 1 – Status Quo	Option 2 – City Collection of Both MF and ICI	Option 3 – City Managed Contract of MF and ICI
Capital Cost	No Change in Capital Costs	Highest initial capital cost x	No Change in Capital Costs
Community Acceptance	No changes to existing resident responsibilities	Reduces number of waste collection vehicles on the street ✓	Reduces number of waste collection vehicles on the street ✓
Ease of Implementation	No change to existing service	Requires operator training for new vehicle(s)	Requires management of contract
EH&S Considerations	No change to risk	Medium risk of injury	Medium risk of injury
Operating Cost	Lowest annual operating cost ✓	Highest annual operating cost x	Second highest annual operating cost
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Increase in current level of effort for ongoing management/daily operations (additional collection vehicles, routes and crews) x	Increase in current level of effort for ongoing management/daily operations (contract management) x
Identified Economic Benefits MF	No Change	Reduced overall costs for MF sector ✓	Reduced overall costs for MF sector ✓
Identified Economic Benefits ICI	No Change	Increased overall costs for ICI sector x	Reduced overall costs for ICI sector ✓
Strategic Fit	No change to staffing level	In-line with Council Goals and Objectives ✓	In-line with Council Goals and Objectives ✓

The qualitative evaluation table illustrates that Option 3 - City Managed Contract of MF and ICI for either and/or both of these sectors, is the more advantageous given the following rationale:

- Community acceptance associated with a reduction in the number of waste collection vehicles on the street compared to current operations;
- Reduction in overall costs for both sectors compared to current operations; and
- An overall strategic fit with the Council's goals and objective.

Dillon recommends that in order to get accurate comparative costs regarding MF and ICI collection, and potentially implementing this as a City-managed program performed either internally or by the private sector, a Request for Proposals be developed. An objective of the selection process would be to choose the most cost-effective and operationally sound arrangement, regardless of whether the collection is done by an external Proponent or internal (in-house) group. As such, Proponents would be advised that the process will include an internal staff submission from the City. To be fair, the internal staff submission and external Proposals would respond to the same submission requirements and be evaluated as set out in the RFP Documents.

Phase 2 – Additional Secondary Priorities considered options for continued SF collection of recycling given a change in end processing location as well as a deeper dive into the procurement of toters (wheeled carts) for SF waste and organics collection.

Following Dillon's consideration of the cost for contracting out this service to a private company or asking RecycleBC to take over the recycling collection services for the SF sector, Dillon recommends the City retain collection of SF recycling and transfer to the new location for processing. This is based on the RecycleBC incentive received, a private hauler quote from three years ago (higher than current City costs to provide service) and a concerted effort to avoid additional trucks on city roads (public survey responses).

Given the public interest in cart collection, as identified through the public consultation, it is recommended the City consider wheeled carts for SF collection of garbage and organics. White Rock has consistently low contamination rates in recycling due to multi-stream collection and no change to the service model is recommended.

Given a changing market and current oversupply of collection carts, it is recommended a Request for Quotes/Request or Expression of Interest be issued to procure more accurate costs for the City based on potential needs (~10,000 carts).

1.0 Introduction

Dillon Consulting Limited (Dillon) was retained by the City of White Rock (City) to provide consulting services to conduct a Solid Waste Management Operations Review. As part of this review, Dillon explored the feasibility of the City carrying out solid waste operations for all residential, multi-family and commercial properties as well as public/private combinations. Costing and implementation considerations were established for priority options.

1.1 Study Area

The City of White Rock was incorporated in 1957 and is located in the southwest corner of the Lower Mainland and within the Metro Vancouver Regional District (Figure 1). The City lies along the edge of Semiahmoo Bay, located to the south and is bordered by the City of Surrey to the west, north and east. It is located 45 km from Vancouver and five minutes from the Canada/US border.

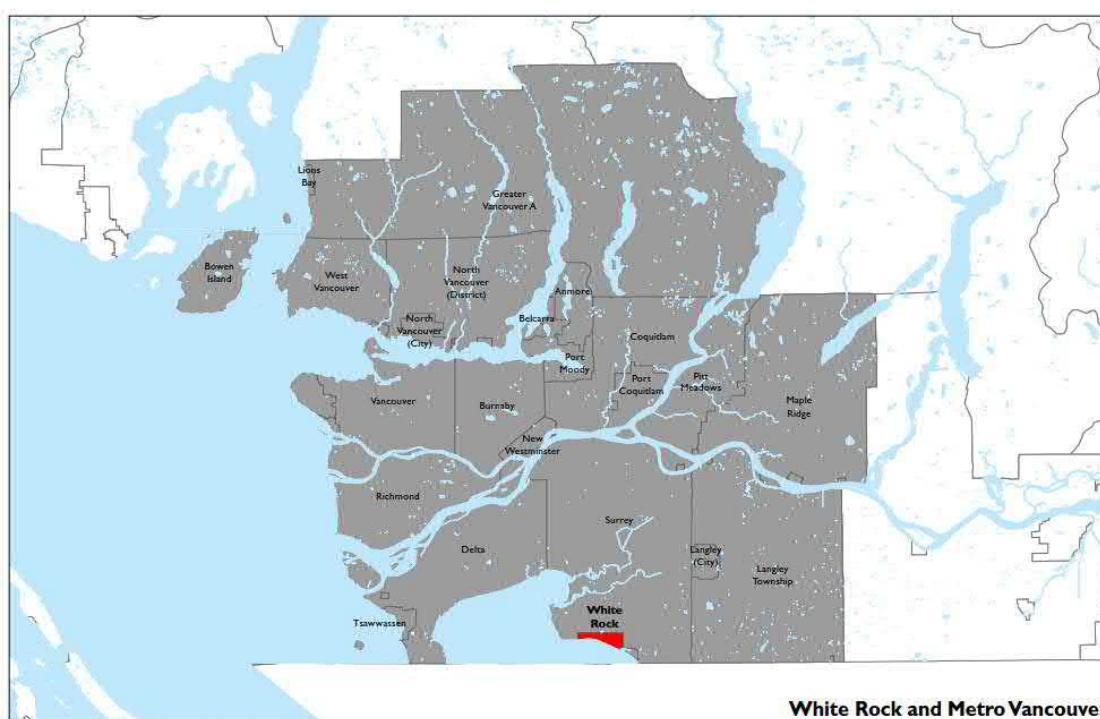


Figure 1. Metro Vancouver Regional Map

1.2 Population and Housing

The City has a population of just under 20,000 (2016 Census); an increase of 3.2% from the 2011 Census. The City witnessed a rapid population growth prior to 1976, with an approximate increase of 33% between 1966 and 1971. White Rock's population has been projected to grow to 27,000 by the year

2041, an increase of approximately 40%. According to Statistics Canada Census data, the 40-64 age group currently makes up the largest demographic (38%). Individuals over the age of 65 comprise the second largest demographic group (34%) and individuals under 40 years old comprise 27% of the population. Fifty-seven percent (57%) are part of the 'working age' (15 to 64 years of age) population category.

In White Rock, approximately 9,270 residents are employed in the labour force and are primarily engaged in health care and social assistance, professional, scientific and technical services and retail trade. The employment rate is approximately 10% lower than the Metro Vancouver regional average and the unemployment rate is marginally higher than the regional average⁴.

The total number of occupied private dwellings in the 2016 Census was 10,005 units, an increase of 1.4% from the 2011 Census (9,865 units). Units include single-family households and units within multi-residential buildings. Among the 4,525 single-family households, single-detached houses account for 25% and semi-detached, row house, apartment or flat in a duplex, other single-attached house and movable dwelling units account for 19% of single-family households. There are almost 5,500 multi-residential building units (e.g., condominium and apartment units).

The City provided slightly higher unit counts for single-family and multi-family households (total of 10,370) compared to the 2016 Census data. For the purposes of waste management services the number of single-family and multi-family residential buildings and number of ICI facilities in the City is presented in Table 1, based on information provided to Dillon by the City. For our purposes, City provided information will be used throughout this report. Density is provided to serve as an indicator of average number of stops required in a given area for collection purposes.

Table 1. City Building Type Information

	Number of Households/Units (Stats Can)	Total Number of Properties (City Provided)	Total Number of Units (City Provided)	Number of Units Served by City (2019)	Approximate Density
Single-Family	4,525 ¹	4,038 ²	4,038 ²	4,038	884 households/km ²
Multi-Family	5,480 ¹	252 ²	6,265 ²	67	54 locations/km ²
Mixed Use ³	-	92	n/a	0	20 locations/km ²
ICI ⁴	-	96 ²	96 ²	0	20 locations/km ²

1. City of White Rock, 2016 Census. Statistics Canada. Accessed at <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915007&Geo2=CD&Code2=5915&SearchText=white+rock&SearchType=Begin&SearchPR=01&B1=Labour&TABID=1&type=0>

2. Values provided to Dillon by City of White Rock staff (Greg Newman, Manager of Planning).

3. ICI and MF units in mixed use buildings together (ICI/MF).

4. Stand-alone ICI – non strata

⁴ City of White Rock, 2016 Census. Statistics Canada. Accessed at <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915007&Geo2=CD&Code2=5915&SearchText=white+rock&SearchType=Begin&SearchPR=01&B1=Labour&TABID=1&type=0>

2.0

History of Waste Management in White Rock

The City completed a Review of Solid Waste Operations in 2014 to determine where efficiencies or changes could be made and included the development of a solid waste utility model. Recommendations and implementation plans from this review considered alignment with Metro Vancouver's Integrated Solid Waste and Resource Management Plan (ISWRMP) and enhancement of the current waste management system. As a result of this review, significant changes were made to the waste collection operations and financing model employed by the City.

Prior to the review, the City provided collection for single-family (SF), multi-family (MF) and some Industrial, Commercial and Institutional (ICI) properties. As a result of the review, the City now only collects from eligible single-family and multi-family dwellings under six units (with some exceptions). All larger multi-family residences and ICI properties are required to procure private waste collection services. In addition, a utility fee was introduced to finance the City's waste collection operations (operations were previously financed from the general tax revenue pool) for single-family homes and eligible multi-family properties. This was a significant change to the operations and was initially met with resistance from residents; however, this model is now adopted and the City receives relatively few calls regarding the utility fee.

3.0

Solid Waste Management Policies and Recent Actions

3.1

Federal Policies

Canadian Environmental Protection Act⁵

The Canadian Environmental Protection Act, 1999 (CEPA 1999) is an important part of Canada's federal environmental legislation aimed at preventing pollution and protecting the environment and human health. The goal of CEPA 1999 is to contribute to sustainable development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Highlights of CEPA 1999 include the following:

- Makes pollution prevention the cornerstone of national efforts to reduce toxic substances in the environment;
- Sets out processes to assess the risks to the environment and human health posed by substances in commerce;
- Imposes timeframes for managing toxic substances;
- Provides a wide range of tools to manage toxic substances, other pollution and wastes;
- Ensures the most harmful substances are phased out or not released into the environment in any measurable quantity;
- Includes provisions to regulate vehicle, engine and equipment emissions;
- Strengthens enforcement of the Act and its regulations;
- Encourages greater citizen input into decision-making; and
- Allows for more effective cooperation and partnership with other governments and Aboriginal peoples.

Current Federal Priorities

Plastic waste, largely through its impact on marine litter, has become a high priority to all levels of government across Canada. In June 2019, the Government of Canada announced two steps to reduce Canada's plastic waste by identifying 6 targeted single-use plastics to be banned in 2021 and working with provinces and territories to introduce extended producer responsibility (EPR) programs across the country.

In their Greening Government Strategy (2019) they commit to better manage the use and disposal of plastics in their own operations. This includes eliminating the unnecessary use of single-use plastics in government operations.

⁵ Canadian Environment Protection Act, 1999 and related documents. Government of Canada. Accessed at <https://www.canada.ca/en/environment-climate-change/services/canadian-environmental-protection-act-registry/related-documents.html>

As part of a move towards zero plastic waste in Canada, the Canadian Council of Ministers of the Environment (CCME) approved in principle a Canada-wide Strategy on Zero Plastic Waste in November 2018.⁶ The strategy places a significant emphasis on Single-Use Items (SUIs) and prioritizes reducing demand for disposable plastic items. Single-use plastics are one of ten priority result areas in the Strategy and a priority action focus in the accompanying Canada-wide Action Plan on Zero Plastic Waste, released in 2019.⁷

Phase 1 of the Canada-wide Action Plan on Zero Plastic Waste focuses on product design, single-use plastics, collection systems, recycling capacity, and domestic markets. Details include the development of a roadmap to strengthen management of SUIs, identifying the SUIs that are most likely to be released into the environment or pose management challenges, and working with stakeholders to promote solutions and identify sustainable alternatives. Phase 2 of the Action Plan was released in July 2020 and focuses on plastic pollution in oceans and freshwater ecosystems, consumer awareness, and monitoring impacts.

Canada also launched the Plastics Innovation Challenges in 2018. This included funding for small and medium-sized businesses to reduce waste and turn waste into resources. Included on the list of seven innovation challenges were:

- Food packaging; and
- Improved compostability of bioplastics.

Canada is seeking to develop updated national performance requirements and standards for plastics. The following key activities and timelines may affect SUI Reduction Strategies in current development:

- Recycled content targets, timelines and standards (2020); and
- Standards for bio-based plastic products, such as certified compostable packaging and single-use products (2021).

3.2 Provincial Policies

BC Environmental Management Act⁸

In British Columbia's Environmental Management Act (Part 3 – Municipal Waste Management), Municipal Solid Waste (MSW) is defined as refuse that originates from “residential, commercial, institutional, demolition, land clearing or construction sources”. Local governments are responsible for preventing and disposing of solid waste for homes and businesses in their area. Under the Environmental Management Act the BC MOECCS requires that all regional districts prepare and submit a solid waste management plan to the department. As part of this process, many local governments have developed management strategies that reduce their disposed amount of MSW. The BC MOE has

⁶ See: <https://www.ccme.ca/files/Resources/waste/plastics/STRATEGY%20ON%20ZERO%20PLASTIC%20WASTE.pdf>

⁷ See: https://www.ccme.ca/files/Resources/waste/plastics/1289_CCME%20Canada-wide%20Action%20Plan%20on%20Zero%20Plastic%20Waste_EN_June%202027-19.pdf

⁸ Environmental Management Act. Government of British Columbia. Accessed at http://www.bclaws.ca/civix/document/id/complete/statreg/03053_00

developed guidelines to prepare Regional Solid Waste Management Plans, transfer stations, compost facility requirements, waste to energy facilities and various guidelines for landfills and landfill gas management.

Also under the Environmental Management Act is the Recycling Regulation and the Organic Matter Recycling Regulation (OMRR)⁹. The Recycling Regulation sets out requirements for Product Stewardship (or EPR – Extended Producer Responsibility) in BC. EPR is a policy mechanism used to make producers of products responsible for the end-of-life management of their products and provides incentives for producers to better design their products for safer disposal/management. There are stewardship programs in place for products such as beverage containers, electronics, used oil and antifreeze and most recently, packaging and printed paper. The OMRR governs the compost facilities, and the production, distribution, storage, sale and use of biosolids and compost and provides guidance for local governments.

Current Provincial Priorities

The CleanBC Plastics Action Plan is an effort by the Ministry of Environment and Climate Change Strategy to consult with British Columbians and all stakeholders to have their say on proposed action and options to reducing plastic pollution. The Plan will serve as a roadmap to implement policies and programs that will reduce plastic pollution in BC.

In a consultation paper released in July 2019,¹⁰¹¹ The Ministry of Environment and Climate Change Strategy proposed action and requested input on four connected areas:

1. Bans on Single-Use Packaging (possible actions include total phase out, partial ban with exemptions, and allowing use only to those with health/accessibility requirements);
2. Dramatically Reducing Single-Use Plastic in Landfills and Waterways (adding items to the Recycling Regulation and requiring producers to take responsibility for their recovery);
3. Expanding the EPR program which covers deposit-refunds for Beverage Containers (including milk and milk substitutes, increasing minimum deposit to 10 cents from 5 cents, allowing electronic refunds); and
4. Reducing plastics overall (bans for plastic packaging under the Environmental Management Act, support for increasing recycled content in standards led by the Federal Government).

The intention of the engagement was to hear from stakeholders, collaborate to avoid duplication of efforts, support a harmonized approach, and create immediate impact and protection for BC's environment. The engagement period closed on September 30, 2019, and the publication of the "What we Heard" report was released March 2020.

⁹ Organic Matter Recycling and Regulation. British Columbia Government. Accessed at <https://www2.gov.bc.ca/gov/content/environment/waste-management/food-and-organic-waste/regulations-guidelines>

¹⁰ See: <https://news.gov.bc.ca/releases/2019ENV0084-001516>

¹¹ See: https://cleanbc.gov.bc.ca/app/uploads/sites/436/2019/08/CleanBC_PlasticsActionPlan_ConsultationPaper_07252019_B.pdf

On October 1, 2019, 29 local governments sent an open letter to the Province calling for bold legislation to significantly reduce and regulate plastics in BC.¹² The joint letter highlights five topic areas which include:

1. The need for a greater focus on reduction and reuse over recycling and disposal;
2. Clarification of local government authority to regulate for environmental reasons through local bylaws;
3. An appeal for a stepped or phased implementation approach;
4. Improved extended producer responsibilities; and
5. Sufficient consultation with key stakeholders when policy tools are developed and evaluated.

On September 25, 2019, the City of Victoria announced that it would be asking the Supreme Court of Canada to review the decision that set aside its business bylaw to regulate the use of plastic checkout bags.¹³ This BC Court of Appeal had previously ruled that the purpose of Victoria's bylaw was the protection of the natural environment and that it required approval from the Province of BC prior to being enacted.

Most recently, as part of the CleanBC Plastics Action Plan, the Province approved bylaws banning single-use plastics for the municipalities of Richmond, Victoria, Saanich, Tofino and Ucluelet. This allows communities to implement their own bans (Surrey has one in front of Council shortly), and sets the groundwork to allow local governments to ban certain types of plastic products.

3.3 Regional Government/Metro Vancouver Policies

Integrated Solid Waste and Resource Management Plan¹⁴

In July 2010, Metro Vancouver released its Integrated Solid Waste and Resource Management Plan (ISWRMP) for the Greater Vancouver Regional District and Member Municipalities. There are four main goals within the ISWRMP:

1. Minimize waste generation;
2. Maximize reuse, recycling and material recovery;
3. Recover energy from the waste after recycling; and
4. Dispose remaining waste in landfill.

The ISWRMP identifies strategies to reach the goals and responsibilities and timelines for Metro Vancouver and municipalities. The municipalities, as represented by the Metro Vancouver Board, agreed

¹² See: <https://tofino.civicweb.net/filepro/document/97415/2019-09-29%20Joint%20Local%20Government%20Submission%20to%20MOECCS%20re.%20Plastics%20Action%20Plan.pdf>

¹³ See:

https://www.victoria.ca/assets/City-Hall/Media-Releases/2019/2019.09.25_MR_City%20of%20Victoria%20Appeals%20to%20Supreme%20Court%20of%20Canada%20on%20Bag%20Ban.pdf

¹⁴ Integrated Solid Waste and Resource Management Plan. Metro Vancouver. Accessed at <http://www.metrovancouver.org/services/solid-waste/about/management-plan/Pages/default.aspx>

to and approved the diversion actions in the ISWRMP. It is up to the BC MOE to determine how it will enforce the ISWRMP, and its associated goals and targets, on Metro Vancouver.

According to Metro Vancouver's Zero Waste Implementation Group, the goals set out in the ISWRMP are regional goals and there are no mechanisms for Metro Vancouver to penalize member municipalities that do not meet the regional diversion targets. Municipalities that do not take action to divert waste will be affected indirectly as a result of the higher costs at disposal facilities, through higher disposal tipping fees and surcharges for disposing of banned items.

Each member municipality can choose how they implement their programs. Metro Vancouver attempts to harmonize its member municipalities' programs but does not dictate exactly how municipalities provide collection services for organics, recyclables or solid waste. They respect the solutions developed by individual municipalities to improve waste diversion. In the case of food scraps recycling, for example, municipalities can decide how the material will be collected and transported to any type of processor.

Metro Vancouver assumes management control of regional disposal facilities so waste reduction and diversion goals are uniformly applied to provide equity for residents and businesses in the region. Private sector solid waste management facilities are regulated by Metro Vancouver's Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, as amended by Bylaw 183. Licenses that specify operating requirements are issued under the bylaw to: a) protect the environment and public health, b) establish facilities within the region's land base in accordance with the host municipality zoning and land use policies, and c) ensure that regional, municipal and private facilities operate to equipment standards and achieve objectives of regional SWMP.

As of January 1, 2015 the Metro Vancouver Regional District banned food scraps from disposal as food. In effect this caused all municipalities within the regional district to implement food collection programs prior to the ban.

Current Regional and Metro Vancouver Priorities

In British Columbia, the Union of BC Municipalities (UBCM) endorsed the following resolution in 2018, put forward by the City of Vancouver (with amendments) as follows:

1. 2018 – B126 Provincial Single-Use Item Reduction Strategy

Therefore be it resolved that the Province of British Columbia engage the packaging industry to develop a provincial Single-Use Item Reduction Strategy as part of a provincial Zero Waste Strategy, which would include, but not necessarily be limited to, plastic and paper shopping bags, polystyrene foam cups and polystyrene foam take-out containers, other hot and cold drink cups and take-out containers, straws and utensils, but would exclude all single-use items needed for medical use or for people with disabilities.

At the September 2019 UBCM Conference, the City of Richmond put forth two further resolutions (both of which were endorsed):

1. B42 Adopting a Comprehensive Single-Use Item Reduction Strategy (to further the previous resolution and emphasize reduction and reuse and cover all sectors); and
2. B149 Developing provincial standards for Compostable Single-Use Items to standardize compostable packaging and ensure commercial composting infrastructure is capable of accomplishing degradation, as well as recommending collection and management through an EPR program.

As part of its Regional Single-Use Item Reduction Strategy, Metro Vancouver (MV) staff were directed by the Greater Vancouver Sewer and Drainage District (GVS&DD) Board to determine actions to reduce SUIs that are best done on a regional level, following consultation with member municipalities. Staff have put together a toolkit which will serve as a resource for member municipalities in the region designed to identify regulatory considerations for a variety of SUIs and provide content to support education and awareness activities. The purpose of the toolkit is to provide best practices and resources to inform MV municipalities considering SUI reduction/management. They hope to promote regional harmonization and regional alignment with 5Rs. Options for consideration include:

- Source reduction/prevention – item given out by-request only (reduce first);
- Mandatory fees (charging a fee for SUIs can be more effective than offering a discount for bringing a reusable alternative);
- Bans (in particular for foam items); and
- Requiring reusable options.

The National Zero Waste Council (NZWC) Plastics Advisory Panel listed the following SUI priority plastic items in their document Regulatory Approaches for Priority Plastic Wastes:¹⁵

- Bags (single-use);
- Containers (rigid and foam plastic);
- Cups and lids (single use, plastic);
- Straws (single-use, plastic); and
- Utensils (single-use, plastic).

The MV toolkit on policy and regulatory options focuses on the same items, given the 2018 waste composition study identifying those single-use items as representing an estimated 2.4% of the total waste stream by weight.¹⁶ Even more importantly, and noting most SUIs are light, those five categories contribute an estimated 1.1 billion items to MV disposal per year (440 items per person), as summarized in the Table 2 below.

¹⁵ See: <http://www.nzwc.ca/Documents/RegulatoryApproachesforPriorityPlasticWastes.pdf>

¹⁶ See: TRI Environmental Consulting. 2018 Solid Waste Composition Report <http://www.metrovancouver.org/services/solid-waste/SolidWastePublications/2018Single-UseItemsWasteCompositionStudy.pdf>

Table 2. Single-Use Item Disposal (millions of items) in Metro Vancouver

Category	Number of items disposed (millions/year)
Retail Bags	260
Disposal Cups	260
Takeout Containers	180
Straws	96
Utensils	330
Total	1,126

3.4 City Policies, Bylaws and Strategies

Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, 2015, No. 2084¹⁷

The City of White Rock Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, 2015, No. 2084 was adopted in May 2015, most recently consolidated with other bylaws as of April 2017.

The bylaw defines the authorization of the City to carry out waste collection and defines eligible properties to receive City collection services. The bylaw is structured with the following headings:

- Part 1: Interpretation;
- Part 2: Authorization;
- Part 3: Municipal Garbage Collection;
- Part 4: Municipal Recycling Collection;
- Part 5: Municipal Organics Collection;
- Part 6: Owner and Occupier Responsibilities;
- Part 7: Rates, Billing and Collection; and
- Part 8: General Conditions of Service and Penalties.

Under the bylaw, eligible properties to receive waste collection services from the City are defined as a “Single-Family dwelling, with or without a suite or bed and breakfast; each unit in a duplex, triplex or other multi-family property (including townhouse complexes) with 6 or fewer dwelling units”. Properties not under the above definition can receive City collection through authorization by the City Engineer.

¹⁷ Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, 2015. No. 2084. City of White Rock. Accessed at <https://www.whiterockcity.ca/177/Bylaws>

4.0

Solid Waste System – Programs and Facilities

As previously indicated, the City's waste management program is guided by the Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, 2015, No. 2084.

4.1

Organizational Structure

Waste collection services are managed by the Engineering and Municipal Operations Department, under the direction of the Manager of Public Works. Operations of waste services are completed by an Operations Manager, Administrative Assistant, Public Works Foreman, front-end customer service support staff and five collection truck operators. The collection truck operators service the single-family residential collection program using one garbage truck operator, two green waste truck operators and two recycling truck operators. There is one collection operator per truck who acts as both driver and swamper (i.e., the role of unloading waste from the waste bins into the collection truck).

4.2

Collection Programs

Waste management services (garbage, recycling and organics collection) are provided to 4,038 single-family households and 67 multi-family units (townhouses), representing a total of 4,105 units receiving City collection. Collection for City facilities (museum, library, City Hall, Operations Yard, Community Centre, Kent Street Activity Centre, Centennial Arena and Centre for Active Living) is contracted to GFL Environmental Inc. (formally Smithrite). Multi-family buildings not serviced by the City (strata, apartments), mixed use buildings (ICI/MF on same property) and all ICI buildings must employ private waste collection services.

4.2.1

Single-Family Dwellings

For single-family dwellings and multi-family dwellings being serviced by the City, garbage collection services are provided bi-weekly while recycling and organics waste is collected on a weekly basis. Residents must place containers at the curbside or alleyway by 8:00 AM on collection day. Approximately 4,100 homes are serviced a week, over a Tuesday-Friday collection schedule (approximately 1,000 homes per day). Garbage and green waste collection is completed using three F450 Haul All vehicles, each with a capacity of 10.7 cubic meters and hoist capacity of 4.5 tons. Recycling is collected using two Peterbilt Single Axle Labrie Top Select Box trucks with a capacity of 32 cubic meters and a hoist capacity of 2.5 tons. All five current collection vehicles are non-packing units and collection is done manually.

The City allows for collection of up to two 110 L garbage containers per home with a maximum allowable weight of 23 kg (50 lb). White Rock does not have public drop off locations for garbage. If residents wish to dispose of excess garbage, additional garbage tags are available for purchase at select City facilities (City Hall, Centennial Arena, Engineering and Municipal Operations, Kent Street Activity

Centre and White Rock Community Centre) at a cost of \$5.00 per tag. Residents can also take surplus garbage to Metro Vancouver disposal facilities for a fee.

The City opted into the RecycleBC program (formerly MMBC) in May 2014. The program currently consists of a blue box for containers (plastic and metal), yellow bag for paper (including cardboard and newspaper) and a red box for glass. Red and blue boxes are available for residents to purchase from the City. Recycling bags and boxes are available for pick up at specific City facilities (City Hall, Centennial Arena, Engineering and Municipal Operations, Kent Street Activity Centre and White Rock Community Centre). The City encourages additional recycling (e.g., materials not collected curbside) to be brought to a Return-It depot, advertising the Return-it Semiahmoo Bottle Depot on the City website.

Collection of green waste (yard trimmings and food scraps) occurs weekly through the City's Green Can program. The City does not supply green waste containers, but residents can use any container up to 110 L in size as long as it displays a Green Can decal on the outside of the container. Decals are available at no charge at most City facilities. Residents are permitted to set out up to 10 containers of green waste (containers, Kraft bags, bundles or combination) weekly for curbside collection.

4.2.2 Multi-family Dwellings

Multi-family waste collection is largely completed by private contractors. As per the Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, 2015, No. 2084., the City provides garbage, recycling and organics collection services to eligible multi-family locations under six units (with some exceptions determined by the City Engineer). All remaining multi-family dwellings are required, by the bylaw, to make provisions for a private contractor to collect and dispose of the three waste streams originating on the premises, at a minimum once every two weeks.

4.2.3 Industrial, Commercial and Institutional (ICI) Sector

The City employs GFL Environmental Inc. (formally Smithrite) for waste collection services at City-owned facilities (e.g., Centennial Arena, City Hall). Collection occurs weekly and includes garbage and recycling. Organics collection is currently only provided at one of these facilities. Other ICI sector facilities (e.g., private businesses) are required to hire private contractors for their waste collection services. Non-City owned ICI facilities within the City are further required through Bylaw No. 2084 to separate garbage, recyclable and organic waste and employ a private contractor to collect and dispose of the waste at a minimum of once every two weeks.

4.3 Facilities

The City's Public Works Yard is located at 877 Keil Street and is shared by several departments including: Roads, Solid Waste, and Parks. The Works Yard additionally acts as a temporary waste transfer station for the City's garbage and organics waste collection services prior to hauling to their respective end processing/disposal facilities. A new sound barrier was recently built to mitigate noise complaints

resulting from activities at the yard. Neighbouring residents have also complained about odours resulting from the temporary storage of organics on site (two 40 yard bins).

4.4 Haulage and Processing/Disposal

Waste collected from single-family households and multi-family residential buildings serviced by the City is hauled and disposed at separate facilities for each waste stream. Following pick-up, garbage is transported by City-owned vehicles to the Operations Yard where it is tipped and compacted on site. The compacted garbage is then transported to the Surrey Transfer Station (STS) by Waste Connections of Canada (WCC). Recycling is driven from the collection truck directly to the Urban Impact materials recovery facility in Richmond, often requiring multiple trips per day. Green waste material is collected and consolidated at the Operations Yard, then transported to the GFL Environmental compost facility in Delta by WCC. Contractors servicing multi-family dwellings and ICI locations are responsible for their own hauling and waste processing/disposal.

4.5 Promotion, Education and Outreach

The City offers residential education and promotion of waste collection services offered by the City through multiple media. The City's website offers information on waste collection programs including accepted materials. Additional information is provided in the sections below.

4.5.1 Promotion and Education – General

General promotion and education for waste collection services within the City is provided on the "Garbage & Recycling" webpage within the City's website. From this page, the "My Schedule" app can be accessed. General information on collection and containers, in addition to links to external websites (Metro Vancouver, RecycleBC, RCBC) are provided. Links are provided to obtain more information on the recycling program, Green Can program, illegal dumping, multi-family and commercial waste disposal, backyard composting and answers to frequently asked questions (FAQs).

4.5.2 Waste Diversion Education

Waste diversion education is provided on the City's website on the "Recycling Program", "Green Can Program" and "Backyard Composting" webpages including information on acceptable materials and a Recycling Materials Collected Curbside guide. Links to Recycling Council of BC (RCBC) and the Return-It Depot websites are also provided. Lastly, residents can enter their home address into the online "My Schedule" tool to view and/or print their waste collection calendar.

4.5.3 Communications

Contact information is listed on the City's website for several organizations included the City's Engineering and Municipal Operations Department, RCBC, the Return-It Depot and RecycleBC. Residents can also sign up to receive waste collection reminders using the "My Schedule" app.

4.5.4 Customer Service

Residents with questions regarding waste collection are directed to contact the City through the Engineering and Municipal Operations Department or the RCBC Hotline. Contact phone numbers and the Recycling Council's website are provided on the "Garbage & Recycling" webpage.

4.5.5 City-Wide Initiatives

City-wide initiatives include the promotion of backyard composting as a diversion method for organic waste produced in the household, in addition to participation in the Green Can program. As required by Metro Vancouver bylaws, recycling and organics waste diversion programs are required to be available across the City, as these materials are banned from disposal at all Metro Vancouver waste facilities.

4.6 Capital and Operating Costs

The 2018 annual operating costs for solid waste management in the City totalled \$1,284,474 with revenues of \$1,569,509 leading to a surplus of \$284,035 (Table 3). User fees collected through an annual utility fee were the largest contributor to the City revenues, while the cost of green waste collection was the largest expense in 2018. Further financial information is provided in Section 6.0.

Table 3. 2018 Waste Management Operating Costs

Item	Annual Cost (\$)
Revenues	
User Fees	\$1,368,297
Civic Facilities Recovery ¹	\$24,753
RecycleBC Payment ²	\$166,085
Other Revenues ³	\$10,374
Expenses⁴	
Garbage Collection Program	\$312,521
Green Waste Collection Program	\$371,093
Recycling Collection Program	\$255,860
Allocated Admin Fees	\$345,000
Total (surplus)	\$284,035

¹Internal accounting exercise. The costs of facilities collection is removed from the solid waste funds to general funds.

²RecycleBC provides a financial incentive payment of \$40.5 household/year for those serviced through the City's collection program.

³Other revenue includes revenues from the sale of excess bag decals, Kraft bag, red and blue boxes, and roll out totes.

⁴Costs included in the expenses for collection of each material stream include employee wages, supplies, cost of collection tipping fees and vehicle costs.

5.0

Waste Characterization, Quantities and Diversion

As part of the solid waste operations review, Dillon completed a waste composition study from October 15-18, 2019 on the single-family, multi-family and industrial commercial and institutional (ICI) sectors. The main objectives of the waste composition study were to:

- Report on the composition of the single-family (SF), multi-family(MF) and ICI garbage, recycling and organics waste streams;
- Identify Single Use Plastics (SUPs) currently in the waste streams;
- Compare results to the 2014 baseline study; and
- Provide the City with identified opportunities for improvement with which to create targeted diversion efforts.

Single-family waste samples were delivered to the Surrey Transfer Station (STS) by City collection operators and Dillon staff collected the MF and ICI samples. To ensure consent of the selected properties to participate in the waste composition study, a MF and ICI Property Consent Form was drafted by Dillon and approved by the City. The intent of this consent form was to receive a formal agreement from property managers, store owners and/or building managers at each location to collect and audit their waste. In the weeks leading up to the audit, Dillon staff contacted the locations and collected completed consent forms. A copy of the consent form can be found in **Appendix A**.

5.1

Characterization of Waste

This section of the report summarizes the results of the waste characterization study. Detailed results are provided in Appendix B. There were a total of 49 samples from across the SF, MF and ICI sectors audited over the four-day study period. Waste was sorted, by sector, into eight primary categories which included:

- Containers;
- Paper;
- Glass;
- RecycleBC Depot Recycling;
- Extended Producer Responsibility (EPR) (Electronic Waste and HHW);
- Compostable organics;
- Non-compostable organics; and
- Residuals.

The main categories of waste found in the garbage stream were residuals and compostable organics. Residuals ranged from 12.9% (ICI) to 39.6% (SF) and compostable organics ranged between 33.6% (SF) and 61.2% (ICI).

As the only materials that should be disposed of are residuals and non-compostable organics, together, they accounted for 44.2% (SF), 33.8% (MF) and 15.7% (ICI) of the garbage stream. Meaning that approximately 55% (SF), 66% (MF) and 85% (ICI) of what was sent for disposal could have been diverted.

In order to compare results among each sector, recycling streams were amalgamated into five high level categories. Containers, paper and glass comprised the majority of the samples in the recycling stream. The percentage, by weight, of containers in the recycling ranged from 13.0% (MF) to 32.8% (ICI), paper ranged from 31.8% (SF) to 64.7% (MF) and glass ranged from 6.6% (ICI) to 33.5% (SF).

Compostable organics comprised the majority of the organics samples ranging between 92.4% (ICI) to 99.1% (SF) by weight. These results indicate the program is effective at keeping contaminants (i.e., materials not accepted in the program) out of the Green Can.

A summary of the overall results for each sector and for each waste stream is provided in Figure 2 with data provided in Table 4.

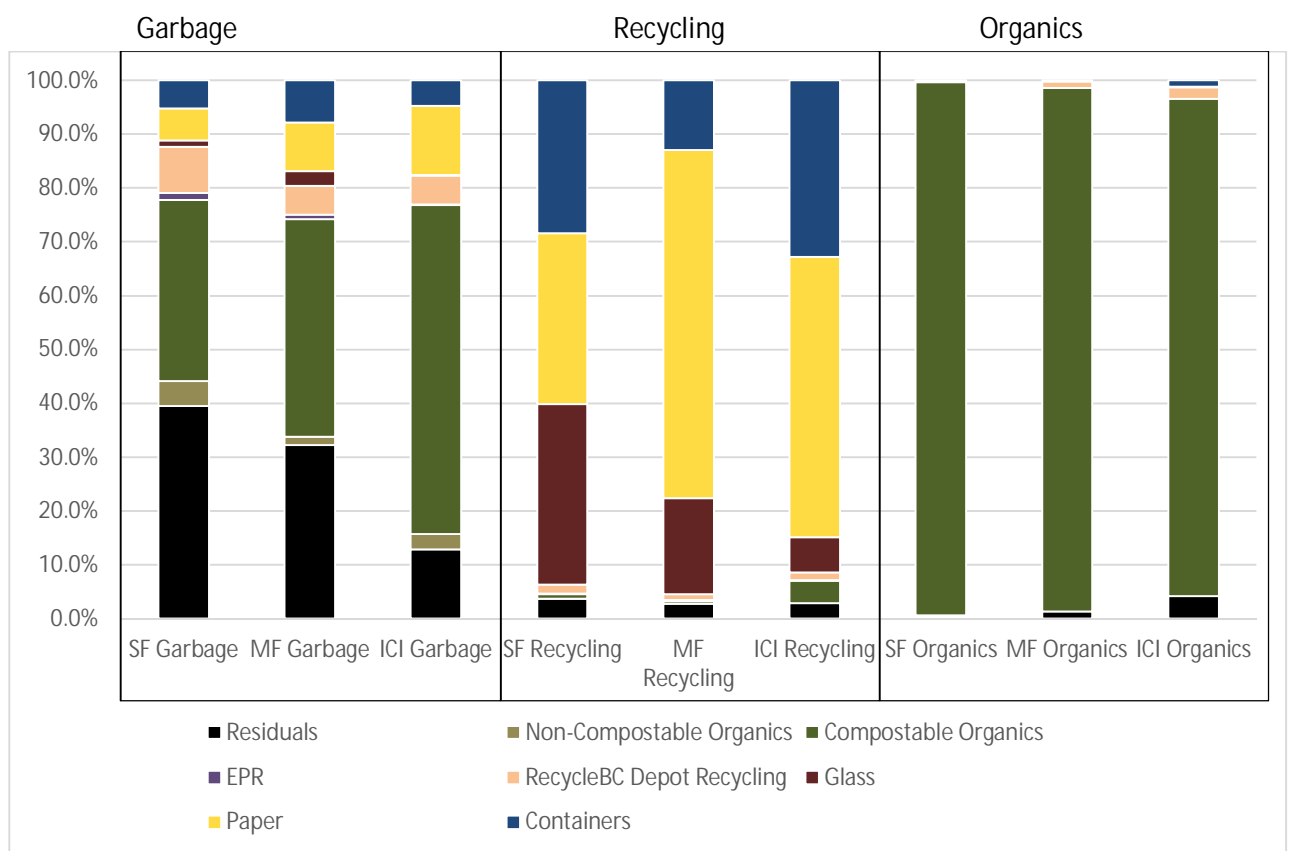


Figure 2. Overall Average Sector Waste Composition by Stream

Table 4. Overall Average Sector Waste Composition by Stream

	Garbage			Recycling			Organics		
	SF Garbage	MF Garbage	ICI Garbage	SF Recycling	MF Recycling	ICI Recycling	SF Organics	MF Organics	ICI Organics
Containers	5.2%	7.9%	4.8%	28.4%	13.0%	32.8%	0.1%	0.3%	1.1%
Paper	6.0%	9.0%	12.8%	31.8%	64.7%	52.0%	0.0%	0.0%	0.0%
Glass	1.2%	2.8%	0.0%	33.5%	17.8%	6.6%	0.0%	0.0%	0.2%
RecycleBC Depot Recycling	8.5%	5.4%	5.4%	1.7%	1.0%	1.5%	0.1%	1.1%	2.1%
EPR	1.2%	0.8%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%
Compostable Organics	33.6%	40.4%	61.2%	0.9%	0.5%	4.1%	99.1%	97.2%	92.4%
Non- Compostable Organics	4.6%	1.6%	2.8%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%
Residuals	39.6%	32.2%	12.9%	3.7%	2.8%	3.0%	0.3%	1.4%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

5.1.1 Single-Family Residential

Garbage, recycling and organics were collected by City staff and tipped at the STS each waste auditing day. City staff collected waste from a section of their normal collection routes in the morning prior to tipping at the STS.

5.1.1.1 Garbage

Four garbage samples were collected over the four-day audit period (September 15-18) and delivered to the STS on the same day. In total, 6,145 kg of garbage was delivered to the facility for auditing. Dillon staff subsampled and sorted one sample from each inbound load totalling 435 kg. The audited material was largely residuals (39.6%), compostable organics (33.6%) and RecycleBC depot recycling (8.5%). A breakdown of primary categories is illustrated in Figure 3.

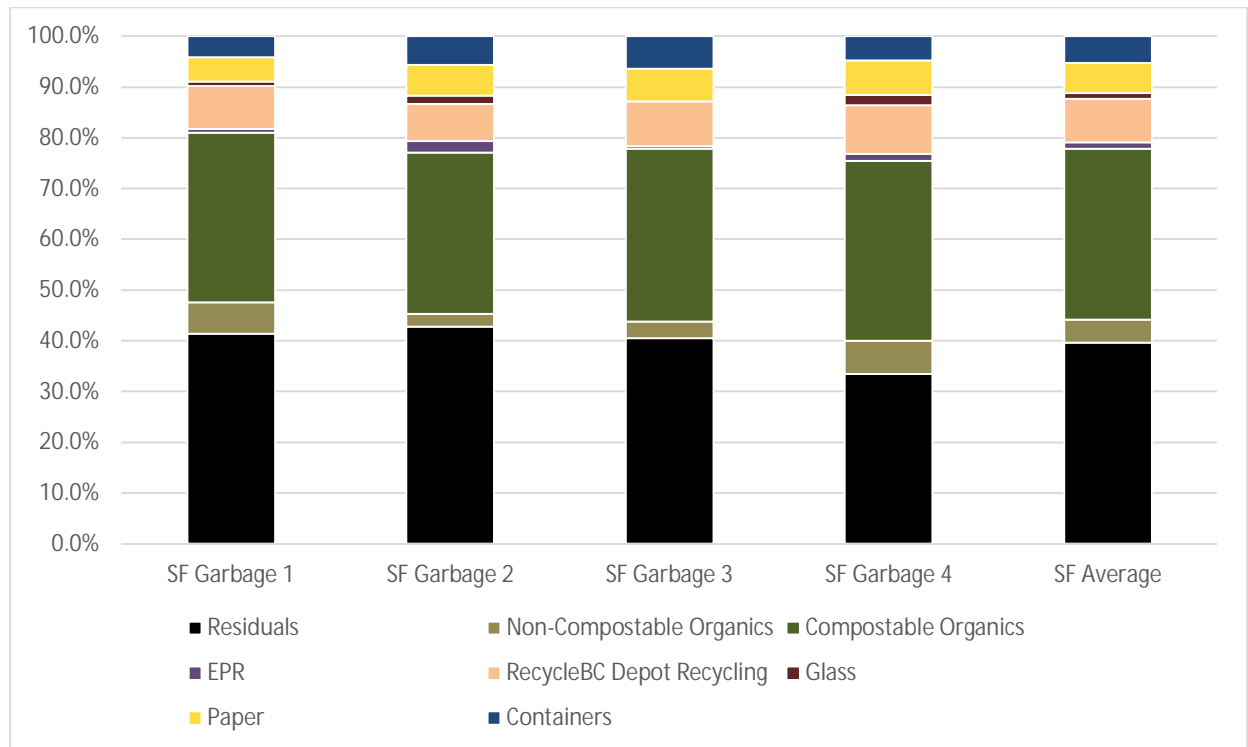


Figure 3. SF Garbage Results by Sample and Overall Average

5.1.1.2

Recycling

Recycling samples from the three recycling streams (containers, paper and glass) were collected each day over the audit period, a total of four recycling samples were assessed in this study. In total, 4,415 kg of recycling was delivered to the STS for auditing purposes. From each recycling sample three sub-samples were taken for auditing, one from each recycling stream (containers, paper and glass). The containers stream was largely containers, with the percent composition ranging from 77.4% (SF 3) to 88.2% (SF 4) and residuals, ranging from 3.3% (SF 4) to 11.3% (SF 3). The most common contaminant was residuals which ranged from 3% to 11%.

The paper stream was largely comprised of paper material and ranged from 90.8% (SF 3) to 97.3% (SF 2). The most common contaminant was glass material, ranging from a low of 0.8% (SF 2) to a high of 4.4% (SF 4).

The sub-samples audited from the glass recycling stream were almost entirely glass material. The glass material category ranged from 91.3% to 100.0%. These results are illustrated between Figure 4 and Figure 6.

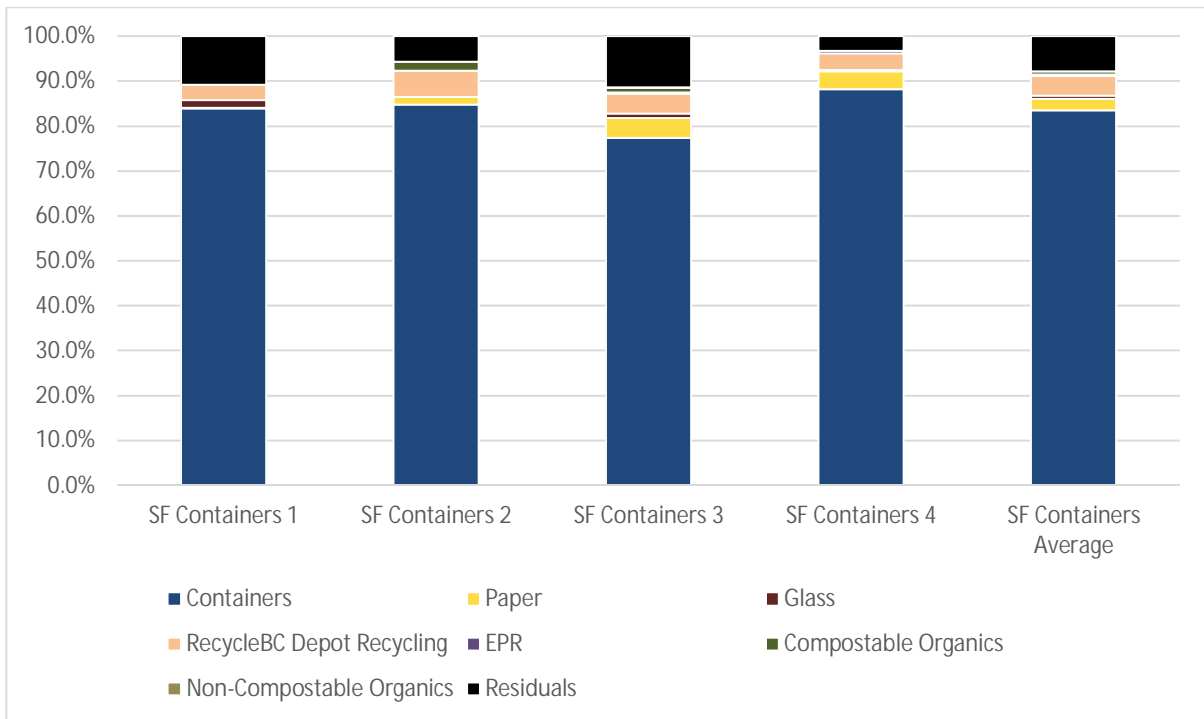


Figure 4. SF Recycling Containers Results by Sample and Overall Average

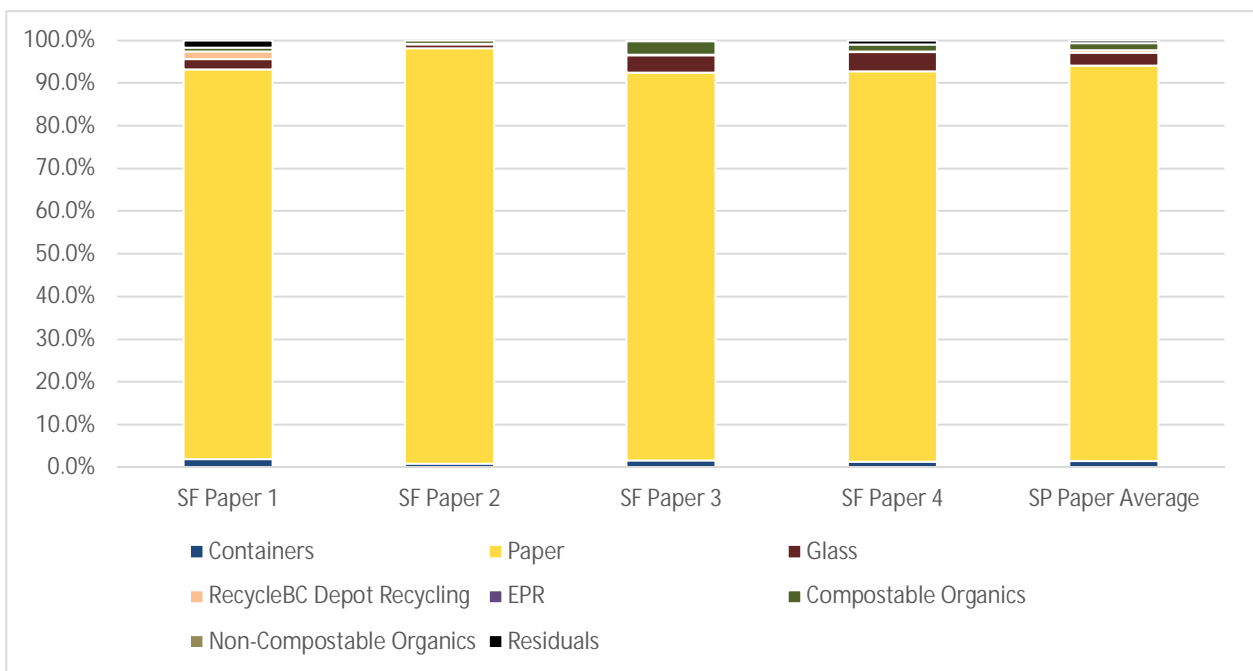


Figure 5. SF Recycling Paper Results by Sample and Overall Average

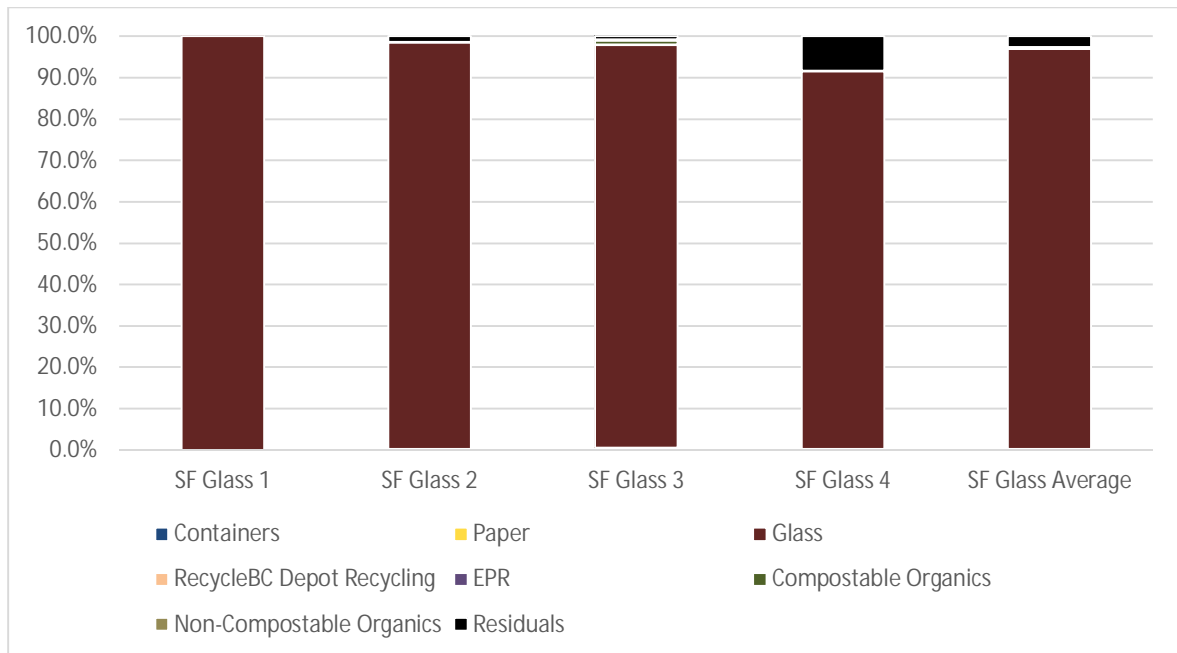


Figure 6. SF Recycling Glass Results by Sample and Overall Average

5.1.1.3

Organics

Organics were collected and delivered to the STS each of the four audit days; however, only three of the samples were audited. The Friday sample was not audited due to unforeseen circumstances at the transfer station. The three samples brought to the transfer station for auditing purposes totalled 2,180 kg. Dillon staff sub-sampled and sorted three samples equalling 313 kg. In each sub-sample audited the compostable organics category comprised at least 97.7% of the overall category. The remaining material was distributed amongst the other material categories. The breakdown of primary categories is illustrated in Figure 7.

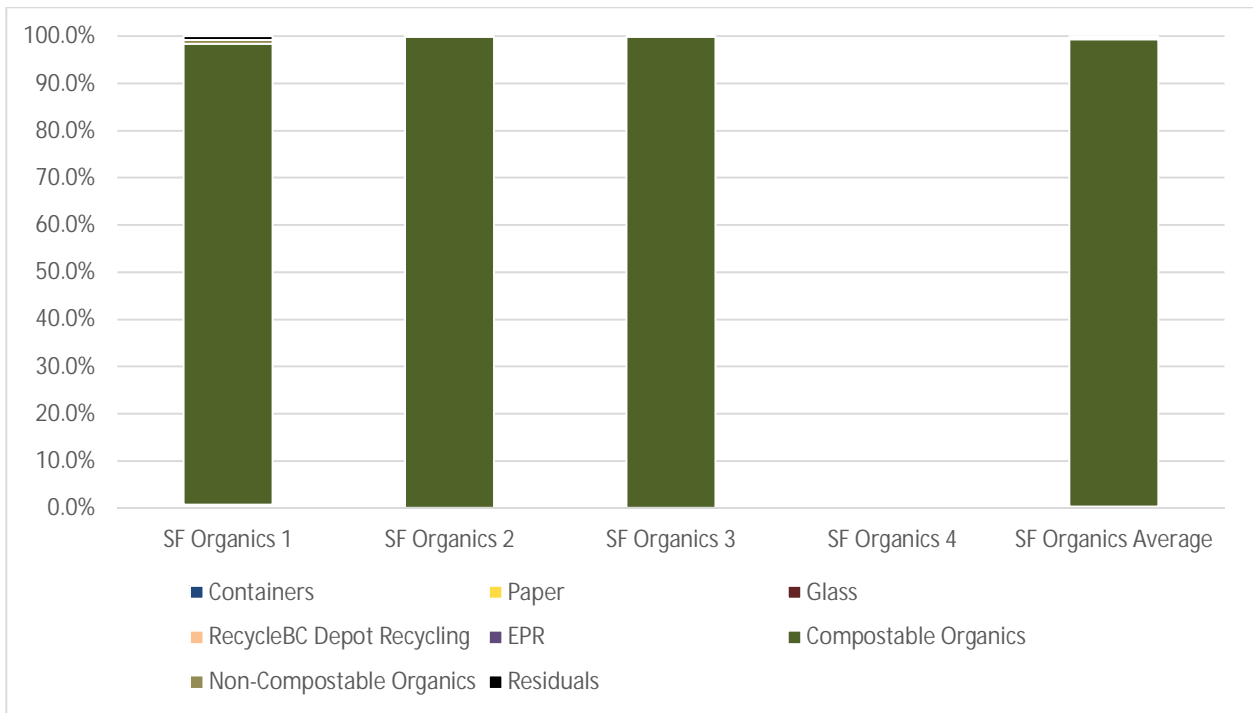


Figure 7. SF Organics Results by Sample and Overall Average

5.1.1.4

Overall Waste Composition

On average, the single-family garbage contained largely residuals (39.6%), compostable organics (33.6%) and RecycleBC depot material (8.5%). The recycling containers stream consisted of mainly containers (83.6%) with residuals (7.7%) and RecycleBC depot material (4.4%). In the paper recycling stream, 92.7% of the material sampled was paper, while 2.9% was glass material. The glass stream was fairly clean with 96.7%, with another 2.6% categorized as residuals. In the organics stream the material was almost entirely compostable organics (99.1%). The breakdown of primary categories is illustrated in Figure 8.

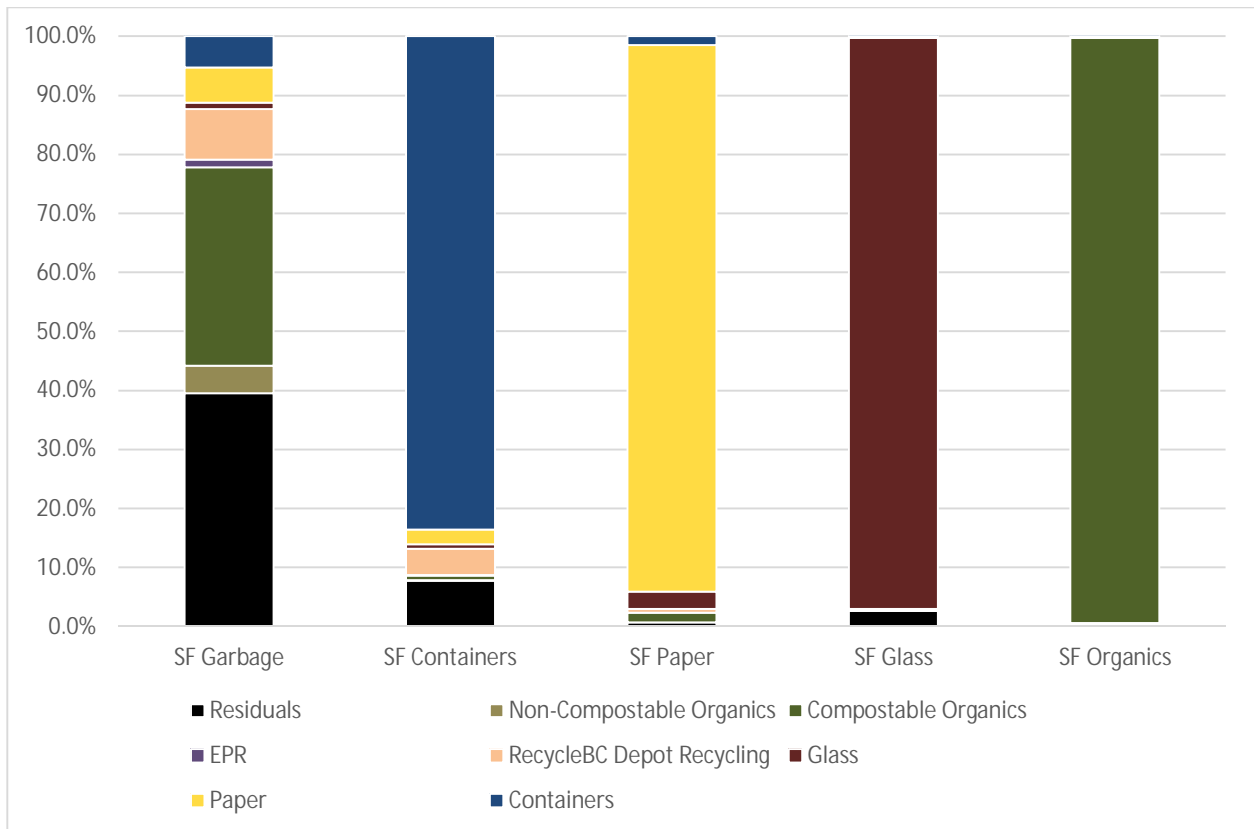


Figure 8. SF Waste by Stream - Overall Average Composition

5.1.2 Multi-Family Residential

Waste samples from multi-family residential buildings were collected and delivered to the STS by two Dillon staff. Collection from the different buildings was spread out over three collections days (September 15-17). The size of each building ranged from 48 to 100 units per building. Waste from four buildings was collected, totalling 17 samples across the different waste streams (garbage, recycling and organics).

5.1.2.1 Garbage

Garbage was collected from four multi-family buildings over three days (September 15-17) and was delivered to the STS for sorting on the same day as collection. In total, 335 kg of waste was collected from the buildings, an average of 84 kg per building. All garbage collected was sorted during the audits. The garbage samples were largely compostable organics, ranging from 32.7% (MF 4) to 47.3% (MF 2), and residuals, ranging from 27.7% (MF 2) to 36.2% (MF 1). The breakdown of primary categories is illustrated in Figure 9. On average, just under 70% of what was contained in the garbage samples could have been diverted.

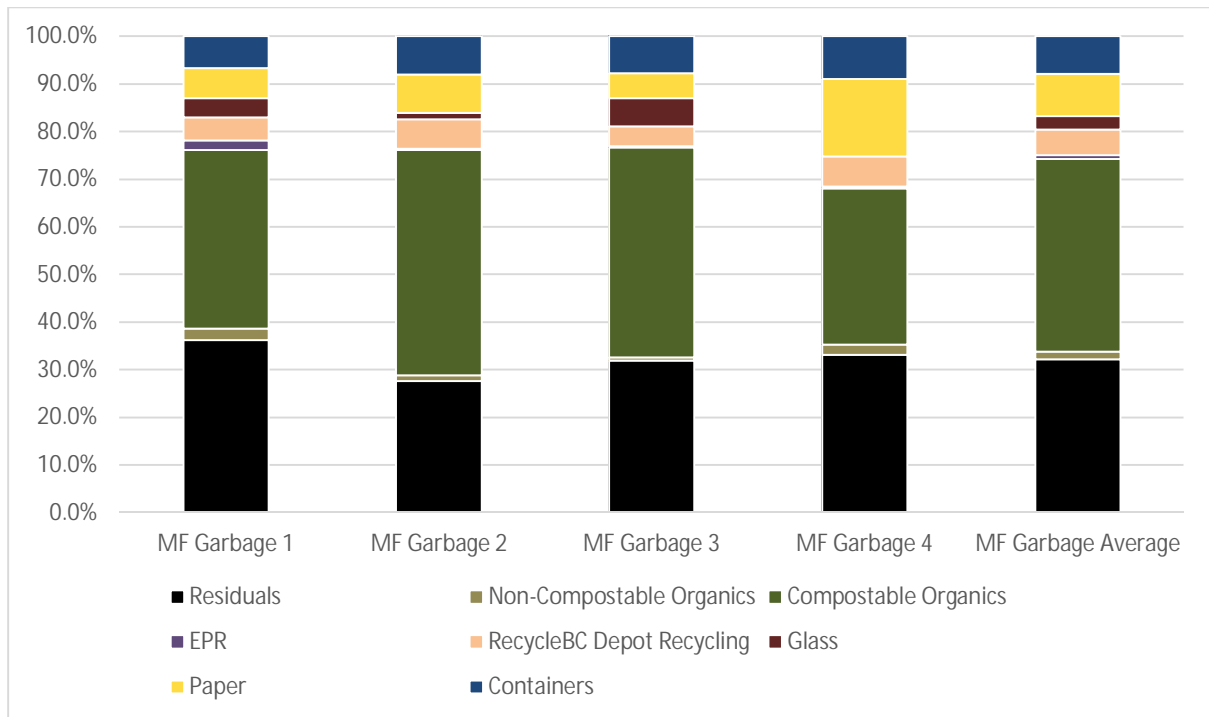


Figure 9. MF Garbage Results by Sample and Overall Average

5.1.2.2

Recycling

Recycling samples were collected over a three-day period (September 15-17) from four multi-family buildings. A total of nine samples were collected from the recycling stream at the buildings (commingled recycling, cardboard and beverage containers), which were combined for the analysis, and totalled 68.6 kg (average of 7.6 kg per sample). For all four buildings, paper comprised at least 50% of the overall material composition (52.9%, MF 4 to 72.2%, MF 1), by weight. The samples were also largely comprised of glass (7.8%, MF 1 to 33.5%, MF 4) and containers (8.4%, MF 4 to 16.8%, MF 3). The breakdown of 8 primary categories for the recycling stream at each of the four buildings and the overall average is illustrated in Figure 10.

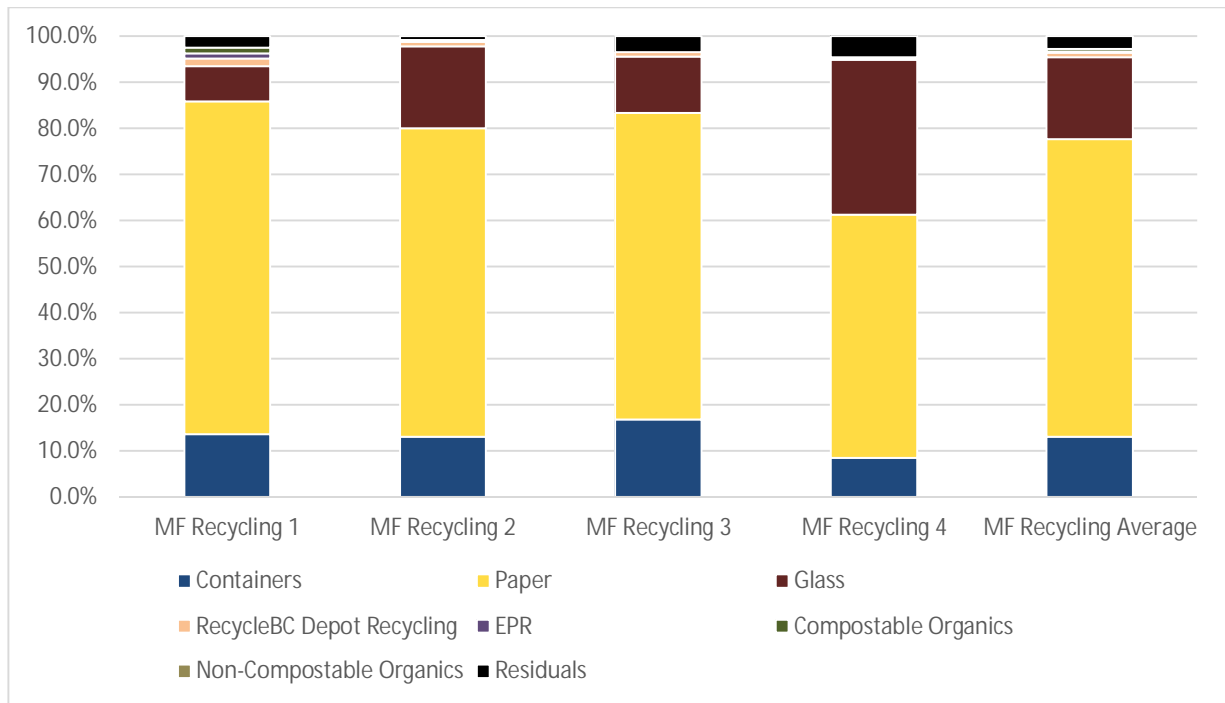


Figure 10. MF Recycling Results by Sample and Overall Average

5.1.2.3

Organics

A total of four organic samples were collected, one from each multi-family building and delivered to the STS for sorting during the audit period. In total, 71.75 kg of organic waste was collected from the buildings and sorted (an average of 17.94 kg per sample). The vast majority of each sample categorized as compostable organics, ranging from 92.6% (MF 4) to 99.2% (MF 3). Of significance, is the low levels of contamination in the organics samples? The breakdown of primary categories of each of the four samples and the overall average is illustrated in Figure 11.

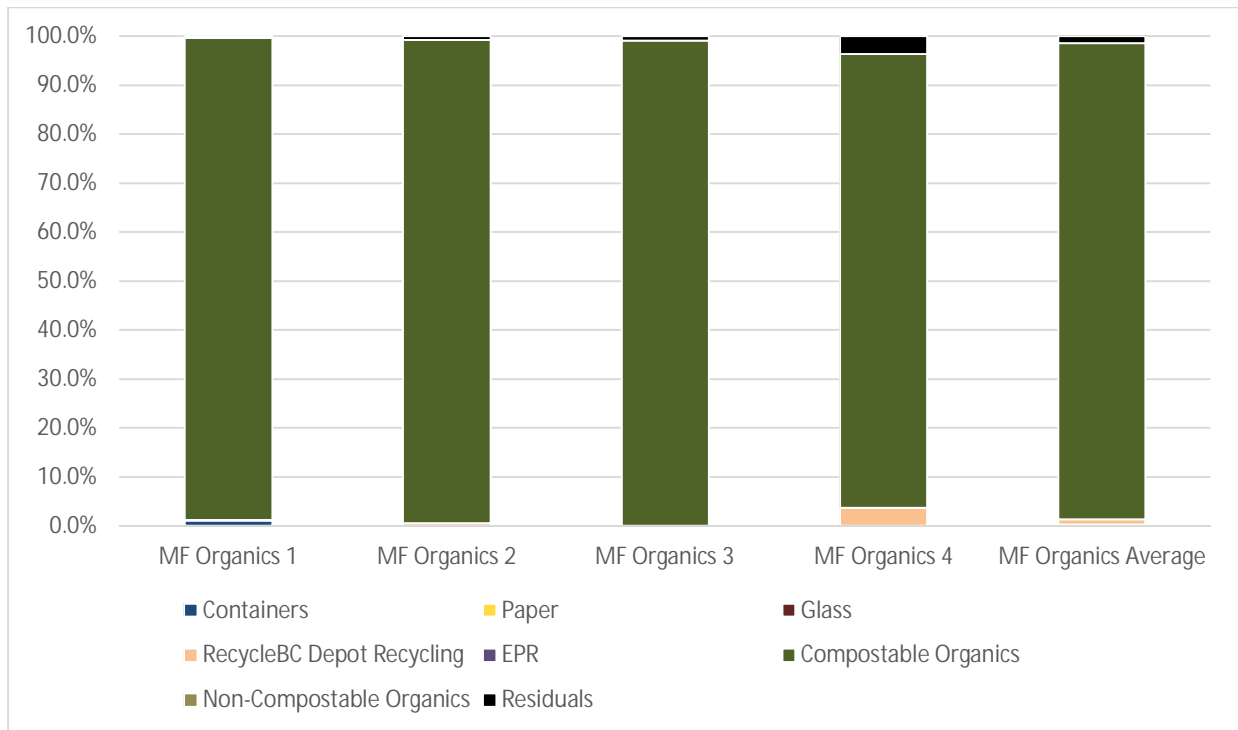


Figure 11. MF Organics Results by Sample and Overall Average

5.1.2.4 Overall Waste Composition

On average, the multi-family garbage stream consisted of less than 35% of actual residuals and non-compostable organics. The largest category of waste in the garbage stream was compostable organics (40.4%). The recycling stream is fairly clean consisting of, on average, 64.7% paper, 17.8% glass and 13.0% containers, while the organics samples were almost entirely compostable organics (averaged 97.2%) with a small amount of residuals (1.4%) and RecycleBC depot materials (1.1%). The breakdown of primary categories is illustrated in Figure 12.

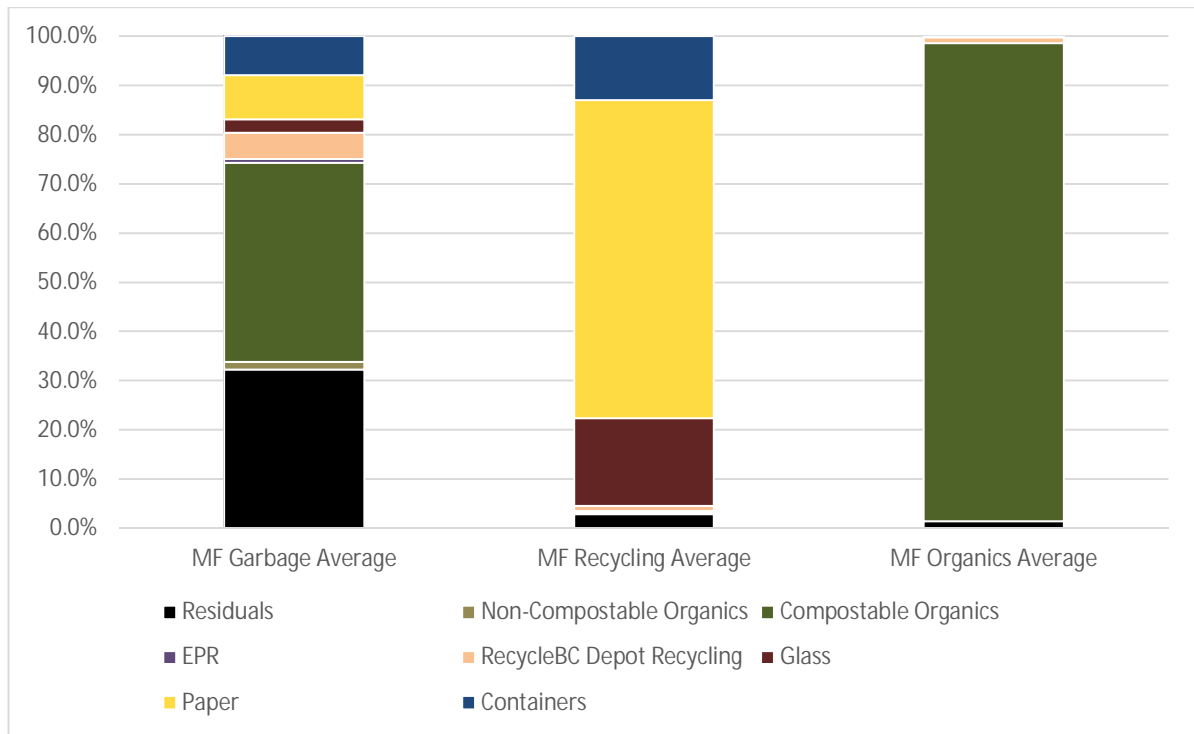


Figure 12. MF Waste Composition - Overall Average Composition

5.1.3

ICI

Waste samples from ICI locations were collected and delivered to the STS by two Dillon staff. Collection from the different locations was spread out over three collection days (September 15, 17 and 18).

The ICI locations were spread across multiple sectors and included City facilities, a restaurant and a food service location. Waste from four locations was collected, totalling 13 samples across the different waste streams (garbage, recycling and organics). We note the ICI sector is highly variable in terms of types of wastes generated and these are snapshots of potential waste in the community.

5.1.3.1

Garbage

Garbage was collected from four ICI locations over three collections days and sorted at the STS. In total, 161.2 kg of samples were collected and sorted, an average of 40.3 kg per sample. Although there is a level of variability in the four samples' composition, all four are largely compostable organics, which ranged from a low of 41.3% (ICI 1) to a high of 83.2% (ICI 3) and residuals, with an observed range between 5.2% (ICI 3) to 25.4% (ICI 2). ICI 1 also had a large component of paper material in its composition (34.7%), a significantly larger amount than observed in the samples from the other facilities. The breakdown of primary categories is illustrated in Figure 13. On average, almost 85% of the contents of the garbage stream could have been diverted.

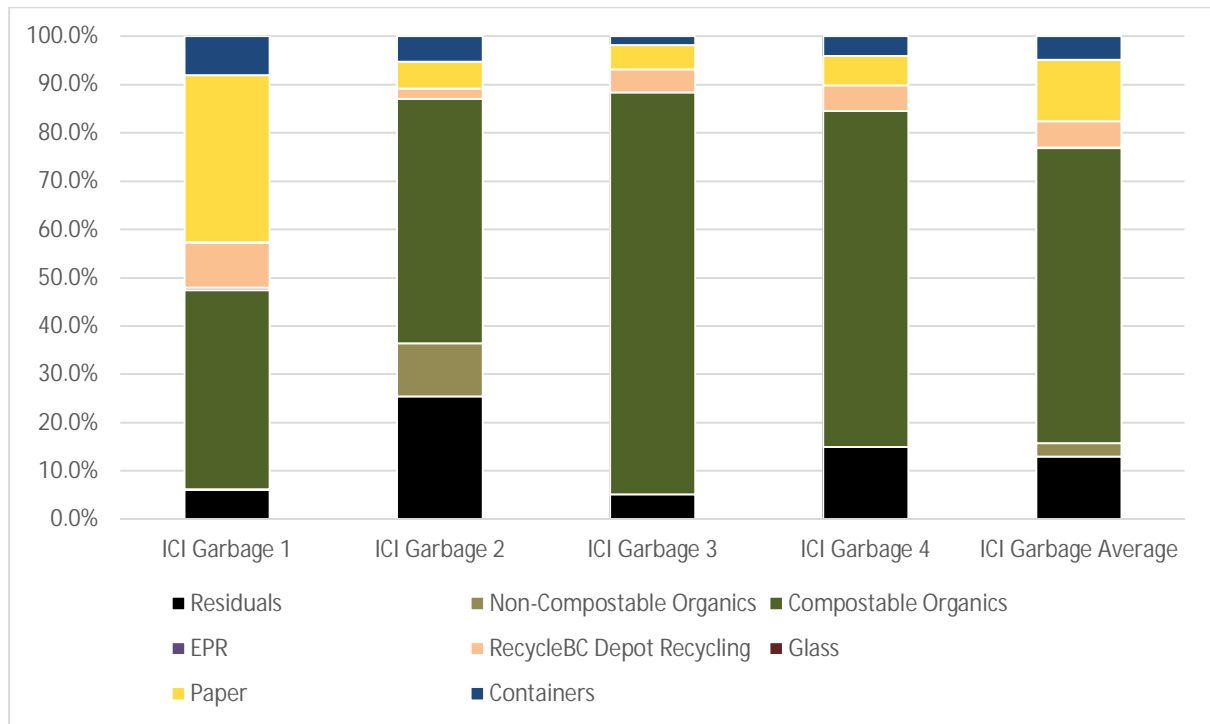


Figure 13. ICI Garbage Results by Sample and Overall Average

5.1.3.2 Recycling

In total, 66.95 kg of recycling samples were collected from the ICI facilities (an average of 9.6 kg per sample). There was a high level of variability observed in the composition of the recycling from each facility. At three of the facilities (ICI 1, ICI 2 and ICI 4), paper comprised the largest part of the recycling sample ranging from 41.8% (ICI 2) to 82.5% (ICI 1). Containers were the largest category of material at the other ICI facility, ICI 3, making up 70.0% of the material sampled. The breakdown of primary categories is illustrated in Figure 14.

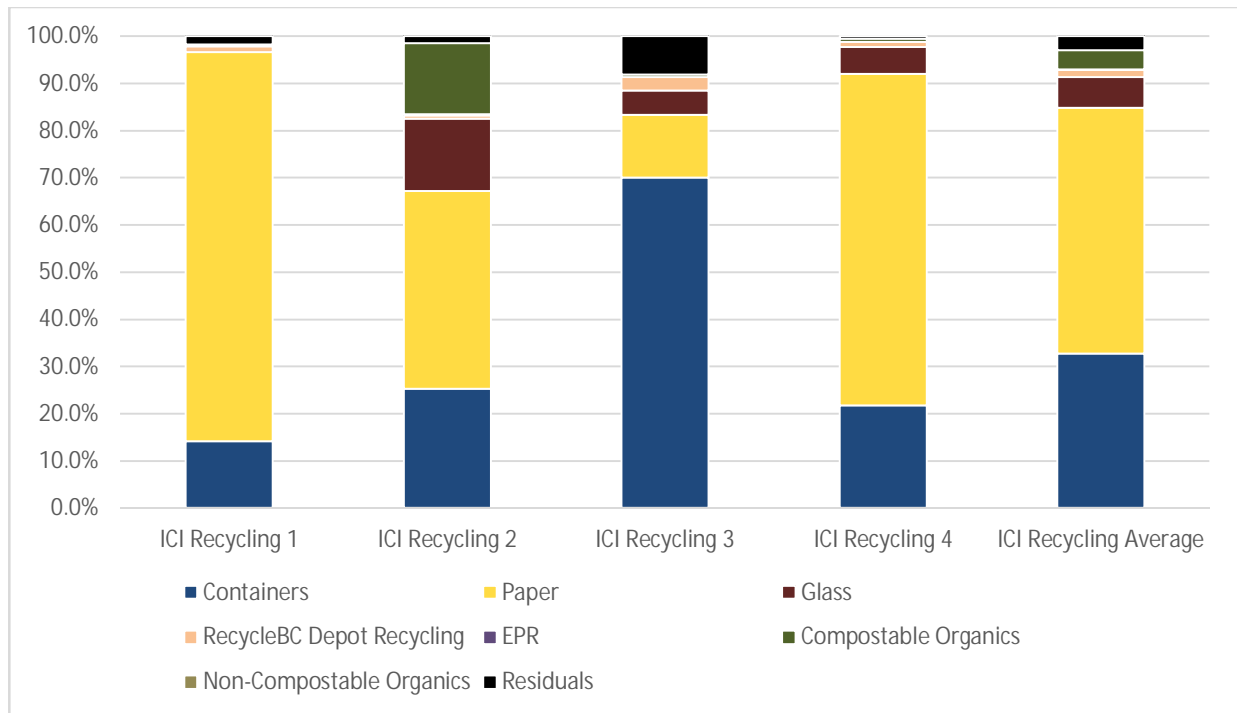


Figure 14. ICI Recycling Results by Sample and Overall Average

5.1.3.3

Organics

Only two of the four ICI facilities (ICI 3, ICI 4) used in the study separately collected organic waste on site. The two samples weighed a total of 65.30 kg, an average of 32.65 kg. Both samples were largely compostable organics, with the material from the ICI 3 sample sorted almost entirely into this material category (96.6%). ICI 4 was also largely compostable organics (88.1%), but also residuals (6.4%). The breakdown of primary categories of each of the two sub-samples is illustrated in Figure 15.

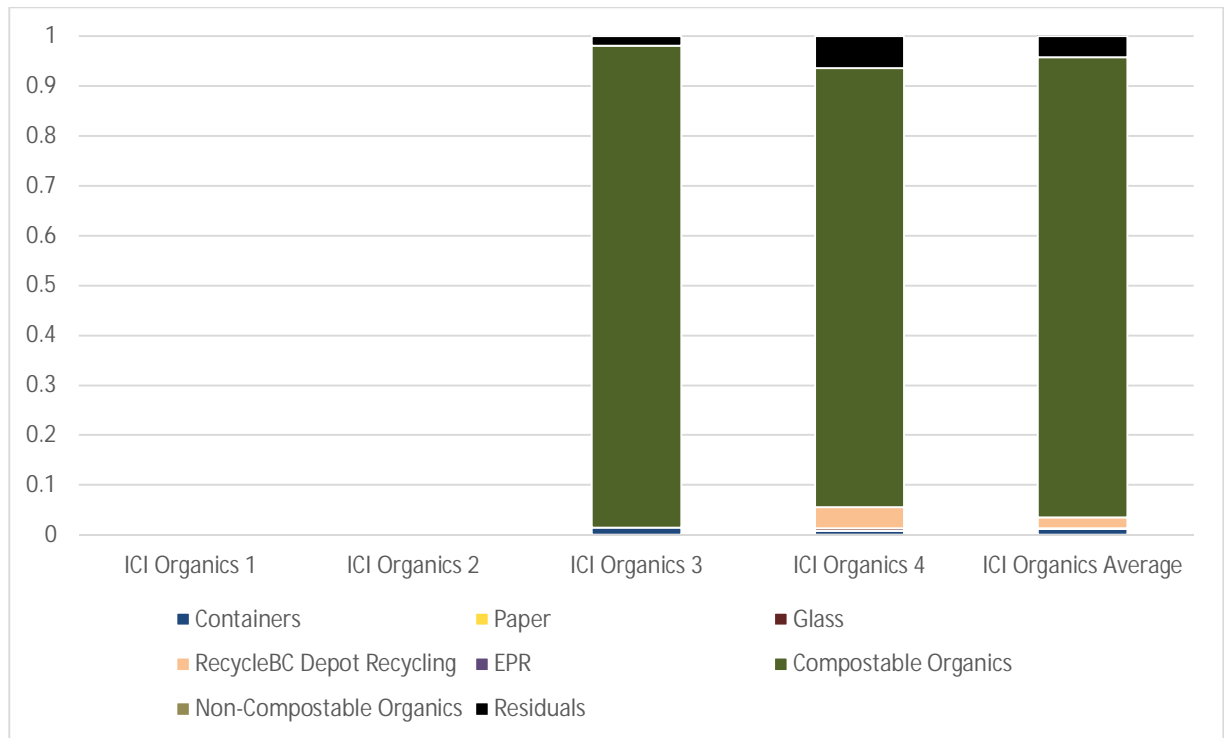


Figure 15. ICI Organics Results by Sample and Overall Average

5.1.3.4

Overall Waste Composition

The average garbage composition from the four ICI facilities indicated that only 15% of the waste was actual residual or non-compostable organic waste. Compostable organics (61.2%) and paper (12.8%) were the largest streams, by weight. In the recycling samples, paper averaged 52.0% of the material sampled, while containers average 32.8% and glass averaged 6.6%. The two organics samples were largely compostable organics (92.4%), residuals (4.2%) and RecycleBC depot material (2.1%). The breakdown of primary categories is illustrated in Figure 16.

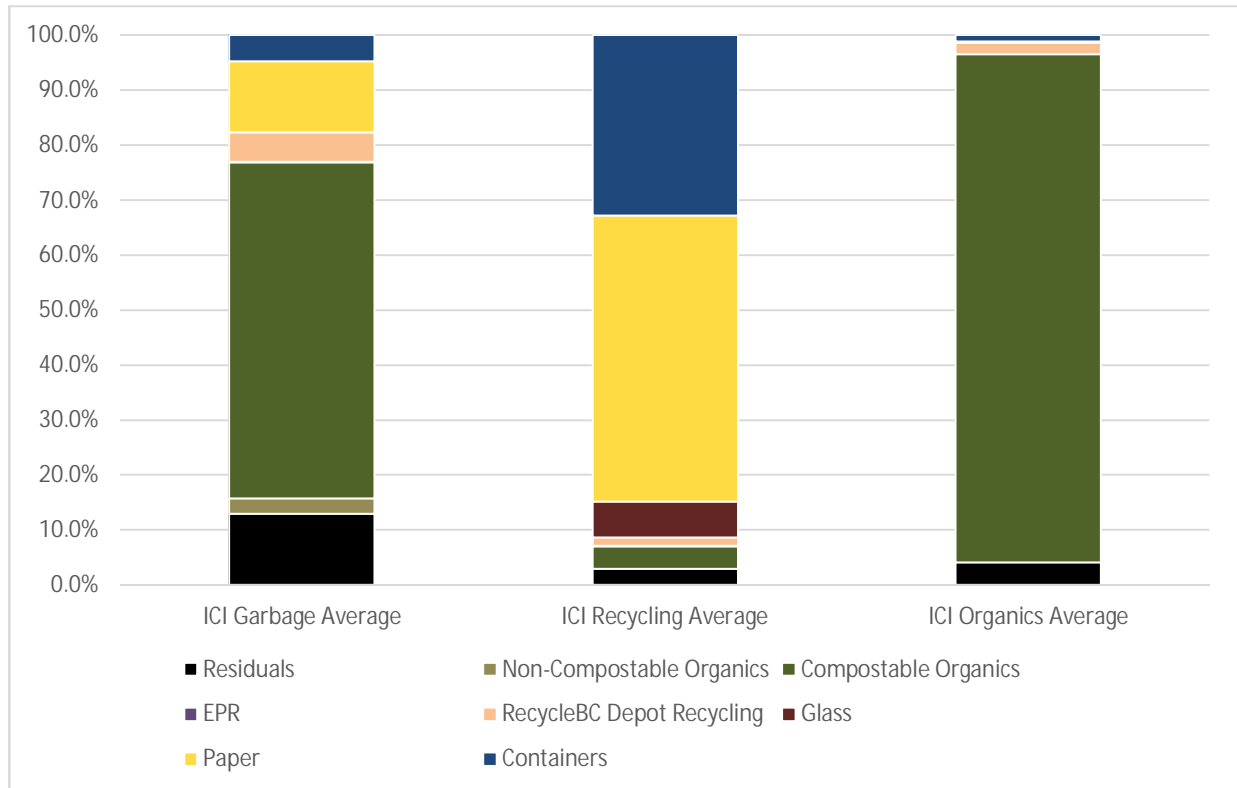


Figure 16. ICI Waste Composition - Overall Average Composition

5.1.4

Comparison to the Baseline Audit

Waste audit results from the recent audit were compared to the results from the baseline 2014 waste audits. In the 2014 study, only one sample from each SF waste stream was audited, two samples from each MF waste stream and one sample of ICI waste. It should be noted that ICI waste originated from two locations; a garbage sample from one location, while the recycling samples were collected from a different ICI location. The 2014 recycling results, which were presented as paper and containers, were amalgamated into one set of recycling results for comparison to the 2019 results. There were no source separated organics samples taken from the MF and ICI sectors in 2014. Due to differences in sorting categories between the two audits, 2014 categories were grouped into the 2019 categories where applicable. As a result of this comparison method, there are no 2014 results that could be converted

into the EPR and non-compostable organics categories. 2014 percentage totals presented in this section may not add to 100% due to rounding of numbers, as values were taken directly from the finalized 2014 report.

5.1.4.1 Single-Family Residential

In the 2014 study, one sample from each SF waste stream was audited. There were a number of observed differences in the results between the two audits. Significant differences include the increase in compostable organics in the garbage increasing from 26% in 2014 to 33.6% in 2019. The containers recycling stream saw a decrease in contamination, decreasing from 40% of the material to 16.4% in 2019. The glass stream also observed a decrease in contamination from 22% in 2014 to only 3.3% in 2019. The paper recycling and organics streams were largely similar between the two survey years. The breakdown of primary categories is illustrated in Figure 17.

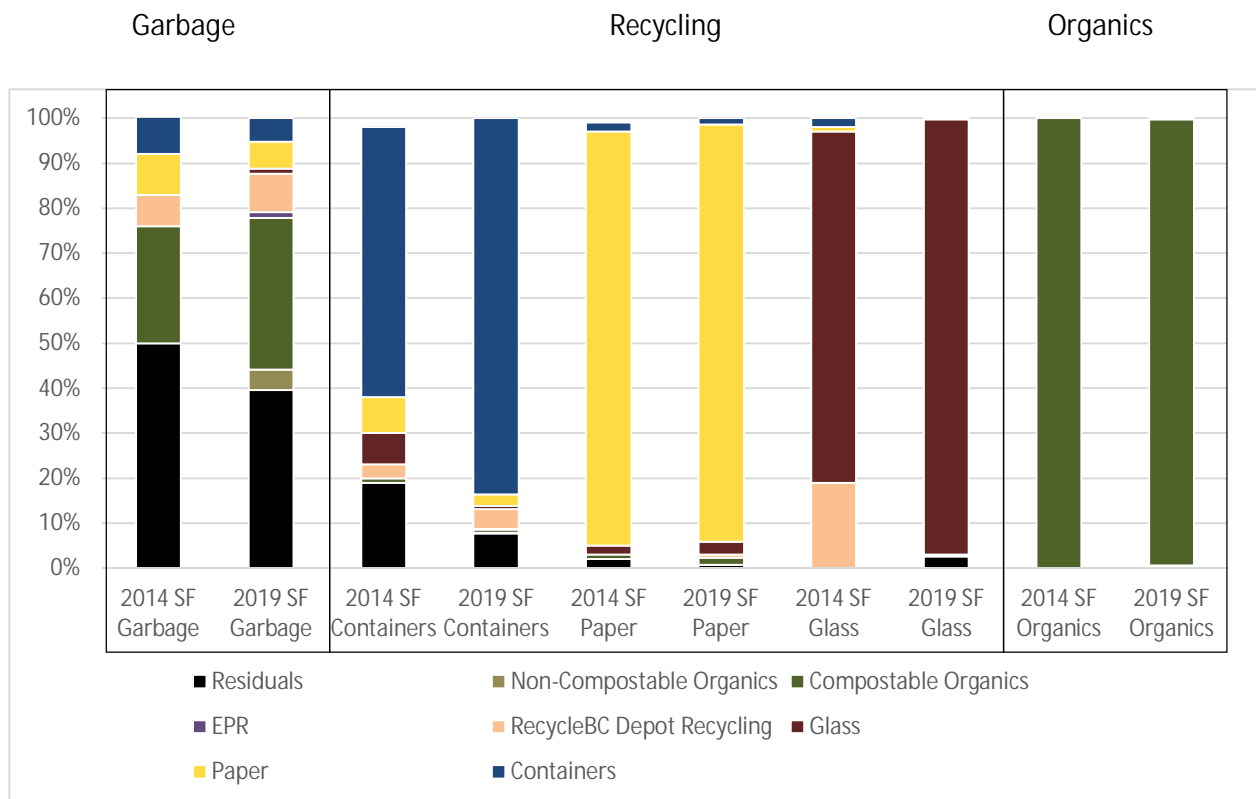


Figure 17. SF Waste Composition - 2014 vs 2019 Comparison

5.1.4.2

Multi-Family Residential

There are some observed differences in the material composition of the evaluated garbage samples between the two audits. There was slightly more divertible materials in the garbage stream in 2019 compared to 2014. Residuals in the garbage decreased by approximately 6% between 2014 and 2019, while compostable organics increased slightly by approximately 1.5%. Residuals in the recycling stream decreased by approximately 4% (7% to 2.8%) from 2014 to 2019. The percent composition of the recycling also varied between the two survey years, which may be a result of the different buildings audited for each survey year. As mentioned above, there was no multi-family organics sample in 2014. The breakdown of primary categories is illustrated in Figure 18.

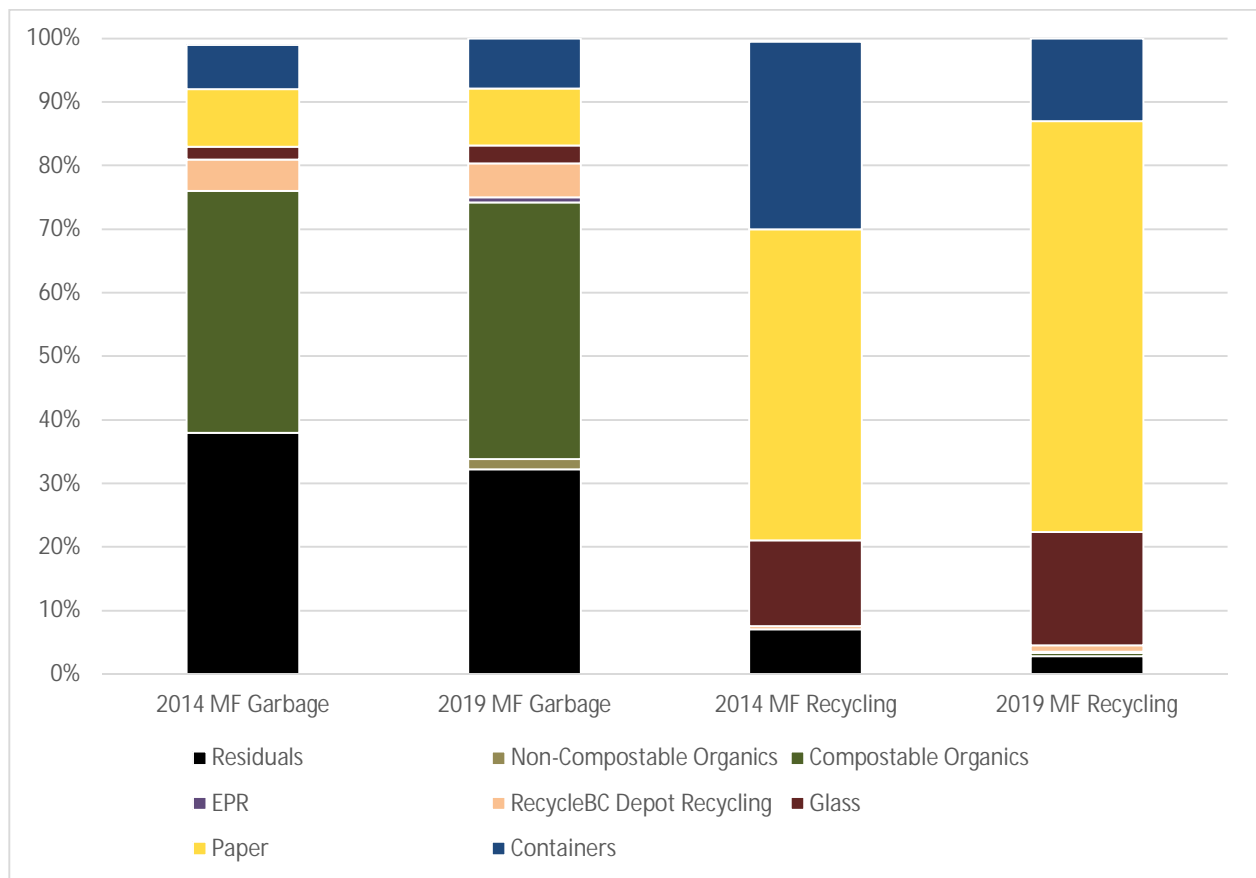


Figure 18. MF Waste Composition - 2014 vs 2019 Comparison

5.1.4.3

ICI

There are large differences in the composition of the garbage and recycling waste streams observed between the two audits (which may be attributed to the facilities audited). The amount of compostable organics in the garbage stream increased significantly to 61.2% in the 2019 audit up from 15% in 2014. Residuals in the garbage decreased significantly from 79% in 2014 to only 12.9% in 2019 meaning that over 85% of the waste found in the garbage stream could have been diverted. Changes in these values could be from differing ICI sectors being selected. Contamination in the garbage stream from recyclables had an observed increase, with containers and paper increasing by approximately 4% and 11% respectively.

In the recycling stream, compostable organics increased slightly by approximately 2%; however, residuals decreased by approximately 2%. There was an observed difference in the percent composition of the containers, paper and glass material categories. Differences in the composition of the garbage and recycling between 2014 and 2019 results are likely due to the differences in characteristics in the facilities selected to be audited. As previously mentioned, recycling was collected from only one ICI location, while in 2019 waste was collected from four locations. In 2014, ICI recycling was collected from businesses along the waterfront and the garbage stream was collected from a senior healthcare centre. There was no ICI organics sample audited in 2014. The breakdown of primary categories is illustrated in Figure 19.

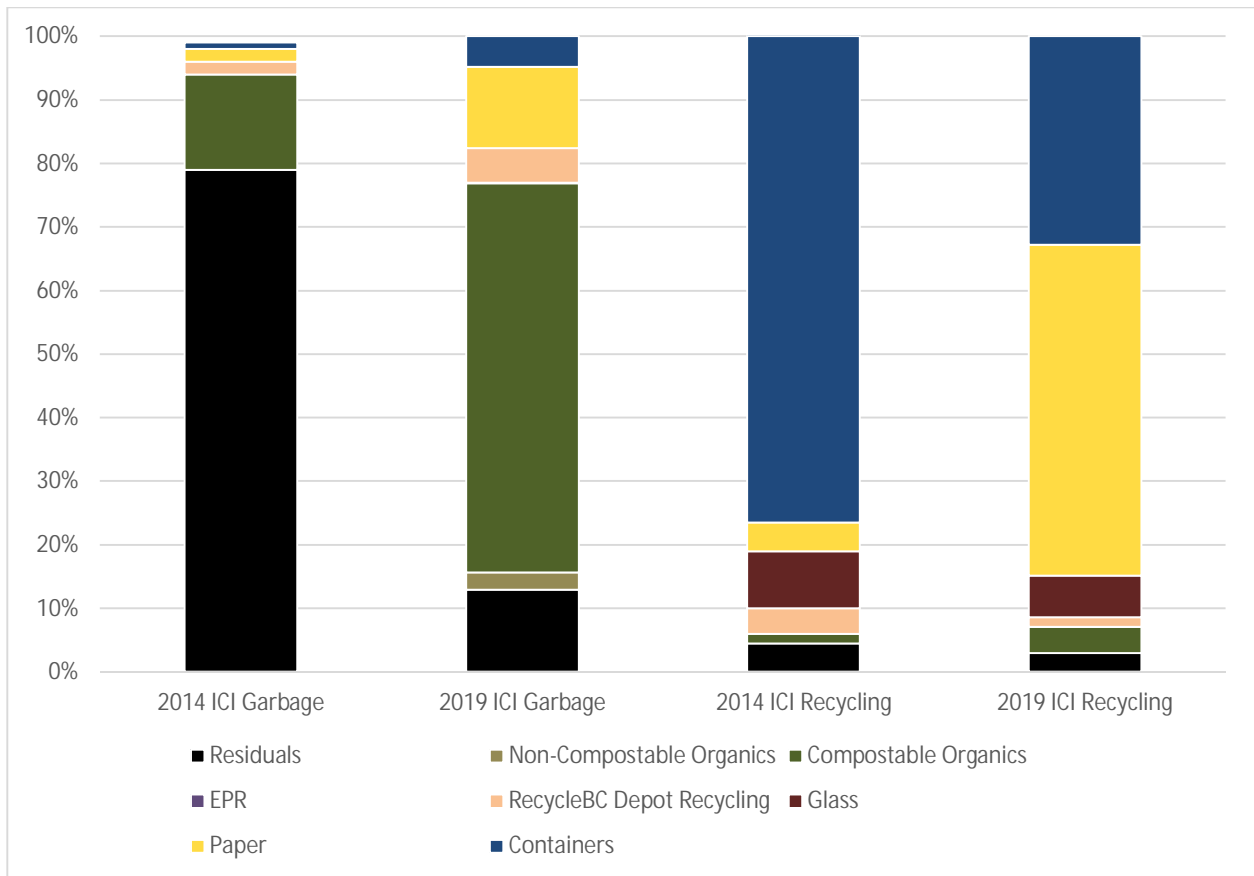


Figure 19. ICI Waste Composition - 2014 vs 2019 Comparison

5.1.5

Banned Materials

Metro Vancouver has banned divertible materials from disposal at their waste facilities through the Metro Vancouver Tipping Fee and Solid Waste Regulation Bylaw. Table 5 provides a list of the banned materials types as defined by Metro Vancouver, and the corresponding material sorting categories used in the waste audit. A significant percentage of waste disposed into the garbage stream in all three sectors falls under a banned material category per Metro Vancouver's Bylaw. The SF sector had the lowest percentage of banned materials in the garbage with 42.6% of garbage audited, while the ICI sector had the highest percentage of banned materials with 54.1% in the garbage. Food waste was the largest percentage of banned materials across all three sectors with 22.4% (SF Garbage), 32.1% (MF Garbage) and 36.2% (ICI Garbage) of material. Table 6 provides the overall data for banned materials as categorized by Metro Vancouver.

Table 5. Metro Vancouver Banned Material List & Corresponding Audit Sorting Categories

Metro Vancouver Banned Material	Audit Sorting Categories
Beverage Containers	<ul style="list-style-type: none"> • Refundable Deposit Beverage Containers (Non-glass) • Beverage Containers (Glass)
Containers	<ul style="list-style-type: none"> • #1 Plastic Containers – Rigid (PPP EPR) • #2 & #4 Plastic Containers – Rigid (PPP ERD) • #6 Plastic Containers – Rigid (PPP EPR) • All Other Plastic Containers – Rigid (PPP ERP) • Metal Containers – PPP ERP • Paper Containers – PPP EPR
Corrugated Cardboard	Corrugated Cardboard
Recyclable Paper	<ul style="list-style-type: none"> • Office Paper • Newspaper and Flyers • Paper – PPP EPR • Bound Paper Products • Boxboard
Expanded Polystyrene Packaging	Foam (PPP ERR, Non-Food Ware)
Food Waste	Food Waste
Green Waste	Yard and Garden Waste
Clean Wood	Clean Wood
Product Stewardship Materials	<ul style="list-style-type: none"> • Electronic Waste • Household Hazardous Waste

Table 6. Overall Banned Material Contained in the SF, MF and ICI Garbage Streams

	SF Garbage	MF Garbage	ICI Garbage
Beverage Containers	0.7%	3.4%	0.4%
Containers	10.9%	6.7%	2.9%
Corrugated cardboard	0.7%	0.9%	9.1%
Recyclable Paper	5.3%	6.6%	5.2%
Expanded polystyrene packaging	0.2%	0.0%	0.1%
Food Waste	22.4%	32.1%	36.2%
Green Waste	1.2%	0.6%	0.1%
Clean Wood	0.0%	0.0%	0.0%
Product Stewardship Materials	1.2%	1.1%	0.1%
Total	42.6%	51.4%	54.1%

Shading indicates category with largest percentage of banned material.

5.2 Historical Waste Quantities

Historical waste quantities were provided to Dillon by the City for inclusion in this report. Table 7 provides the historical data from 2011 to 2018, presented in metric tonnes. It should be noted that prior to June 2015, residential weights may have included some MF/ICI waste. Garbage and recycling quantities have decreased by 43.7% and 21.1% respectively during this time (most likely due to the removal of MF/ICI materials), while the amount of green waste generated has remained relatively constant over the eight years, with no noticeable increase given the food scraps inclusion which was introduced in 2015.

Table 7. Single-Family Residential Historical Waste Quantities in Metric Tonnes

	2018	2017	2016	2015	2014	2013	2012	2011
Garbage	1,182	1,163	1,238	1,343	1,453	1,559	2,011	2,101
Recycling	799	759	806	842	781	1,020	947	1,013
Green Waste	1,645	1,589	1,672	1,693	1,638	1,737	1,679	1,632
Total	3,626	3,511	3,716	3,878	3,872	4,316	4,637	4,746

5.2.1 Waste Quantities

Waste quantities for single-family residential households were projected for the 20-year planning period (2020-2040). Although population growth rates based on 2016 census published counts are 3.2%, as seen in the chart below population estimates from Metro Vancouver are taken from the White Rock Official Community Plan¹⁸ (OCP) and are used for projections of population and SF tonnages as follows (approximately a 0.89% growth rate).

White Rock Population, Dwelling, and Employment Projections to 2045					
	2016*	2021	2031	2041	2045
Population	19,950	20,925	22,870	24,820	25,600
Dwellings	10,860	11,670	13,290	14,910	15,560
Employment	7,400	7,800	8,400	9,300	9,600

Table 1 White Rock Population, Dwelling and Employment Projections to 2045

*the 2016 population and dwelling estimates are taken from 2016 Census published counts. Population and dwelling estimates prepared by Metro Vancouver may include additional estimates of population and dwelling Census undercount.

A detailed breakdown of the projected population and generation growth are included in Appendix C. The annual waste generation data was calculated based on a number of general assumptions which are detailed in Appendix D.

¹⁸ City of White Rock Official Community Plan, 2017, No. 2220. City of White Rock. Accessed at <https://www.whiterockcity.ca/DocumentCenter/View/276/Consolidated---Official-Community-Plan-Bylaw-2017-Number-2220-PDF?bidId=>

The approximate single-family household population for the City was calculated using the number of residential households with waste collection services provided by the City (4,105 households) and the average number of people per household as per Statistics Canada (1.9)¹⁹. Using residential waste disposal tonnage statistics provided by the City, per capita disposal/collection rates for each waste stream were calculated. Calculated values are presented below:

- Single-family Garbage Disposal Rate = 0.42 kg/person/day;
- Single-family Recycling Collection Rate = 0.28 kg/person/day; and
- Single-family Green Waste Collection Rate = 0.58 kg/person/day.

Waste disposal/collection estimates for the single-family residential garbage, recycling and green waste streams are presented in Table 8. 2018 disposal numbers are actual generation numbers provided by the City and are displayed to provide reference to the projections. If current disposal practices remain unchanged, by 2040 the single-family residential population in the City is projected to generate 1,436 tonnes of garbage, 971 tonnes of recycling and 1,999 tonnes of green waste, up from 1,182 tonnes, 799 tonnes and 1,645 tonnes in 2018 respectively.

Table 8. Single-Family Residential Waste Disposal Quantity Projections for 20 Year Planning Period

Year	SF Population Estimate ¹	SF Garbage Generation Estimates (tonnes)	SF Recycling Generation Estimates (tonnes)	SF Green Waste Generation Estimates (tonnes)	SF Total Waste Generation Estimates (tonnes)
2018 ²	10,263	1,182	799	1,645	3,626
2020	10,446	1,203	813	1,674	3,691
2025	10,920	1,258	850	1,750	3,858
2030	11,414	1,315	889	1,830	4,033
2035	11,931	1,374	929	1,912	4,215
2040	12,472	1,436	971	1,999	4,406

¹ Population projections are taken from 2016 Canadian Census published data and consistent with the projections from the White Rock Official Community Plan, approximately 0.89%.

² 2018 values are actual quantities of waste collected by the City.

5.2.2 Performance Monitoring

As part of the RecycleBC program, the recycling generated in the City is subject to regular performance audits, usually once per quarter. The RecycleBC program requires contamination in amounts less than 3% or the municipality is at risk of fines. In the last quarter (Q2 2019), 15.5% of the recycling was categorized as incompatible material, while 5.1% was material not accepted in the RecycleBC program. Incompatible material includes accepted PPP material made from two or more different materials,

¹⁹ City of White Rock Census Profile, 2016 Census. Statistics Canada. Accessed at <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915007&Geo2=CD&Code2=5915&SearchText=white%20rock&SearchType=Begin&SearchPR=01&B1=All&TABID=1&type=0>

making it incompatible with recycling processes. Unacceptable material is defined as any material that is not packaging and printed paper (PPP). When compared to the City's all-time performance, in Q2 2019 there was an improvement in the contamination rate of incompatible material (17.6% all time), however the contamination rate for non-accepted material was above the all-time percentage (4.8%).

5.3 Waste Diversion Rate

In order to assess performance in terms of waste diversion, three different ways of estimating diversion rates were calculated as follows:

1. Tonnage Diversion Rate (calculated using total waste stream tonnages, even if material was incorrectly disposed in the recycling and organics streams);
2. Diversion Rate (amount of material properly diverted in the recycling and organics streams); and
3. Potential Diversion Rate (if all material was disposed in correct waste stream).

Diversion rates for the three scenarios are presented in Table 9. The single-family residential sector has the highest tonnage diversion rate and diversion rate at 67.4% and 66.0%, respectively. The multi-family residential sector has the lowest diversion rates at 28.0% (tonnage diversion rate) and 27.0% (diversion rate). The potential diversion rate of each sector was also calculated and was determined to be 84.5% (SF), 75% (MF) and 88% (ICI), respectively. Potential diversion assumes all divertible waste contained in the garbage stream is diverted into either the recycling or green waste programs. For the single-family residential calculation, 2019 audit results were used to gather material category breakdowns and extrapolated using tonnage statistics provided for 2018 by the City. Potential diversion rates for the multi-family residential and the ICI sector are subject to assumptions presented following the table.

Table 9. Diversion Rates for the SF, MF and ICI Sectors

	Tonnage Diversion Rate	Diversion Rate	Potential Diversion Rate
Single-Family Residential	67.4%	66.0%	84.5%
Multi-Family Residential	28.0%	27.0%	75% ¹
ICI	33.2%	32.0%	88% ¹

¹MF and ICI sector potential diversion rates were calculated using the following assumptions:

- Sector potential diversion rates are averages of the four MF buildings and four ICI facilities audited for each sector and are not averages for each sector across the entire city;
- Data for MF and ICI sector rates are from the 2019 waste audit, and not sector data from the entire city;
- Weekly and annual tonnage estimates for waste streams are based on volumes estimates of waste present during sample collection and not tonnages; and
- Future requirements for all ICI facilities to implement green waste collection.

6.0 Financial Overview

Waste management and collection costs borne by the City are limited to single-family dwellings, multi-family dwellings under six units (with some exceptions) and City facilities for which the City is responsible for providing waste collection services. A review of expenses and revenues was completed for the years 2015 to 2018, with financial data provided to Dillon by the City. Overall expenses and revenues can be found in Table 10 and illustrated in Figure 20. A breakdown of waste management expenses and revenues is provided in Section 6.1 as per information provided to Dillon by the City. The breakdown was not utilized in Table 10 and Table 11, as these line items were not reflected in the City's Annual Financial Report. Sources of expenses and revenues include:

Waste Management Expenses:

- Allocated Administration Fees
- Consulting/Administration Advertising
- Collection Program Costs
 - Wages
 - Advertising
 - Supplies
 - Program Costs (Collection)
 - Tipping Fees
 - Allocated Vehicle Costs

Waste Management Revenues:

- User Fees
- Civic Facilities Recovery
- Garbage Program Revenue
 - Excess Bag Decal Sales
 - Composter Sales
 - Roll Out Totes
- Green Waste Program Revenue
 - Kraft Bag Sales
- Recycling Program Revenue
 - RecycleBC Revenue
 - Blue & Red Box Sales
 - Roll Out Totes

It should be noted that part way through 2015 the City stopped waste collection services for the majority of multi-family residential and all ICI facilities.

Table 10. City of White Rock Overall Solid Waste Management Expenditures and Revenues for 2015 to 2018

	2015	2016	2017	2018
Revenues	\$994,988	\$1,598,979	\$1,566,775	\$1,569,335
Expenses	\$1,617,115	\$1,232,189	\$1,294,212	\$1,378,490
Surplus (Deficit)	(\$622,127)	\$366,790	\$272,563	\$190,845

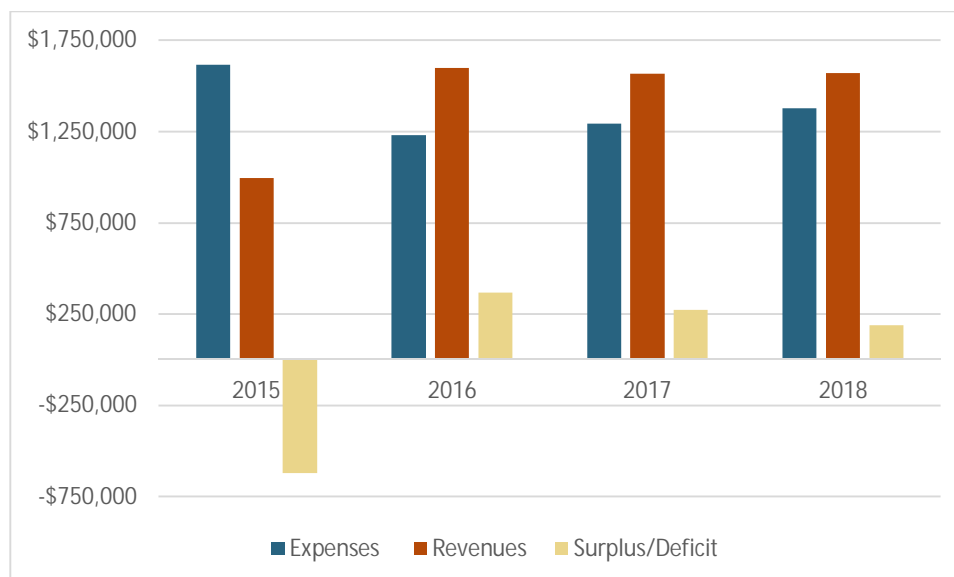


Figure 20. City of White Rock Waste Collection Expenditures and Revenues for 2015 to 2018

6.1 Breakdown of Revenues and Expenses

The financials for the waste collection program, including expenditures and revenues, are provided in Table 11 and illustrated in Figure 21. Waste collection expenses and revenues include:

Waste Collection Expenses:

- Salaries, wages and benefits
- Contracted Services
- Supplies and Other
- Amortization

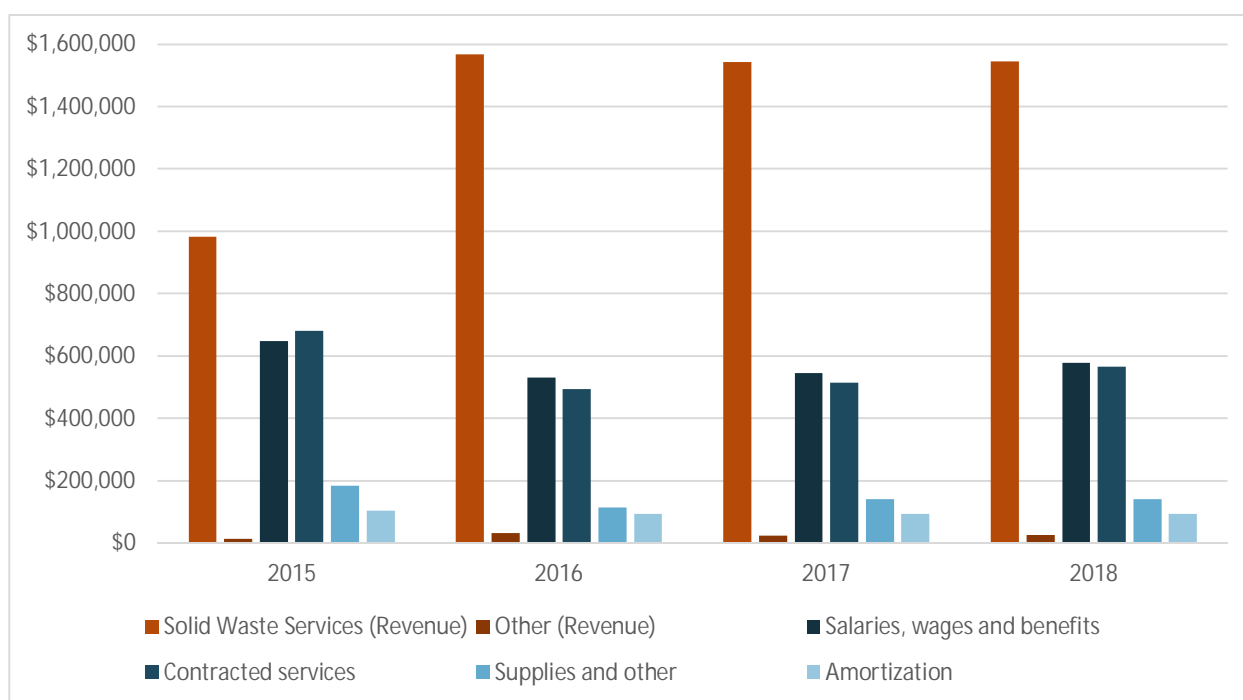
Waste Collection Revenues:

- Solid Waste Services
- Other

After changes were implemented to solid waste collection services in 2015, a year in which there was a deficit in waste collection services, the City posted a surplus in 2016 and again posted surpluses in 2017 and 2018. It should be noted that surplus have decreased in each year following 2016. The majority of revenues are from Solid Waste Services, with comparable revenues between 2016 and 2018. Salaries, wages and benefits, along with contracted services are the two largest expenses and account for over 80% of expenses between 2016 and 2018.

Table 11. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018

	2015	2016	2017	2018
Revenue				
Solid Waste Services	\$981,917	\$1,567,670	\$1,543,018	\$1,544,582
Other	\$13,071	\$31,309	\$23,757	\$24,753
Expenses				
Salaries, wages and benefits	\$646,906	\$530,234	\$544,965	\$578,231
Contracted services	\$681,573	\$494,106	\$514,741	\$565,331
Supplies and other	\$184,564	\$113,834	\$140,491	\$140,913
Amortization	\$104,072	\$94,015	\$94,015	\$94,015
Surplus (Deficit)	(\$622,127)	\$366,790	\$272,563	\$190,845

**Figure 21. Waste Collection – Breakdown of Expenditures and Revenues for 2015 to 2018**

7.0

Municipal Jurisdictional and Best Practices Review on Waste Diversion and Management

The waste management industry, including municipal solid waste management, is ever evolving. Solid waste management practices need to adapt to a number of changes with respect to a shift in the regulatory landscape, strategic government goals and targets, and consumer behaviours and trends to include zero waste strategies, reduced plastics/product packaging, and the circular economy. With all these changes comes innovative and exciting initiatives, programs and technologies that are being implemented by jurisdictions in order to adapt to the ever changing environment.

7.1

Methodology

A review of waste management practices, initiatives, programs and strategies was undertaken on a select number of local neighbouring jurisdictions. These jurisdictions were chosen based on how comparable the demographics were to the City of White Rock (e.g. population, density), legislative requirements and on their progressive approaches to managing waste in the following categories:

- Waste Diversion Programs;
- Waste Diversion Policy and Enforcement;
- Waste Avoidance and Reduction;
- Single-Family Waste Collection;
- Multi-Family Waste Collection;
- ICI Waste Collection; and
- Streetscape and Public Spaces Waste Management.

The following six jurisdictions were selected to be a part of this review. Rationale for each selected municipality is provided in Table 12.

- City of Langley;
- City of North Vancouver;
- City of Port Coquitlam;
- City of Port Moody;
- City of Surrey; and
- Metro Vancouver Regional District.

If additional best practices are known from outside these jurisdictions they were included in the review for consideration. Additional best practices are topic specific. If a selected jurisdiction does not have a best practice in a specific topic, they were not included in that review.

Table 12. Rationale for Selected Jurisdiction

Jurisdiction	Population	Population Density (Per km ²)	Rationale for Inclusion in Best Practices Research
City of White Rock	19,952	1,751	N/A
City of Langley	25,888	2,534	<ul style="list-style-type: none"> • Small land size; and • Manual SF collection.
City of North Vancouver	52,898	4,465	<ul style="list-style-type: none"> • Small land size; and • Municipal manual SF collection.
City of Port Coquitlam	58,612	2,009	<ul style="list-style-type: none"> • Municipal multi-family waste collection Municipal SF collection.
City of Port Moody	33,551	1,296	<ul style="list-style-type: none"> • Small land size; • Municipal multi-family and commercial waste collection; and • Municipal SF collection
City of Surrey	517,817	1,637	<ul style="list-style-type: none"> • Similar population density; and • Establishing and promoting waste reduction strategies including a single-use item strategy.
Metro Vancouver Regional District	2,463,000	912	<ul style="list-style-type: none"> • Material disposal bans; • Aggressive waste reduction/diversion strategy; • Innovative programs; and • Updating long term master plan.

7.2 Waste Diversion Programs

Waste diversion programs include initiatives focused on diverting valuable material from disposal through recycling and composting. Historically, municipalities have provided recycling services for the single-family sector (and some parts of the multi-family and ICI sectors – typically those that could be serviced in the same way as single-family). In 2014, the stewardship organization Multi-Materials BC (now RecycleBC) assumed responsibility for recycling packaging and printed paper (PPP) from single-family homes and multi-family buildings. Recyclables generated by the ICI sector are managed primarily by the private sector. Organics are similarly collected from single-family homes by the municipality, with the private sector often managing collection from the multi-family and ICI sectors. Recycling and composting are recovery operations where ‘waste’ materials are reprocessed into new products, either for the original or other purposes.

7.2.1 City’s Current Approach

The City collects recycling and green waste on a weekly basis from single-family homes. Recycling consists of a blue box for containers (plastic and metal), yellow bag for paper (including cardboard and newspaper) and a red box for glass. Collection of green waste (yard trimmings and food scraps) occurs weekly through the City’s Green Can program.

7.2.2 Best Practices Review Results

RecycleBC is responsible for the residential packaging and paper recycling in BC. RecycleBC advocates for multi-stream recycling over single-stream. Multi-stream means paper is separated from metal, plastic containers and glass. Single-stream recycling (all materials in the same bin/cart) is often viewed as more convenient, however sorting recycling into multiple streams has several benefits including²⁰:

- Paper is protected from food or liquids that might be left over inside food containers, keeping the paper “clean” and protecting its value for end-markets.
- Residents tend to pay closer attention to what materials are accepted in their curbside program when they need to take the extra step of sorting material. This results in lower contamination levels in the recycling.
- Multi-stream collection containers allow drivers to easily see if any non-recyclables or not-accepted items have been placed into the recycling bins, which helps avoid contaminants from entering the recycling stream in the first place.

Table 13 provides 2017 recycling contamination rates for jurisdictions selected for this review and indicates if their programs are multi-stream or single-stream. It should be noted that in a recent, 2019 RecycleBC audit, the City’s contamination rate was 4.8%.

²⁰ RecycleBc (2016) <https://recyclebc.ca/sort-before-to-recycle-more/>

Table 13. Recycling Contamination Rates (2017)

Municipality	Multi-Stream or Single-Stream Recycling	Recycling Contamination Rate ²¹
City of White Rock	Multi-Stream	6.4%
City of Langley	Multi-Stream	5.3%
City of North Vancouver	Multi-Stream	4.2%
City of Port Coquitlam	Single-Stream	9.3%
City of Port Moody	Single-Stream	11.2%
City of Surrey	Single-Stream	10.9%

Table 14 provides best practices for waste diversion programs for select jurisdictions.

Table 14. Waste Diversion Programs Best Practices Review

Jurisdiction	Best Practice
City of Langley	<p>Large Item Pick-Up Residents of single-family homes can have four large items per calendar year collected curbside for disposal. Residents call and schedule a collection time with the City's contracted waste hauler. This service is to be used for furniture and appliances.</p>
City of North Vancouver	<p>Zero Waste Coach If there is a need for recycling or organics support at a building, school or community group, the City of North Vancouver will provide a zero waste coach.</p> <p>The City's Zero Waste Coach provides resources and support to help increase recycling and food scraps diversion including visiting multi-family buildings, businesses or schools to assess recycling needs, educate residents on proper recycling at strata meetings, conduct lobby info sessions at multi-family buildings or at community events/meetings, and help with signage and posters.</p> <p>Zero Waste at Events Event coordinators, typically for smaller events and block parties, can ask for a zero waste station. The Zero Waste Station includes up to 10 collection frames for five disposal streams (beverage containers, mixed paper, mixed containers, compostable materials, garbage), along with flag banners to increase the visibility and profile of the waste station.</p>
City of Port Coquitlam	<p>Ask the Ambassadors The City has hired two Ambassadors to work with the community to improve compliance with the Solid Waste Bylaw. In particular, sorting waste properly and securing bear attractants. Ambassadors are available to answer questions, provide resources and make presentations to groups, strata and schools.</p> <p>PoCo Waste-Line App This on-line tool is used to help residents connect to City waste management services. The app can be used to:</p> <ul style="list-style-type: none"> • Import a personalized collection schedule into their online calendar;

²¹ RecycleBC (2017) <https://recyclebc.ca/what-is-contamination/>

Jurisdiction	Best Practice
	<ul style="list-style-type: none"> • View and print their personalized schedule; • Sign up for personalized collection reminders; • Use the Sort it Right waste wizard to know what goes where; • Stay up to date about changes to the collection schedule or service; and • Report a problem with any city service (e.g. a missed pickup, a pothole or a malfunctioning streetlight).
City of Port Moody	<p>Solid Waste App Residents can sign up to receive a text, email, tweet, or call the night before their waste collection day. The app will remind them what carts to put out, as well as if it's a glass recycling week.</p> <p>Large Item Collection Residents can (for a fee) have large items collected curbside from Waste Connections of Canada (WCC). Residents call WCC and identify themselves as Port Moody residents. An appointment will be made to collect the large item, then residents will receive an invoice for the item collected.</p>
City of Surrey	<p>Organics Diversion Program The City of Surrey implemented their curbside organics program in 2011 and in 2018 constructed a biofuel facility to process the collected organics. One of the products created at the biofuel facility is renewable natural gas (RNG). The City uploads the RNG to the FortisBC natural gas energy grid and makes use of the equivalent of 100% of the RNG generated at the facility for use in their curbside collection contractor's vehicles.</p> <p>The FortisBC program currently has five suppliers including the Surrey biofuel facility. It is estimated that the FortisBC suppliers will produce 320,000 GJ of RNG, enough to heat 3,500 homes for a year. This reduces BC's carbon footprint and captures methane that would otherwise be released into the atmosphere.</p> <p>Large Item Pick-Up All households that receive curbside collection from the City of Surrey are entitled to up to four large item disposals throughout the course of the calendar year. Residents can call the City of Surrey Waste Collection to schedule a Large Item Pick-up or book online.</p> <p>The City encourages residents, if items are gently used and in working condition to consider donating them to a local thrift store, or selling them through Surrey Reuses. Items accepted in this program include:</p> <ul style="list-style-type: none"> • Baby/ Kids Items • Bed/ Mattresses • Bikes • Cabinets/ Shelves/ Tables • Computers/ Electronics • Exercise Equipment • Hot Water Tank • Household Items • Kitchen Appliances • Laundry Appliances • Outdoor/ Patio • Seating/ Chairs • Tires/ Wheels

Jurisdiction	Best Practice
	<ul style="list-style-type: none"> • Tools/ Machines <p>Items that are not accepted include:</p> <ul style="list-style-type: none"> • Carpets & rugs • Demolition or home renovation material • Metal or wood fences or pallets • Glass & mirrors • Toilets, bath tubs, sinks or hot tubs • Musical instruments • Propane tanks
Metro Vancouver	<p>C&D Recycling</p> <p>Metro Vancouver has been targeting recycling in the C&D sector as a method to achieving the region's waste diversion goals. Initiatives such as the Clean Wood Disposal Ban are proving effective by contributing to a reduction in the amount of divertible materials in the C&D waste stream (wood waste is 56.5% of C&D waste in Metro Vancouver).</p>

Considerations for Options Review:

- Municipalities with multi-stream recycling (such as White Rock) consistently have lower contamination rates. City should continue multi-stream recycling collection.
- Best practices exist for public events. These programs should be a consideration for the City going forward to increase participation in waste diversion programs and reduce waste from being landfilled. Events such as the Sea Festival should be a consideration.
- Consider large item pick-up program to avoid illegal dumping.

7.3 Waste Diversion Legislation, Policies and Enforcement

In Canada, waste management systems are impacted by regulations from all three levels of government (federal, provincial and municipal). Waste reduction and diversion policies and programs, regulations and standards for the transportation of waste and the approval and monitoring of waste management facilities and operations are established by the federal and provincial governments. Municipalities are typically responsible for managing the collection, recycling, composting and disposal of household waste in accordance with the policies and regulations established by the regional, provincial and federal governments.

7.3.1 City's Current Approach

The City of White Rock Solid Waste Bylaw, 2015, No. 2084 was adopted in May 2015 and most recently consolidated with other bylaws effective April 2017. The bylaw defines the authorization of the City to carry out residential waste collection and defines eligible properties, storage and set out requirements, and banned materials related to receiving City collection services. The bylaw also requires properties not serviced by the City to separate garbage, recyclables and organic waste for collection and allows a bylaw enforcement officer to ascertain whether the provisions of the bylaw are being observed or require a fine in the event an offense has occurred.

7.3.2 Jurisdictional Review Results

The City of Toronto has an extensive long term waste management strategy and a number of bylaws and standards which incentivize and mandate participation in diversion programs. Toronto's waste collection bylaws require all customers, including multi-family developments, to participate in the Blue Box recycling and Green Bin organics programs and to receive garbage collection.

Development standards for new buildings are set out in the Toronto Green Standard. It includes a range of sustainability standards including solid waste for various building types (both City-owned facilities and agencies). The standard was introduced in 2006 on a voluntary basis and the third version of the standards took effect in 2018. Toronto development standards require new multi-residential buildings to establish a three-stream collection system that ensures that waste diversion is as convenient as garbage disposal. Buildings can construct a three chute system on every floor, a three stream collection station on every floor, or a tri-sorter approach. Buildings can also choose to not install a chute system at all and have all residents/tenants take their materials to a common storage location.

Toronto has also implemented the Adapt Policy to help Toronto better tackle new and emerging packaging materials, such as compostable and biodegradable packaging, that are introduced into the market without being tested for their compatibility with municipal end-use processing facilities and end market demands. It introduces a transparent process that brand owners and packaging manufacturers can refer to when designing new product packaging. It also includes the City of Toronto's expectations regarding cost recovery measures for testing the behaviour of new materials in its processing facilities

and any financial impacts to its integrated waste management system as a result of new material addition.

The policy is applied to any producer who wants to bring new packaging into Toronto's recycling or composting program (e.g., compostable coffee pods).

Halifax Regional Municipality currently collects organic waste in carts and operates a bag-based residential garbage and recyclables collection program (use of a cart-based system is currently being evaluated by staff). Single unit homes are allowed up to six garbage bags and unlimited bags of recyclables per collection day while multi-unit buildings (two to six units) are allowed up to five bags or containers per unit. Waste bags must be clear, with the exception of one permitted opaque "privacy" black bag (i.e., up to five clear bags and one opaque bag). Recyclables containers and packaging must be placed in blue bags and recyclable paper can be placed in any single-use plastic bag (e.g., grocery bags) or placed in a blue bag. Corrugated cardboard must be broken down and tied in bundles next to the recycling bags at the curb.

Table 15 provides the results of the best practices review for the local jurisdictions.

Table 15. Waste Diversion Legislation, Policies and Enforcement Best Practices Review

Jurisdiction	Best Practice
City of Port Coquitlam	Additional Annual Fee to Upsize or Increase Number of Collection Carts The City of Port Coquitlam offers two sized carts for garbage (120L and 240L) and one for green waste (240L). Waste utility fees are based on designated garbage cart size (\$406 - \$492/year). You can request additional carts for increased rates as well.
City of Port Moody	Additional Annual Fee to Upsize or Increase Number of Collection Carts The City of Port Moody offers three sized carts for garbage (120L, 240L and 360L) and two for food scraps/yard trimmings (240L and 360L). Garbage fees range from \$105.95-\$165.95/year dependant on cart size. Food scraps/yard trimmings collection costs \$79.94-\$89.94/year dependent upon cart size.
City of Surrey	Additional Annual Fee to Upsize or Increase Number of Collection Carts The City of Surrey provides five different sized carts for waste collection and charges an additional \$145/year for residents wishing to upsize the standard 240L garbage cart for curbside collection to a 360L. For additional garbage carts requested above the basic standard carts issued, residents pay either \$145/year (80L/120L), \$290/year (180L/240L) or \$429/year (360L) extra. Recycling Remediation/Curbside Audits City of Surrey continues to manage a private hauler collection contract for residential recycling collection. RecycleBC pays the City an incentive amount per household for them to manage this contract. Under the contract with RecycleBC, recycling contamination rates are to be <3% or the City may be fined. In 2017, average non-PPP contamination in Surrey's single-stream recycling was 10.9% (total contamination including glass neared 20%). A campaign was launched targeting the worst contamination routes (or 'hot routes'), including waste audits, brochure mail outs to approximately 35,000 homes, letters to repeat offenders (5,000 households), advertisements and cart enforcement stickers (what goes in, what stays out).

Jurisdiction	Best Practice
	In 2018 and 2019, the City targeted 2,000 households per day on 'hot routes'. Recycling material was collected via rear-load vehicles and contaminants were left in clear bags marked 'Contamination' beside the resident's blue cart. Stickers continued to be placed on carts identifying non-acceptable material and a door-to-door campaign followed to educate repeat offenders. Gold stars were left for improved homes with no continued issues.
Metro Vancouver	<p>Disposal Bans</p> <p>As per Bylaw No. 306, 2017 - Tipping Fee and Solid Waste Regulation Bylaw, disposal facilities owned by Metro Vancouver all have disposal bans for organics, recyclable materials, hazardous materials, wood waste and stewardship materials. Surcharges apply if these materials are found in the garbage at Metro Vancouver disposal facilities. A \$65 minimum surcharge, plus the potential cost of removal, clean-up or remediation will be applied to loads containing banned hazardous and operational impact materials or product stewardship materials. A surcharge of 50% of the tipping fee on the entire load will be applied to loads containing banned recyclable materials, and a surcharge of 100% of the tipping fee will be applied to loads containing over 20% expanded polystyrene packaging.</p>

Considerations for Options Review:

- If standardized carts are implemented for single-family waste collection, increased fees based on cart size should be a consideration.
- Should the City take on additional responsibilities by collecting waste materials from other sectors (multi-family or ICI), the City also takes on the risk of increased fines from disposal bans and contamination thresholds. Given contamination found in the recent waste audit, this could be significant.

7.4 Waste Avoidance and Reduction

As governments and industry move towards a circular economy, waste avoidance, reduction and reuse are at the forefront of this movement. The idea behind circular economy thinking and actions is to maximize value and eliminate waste by improving the design of materials, products and business models. Avoiding and reducing waste to landfill as well as reuse of materials, minimizes waste disposed and overall generation rates.

7.4.1 City's Current Approach

Metro Vancouver's Integrated Solid Waste Management Plan ²² (ISWMP) indicates a goal for its municipalities is to reach 80% waste diversion by 2020. Metro Vancouver's ISWRMP identifies strategies to reach the goals and responsibilities and timelines for Metro Vancouver and its member municipalities. The municipalities, as represented by the Metro Vancouver Board, agreed to and approved the diversion actions in the ISWRMP. Goal one of this plan is to minimize waste generation.

²² Metro Vancouver (2020) Integrated Solid Waste Management Plan. <http://www.metrovancouver.org/services/solid-waste/about/management-plan/Pages/default.aspx>

White Rock, as a member municipality, is required to partner with Metro Vancouver in support of the following actions:

- Advocate that senior governments progressively move towards the prohibition of the manufacture and distribution of non-essential, non-recyclable materials and products;
- Advocate that senior governments prohibit the manufacture and distribution of non-recyclable packaging;
- Strongly advocate for Extended Producer Responsibility (EPR) programs to reduce waste disposal through implementation of design-for-environment principles, and best management practices that focus on waste reduction, reuse, and recycling. Offer staffing support for and partnership with Ministry of Environment to help accelerate EPR;
- Work with other municipalities and regions across BC, Canada, and internationally, to advocate for more development by senior governments in encouraging and developing incentives, including regulation, that promote design of products with an emphasis on reuse and recycling (cradle-to-cradle design);
- Participate on Federal EPR initiatives such as the Canadian Council of Ministers of Environment (CCME) Extended Producer Responsibility Task Force, to develop national guidelines for sustainable packaging;
- Participate on industry stewardship advisory committees;
- Participate on the BC Product Stewardship Council to assist in evaluating existing and developing new EPR programs; and
- Ensure waste projections consider future trends in population, generation, and management, including EPR.

General promotion and education for waste collection services within the City is provided on the “Garbage & Recycling” webpage within the City’s website as described in Section 4.5.1. From this page, the “My Schedule” app can be accessed. General information on collection and containers, in addition to links to external websites (Metro Vancouver, RecycleBC, RCBC) are provided. Links to information on the recycling program, green can program and information on illegal dumping, multi-family and commercial waste disposal, backyard composting and a FAQs page, with answers to frequently asked questions, can also be accessed from the general information page.

7.4.2 Jurisdictional Review Results

In the context of overall waste avoidance and reduction, the avoidance of food waste in the food supply chain and food security for all, is currently front and centre globally. In May of 2019, Guelph and Wellington County, Ontario were awarded the Canadian Smart Cities Challenge prize, which includes a \$10 million grant from Infrastructure Canada to implement their Smart Cities vision: Our Food Future.

With this prize, Guelph-Wellington aim to become an inclusive food-secure ecosystem and Canada’s first circular food economy. The focus of their vision is their 50x50x50 by 2025 initiative, which avoids food waste throughout the food supply chain in addition to:

- Increasing access to affordable and nutritious food by 50%;
- Creating 50 new circular business and collaboration opportunities; and
- Increasing economic value by 50% by reducing or transforming food waste.

This Smart Cities vision includes collaborations with industry, academia, community organizers, and entrepreneurs.

Table 16 describes the local jurisdiction's best practices.

Table 16. Waste Avoidance and Reduction Best Practices Review

Jurisdiction	Best Practice
City of Langley	<p>City Website: The City of Langley provides general waste information (collection calendar, how to properly sort waste, etc.) on their website. In addition to this information, the City also includes links to where to find Metro Vancouver Disposal Facilities, Product Care Recycling, Recycling Council of BC Website, RecycleBC website and BC Recyclopedica.</p>
City of North Vancouver	<p>Eco Levy The Eco Levy ensures that both residential and business property owners share costs associated with efforts to reduce garbage, including the North Shore Recycling Drop-Off Depot. Before the Eco Levy, solid waste was funded exclusively through residential levies. The Eco-Levy appears as a line item on annual Property Tax statements and is based on the assessed value of the property.</p>
City of Port Coquitlam	<p>Repair Cafés Repair Cafés are one-day events where the community can get expert help to repair household items for free. Tools, materials and expert advice are provided and opportunities can include repairing bicycles, jewellery, electronics, appliances, furniture and toys, along with sewing and clothing alterations.</p> <p>The program is part of the City's waste diversion efforts and aims to find innovative ways to reduce the amount of waste going to the landfill each year. The objectives include encouraging a culture of re-use and repair and providing opportunities for intergenerational knowledge-sharing, and community building. The City's goal is to turn the program into a self-run, volunteer-managed event that runs regularly in the City.</p>
City of Surrey	<p>Single-Use Items and Plastics Reduction Strategy Recognizing the growing importance of addressing the impact of single-use items and plastic packaging, in May 2019 City Council requested that City staff develop a Single-Use Item and Plastic Packaging Strategy. As part of the Strategy development the City encouraged residents and businesses to provide their feedback through an online survey to assist the City in understanding the public's views, how the Strategy may impact them and which items should be included. The City is bringing forward a Plastic and Single-Use Item Reduction bylaw shortly.</p>
Metro Vancouver	<p>Single-Use Items (SUI) Reduction Strategy In February 2019, Metro Vancouver wrote the Minister of the Environment and Climate Change Strategy and the Minister of Municipal Affairs and Housing in support of the Union of British Columbia Municipalities' resolution requesting a provincial SUI strategy. Metro Vancouver has since released their developed SUI toolkit in an effort to provide information on a range of policy options for local governments to consider in hopes of a harmonized approach on this issue. The toolkit details the impact and potential approaches to handle SUIs and provides</p>

Jurisdiction	Best Practice
	<p>guidance on policy and regulatory options (e.g., by request only, mandatory fee, ban, require reusable) for different SUIs such as cups, takeout containers, bags, straws and utensils.</p> <p>Create Memories, not Garbage Campaign Metro Vancouver launched a waste reduction campaign that runs during the Christmas season called "Create Memories, not Garbage". This program aims to get people to think about what they are giving as gifts and consider giving gifts of time, experience or long lasting gift rather than an item that will eventually end up in a landfill.</p> <p>Love Food Hate Waste Campaign Metro Vancouver paid a license fee to the UK Waste and Resources Action Program (WRAP) to use the Love Food Hate Waste promotional and web based materials. The campaign was officially launched in May 2015, and was intended to assist Metro Vancouver achieve its goal of reducing per capita waste generation by 10% by 2020.</p> <p>Think Thrice About Your Clothes Campaign In support of Metro Vancouver's waste reduction targets outlined in their 2010 Integrated Solid Waste Management Resource Management Plan, the Think Thrice About Your Clothes campaign focuses on reducing textile waste. The campaign encourages residents to reduce, repair, and re-use their clothes to minimize waste.</p>

Considerations for Options Review:

- Metro Vancouver SUI strategy /toolkit and Surrey (which surrounds White Rock) SUI Strategy development should be monitored and considered given proximity and in an effort to harmonize with local businesses who are being included in solid waste initiatives/consultation.
- The City of White Rock should consider hosting repair cafés in civic facilities.

7.5 Single-Family Waste Collection

Municipalities typically manage municipal solid waste generated at single-family homes. These governing bodies administer all aspects of single-family garbage collection including what materials are collected, how they are collected, how fees are collected from residents and how contamination and banned materials are remediated.

With regards to organics collection, specifically, there are common components of successfully implemented programs in different cities across Canada. In most cases, collection of the organics bins occurs weekly and the start of the organics collection program coincides with garbage collection switching to bi-weekly collection. This encourages residents to utilize their organics bins which are collected weekly instead of disposing of their organic waste in the garbage. In all successful programs, a strong and extensive educational campaign was utilized to educate residents on the new program, and the different materials that are/ are not accepted in their new organics bins. For both food scraps only

and commingled organics collection programs, a 'kitchen catcher' is typically provided to residents for in-house collection of food scraps.

7.5.1 City's Current Approach

The City collects recyclables weekly which consists of a blue box for containers (plastic and metal), yellow bag for paper (including cardboard and newspaper) and a red box for glass. Collection of green waste (yard trimmings and food scraps) occurs weekly through the City's Green Can program. The 2019 utility rate for these services is \$333/year.

7.5.2 Jurisdictional Review Results

Municipalities can sign on to be a part of the RecycleBC program. As a result of RecycleBC, homeowners are no longer charged a recycling utility for curbside recycling collection and now receive the basic recycling service at no cost through RecycleBC. RecycleBC is funded by retailers, manufacturers and restaurants, shifting costs for management of printed paper and packaging away from homeowners. Materials accepted curbside are harmonized and consistent throughout each member municipality.

Table 17. Single Family Collection Best Practices Review

Jurisdiction	Current Best Practice
City of Langley	<p>Current utility rate of \$198/year</p> <ul style="list-style-type: none"> • Contractor collection (private hauler dictates the price and may have bid to win the contract); • Manual collection (same as White Rock); • Direct haul garbage to the Surrey Transfer Station (11 km); • Direct haul green waste to the organics processing facility; and • Higher density of homes to service than White Rock
City of North Vancouver	<p>Current utility rate of \$253/ year</p> <ul style="list-style-type: none"> • Municipal collection (same as White Rock); • Manual collection (same as White Rock); • Direct haul garbage to the North Shore Transfer Station (6 km); • Direct haul green waste to Sea to Sky organics processing facility; • Have three staff working per collection route (allows for quicker/efficiency in collection of materials) and are able to use the same compacting truck to collect garbage and then green waste (on a second route); and • Higher density of homes to service than White Rock
City of Port Coquitlam	<p>Current utility rate of \$216/year</p> <ul style="list-style-type: none"> • Municipal collection (same as White Rock); • Automated collection – typically quicker; • Direct haul garbage to the Coquitlam Transfer Station (9 km); and • Direct haul green waste to organics processing facility.

Jurisdiction	Current Best Practice
City of Surrey	<p>Current utility rate of \$290/year</p> <ul style="list-style-type: none"> Contractor collection (contractor dictates the price – Surrey has economies of scale as many more homes to service); Automated collection – typically quicker; Direct haul garbage to the Surrey Transfer Station (13 km); and Direct haul green waste to the Surrey organics processing facility.

Considerations for Options Review:

- Automated collection services may reduce costs overall but require large capital investment requirements.
- Direct haul of materials to end processing facilities is preferential, where feasible, because it reduces the need for materials to be handled more than once.

7.6 Multi-Family Collection

Municipalities may choose to collect or manage collection of municipal solid waste generated at multi-family (MF) buildings. As the volumes and collection scheduling differ based on property size and number of units, logistically this is typically only possible for recycling and organics streams where service levels may be similar to single-family set-out requirements. Many municipalities choose to put the responsibility back on the property owners, requiring that they contract with a private hauler for material collection. Municipalities may amend their solid waste bylaw to require that the MF sector contract with a private hauler to provide recycling and/or organics collection equivalent in scope to the City program in order to provide all residents equal access to diversion and also abide by Metro Vancouver facility bans.

The multi-family residential sector waste diversion rates are historically substantially lower than the single-family residential. Food scrap collection programs have been shown to be an effective way of increase the diversion rate in these strata and buildings. Prior to program implementation, residents are often concerned with the cleanliness of the organics bins after prolonged used, however this can be overcome through bin cleaning services and/or compostable bin liner requirement in the private hauler contracts.

7.6.1 City's Current Approach

The City does not currently collect any waste materials from multi-family (multi-level) buildings. They do continue to collect from select MF townhouse properties under six units. In mid-2015 the City made significant changes to its delivery of solid waste services, in line with recommendations arising from a solid waste review. The changes included the privatization of multi-family solid waste collection. Council has directed that the decision to privatize multi-family waste collection be reviewed.

7.6.2

Jurisdictional Review Results

Peel Region in Ontario has garbage collected from multi-residential buildings twice a week and recycling collected once a week (some buildings receive twice-a-week pickup for recycling because of storage space restrictions) for all multi-family buildings. Peel Region has introduced recent improvements including the creation of a multi-family database, improved promotion and education materials and use of onboard weigh-scales to measure and record weights of materials generated at each building. Peel Region has developed a comprehensive promotion, education and outreach campaign focusing on incorrect set outs in multi-family buildings where residents use bags to store recyclables and then toss the tied-off bag into the recycling bin. To correct this situation, residents received reusable bags for storing the recyclables and then bring the bag to the recycling bins to empty. At the same time, Peel Region staff launched the “Recycle Right” campaign and promotion and education materials to distribute to residents. Staff also set up lobby displays and attended the displays to answer any questions that residents had about the recycling program.

The City of New Westminster implemented a successful multi-family program through a strong and extensive educational campaign in which the hauler visited each building to determine the best location for the green bin collection in the centralized waste rooms. The hauler also conducted educational lobby sessions in the buildings at which time educational material and kitchen catchers were distributed.

The City of Richmond offers a Green Cart program to residents in multi-family buildings to provide convenient food scraps recycling. With this program, the Green Cart service is available to all Richmond residents, making it easy and affordable for residents to recycle their food scraps and organics (plants and food soiled paper).

Richmond’s Green Cart program is used to collect food scraps, food-soiled paper and other organics such as yard and garden trimmings. The City’s program for multi-family complexes has been developed based on a pilot program that included input from residents.

The Multi-Family Green Cart program features:

- Green Carts delivered and set up in central collection area;
- Weekly or twice-weekly collection of Green Carts;
- City-provided certified liners for the Green Carts;
- Monthly cleaning service for the Green Carts;
- Complimentary kitchen containers for food scraps for all residents in the building; and
- Signage and information materials to support using Green Carts.

Additional Service Options:

1. Garbage Carts:

To help save space along with the convenience of City-provided garbage collection, Richmond offers an option to sign up for Garbage Cart service. (Note: the City’s service is for Garbage Carts

- only – no front-end-load dumpsters). Garbage Carts are cleaned monthly, with weekly or twice-weekly collection. Buildings with Garbage Cart service are also eligible for the City's Large Item Pick Up service, which provides collection of up to four large household items per unit, per year.
2. Cardboard Recycling:
Richmond offers, through application, a cardboard recycling service, which involves providing a front-loading bin for cardboard in the central collection area. Cardboard is collected every two weeks.

The Fraser Valley Regional District has created a bylaw (bylaw No. 1495, 2018) requiring any owner or occupier of a residential, commercial or institutional property where MSW of any type is generated or produced, to separate organic material and recyclable material from the garbage on their property. They are required to:

1. Take organic material and recyclable material to specific facility types; or
2. Arrange for one or more waste haulers to collect these materials and bring them to specific facility types.

Table 18. Multi-Family Collection Best Practices Review

Jurisdiction	Best Practice
City of Port Coquitlam	Through an application process, multi-family buildings in Port Coquitlam can have their organics and recycling collected by the City. The costs for this service are \$15 per unit for organics (plus \$80 for the cart) and includes one organics cart per 20 units. Recycling is free, but there is a \$30 charge for additional carts. One recycling cart is provided for every three units. Garbage collection services are not provided by the City and is provided by private sector waste management companies.
City of Port Moody	Through an application process, multi-family buildings in Port Moody can have their garbage, organics and recycling collected by the City. Port Moody is the only municipality reviewed to offer garbage collection. City collection of garbage is optional, but recycling and organics must be collected by the City. Recycling and organics are collected for \$197/year/unit.
City of Surrey	The City of Surrey collects recycling and compost from most multi-family buildings in the City. City recycling and compost collection is voluntary, but it has been noted that it is more cost effective than private hauler collection of these materials. Garbage collection for multi-family buildings is currently not offered and buildings have to contract this out with a private hauler. Costs are \$40/unit for recycling and organics collection services or \$30/unit for recycling only. The City suggests three carts per 50 units for organics and one cart per three to four units for recycling.
Metro Vancouver	On-site composting units are available (although costly) and have been piloted for use in multi-family complexes. Metro Vancouver piloted 'The Rocket' composter unit (unit itself costed \$22,000) at a social housing complex in Coquitlam. On-site composters remove the collection and disposal costs associated with a more traditional program with the added bonus of creating useable compost and soil amendments for use by residents in gardens or in the community. The unit is housed in an enclosure that is protected from the elements with access only granted to residents who have been trained on its use. Upkeep and daily feeding of food scraps to the unit is performed by building managers or by volunteer residents. A strong educational campaign was shown to result in low contamination levels and high quality end product from the composting unit.

Considerations for Options Review:

- Per multi-family unit pricing is the norm, however there are a wide range of fees.
- If the service is provided, municipalities often collect recyclables and organic waste from multi-family buildings and not garbage.
- Consider collection using totes/carts.
- Space requirements for centralized garbage rooms would need to be assessed for each individual property to be serviced.
- Number of carts required for collection depends on the number of units, typical waste generation and participation rates in waste diversion programs.
- The City could consider a voluntary application for those interested in City service.
- The City should consider bylaw language similar to FVRD segregation requirements.

7.7 ICI Collection

Municipalities rarely manage municipal solid waste generated at ICI properties. Typically municipalities choose to have this service be the responsibility of the business owners, requiring collection by private haulers. Municipalities may amend their SW Bylaw to require that the ICI sector contract with a private hauler to provide recycling and/or organics collection in order to abide by Metro Vancouver facility bans.

7.7.1 City's Current Approach

The City does not currently collect any waste materials for ICI buildings. In mid-2015 the City made significant changes to its delivery of solid waste services, in line with recommendations of the previous solid waste review. The changes included the privatization of ICI solid waste collection. Current Council has directed that the 2015 decision to privatize ICI waste collection be reviewed.

7.7.2 Jurisdictional Review Results

The City of Toronto provides garbage, recycling and green bin service to BIAs or businesses in other 'designated areas'. Eligible businesses must use a bin or yellow bag service and purchase garbage tags. Garbage tags can be purchased online or at several local retailers. The cost for five bag tags is \$26.90. The City collects from the BIA areas at night on main streets providing service one night per week. In addition to the one night collection for all 3 waste streams, businesses can pay to receive additional organics collection (two, five or six times in a week) but this additional service only applies to organics. Businesses must purchase bins and subscribe to the service and can purchase tags for extra waste. To be eligible for the collection service the main criteria is that the business cannot exceed 500 square metres and must be fewer than four stories or at least one-third space is residential (no size restrictions). The City also provides curbside garbage, recycling and organics collection service to Charities, Institutions

and Religious Organizations (CIRO) that meet eligibility criteria and complete an application. In order to qualify for City collection services, the CIRO building (like other businesses) cannot exceed 500 m² and must be fewer than four stories or at least one-third space is residential (no size restrictions). There is no fee for recycling and once-a-week organics collection, however, CIRO can purchase extra Green Bin organics collections.

The City of Calgary offers front end bin collection services for businesses and organizations, competing directly with the private collection providers. Bylaws mandate businesses are required to recycle the same materials as residents plus materials specific to commercial waste and divert organic waste from the garbage. This bylaw applies to all businesses and organizations, including property management companies, offices, stores, malls, restaurants, hotels, schools, healthcare facilities, manufacturers, factories, non-profits, places of worship, warehouses and other operations. Landfills may apply a disposal surcharge (\$180/tonne) on commercial loads containing 10% or more paper, cardboard, scrap metal and/or recyclable wood, 20% or more of food and yard waste and/or 10% or more C&D materials.

The City also supports Green Calgary, a non-profit organization that provides technical assistance to ICI establishments to help them reduce/divert waste. Services include a help desk, waste assessment and consulting services, lunch and learn programs, recycler verification programs, waste workshops, event greening and green guides for the workplace.

As stated in Section 1.6, the Fraser Valley Regional District has created a bylaw requiring mandatory separation of organics materials and recyclable materials from all waste generator types.

Table 19. ICI Collection Best Practices Review

Jurisdiction	Best Practice
City of Port Coquitlam	Through an application process, commercial businesses in Port Coquitlam can have their organics and recycling collected by the City. Garbage is currently not collected. Organics are collected in carts which costs \$104/year for collection (typically weekly collection schedule). Recycling cart collection is completed for \$80/year.
City of Port Moody	Through an application process, commercial businesses in Port Moody can have their garbage, organics and recycling collected by the City. City collection of garbage is optional, but recycling and organics must be collected by the City. If all three streams are collected using a centralized collection method it costs the business \$564/ year (\$177 for garbage, \$149 for recycling and \$238 for organics). If waste is collected for all three streams using carts, it costs \$695/year (\$308 for garbage, \$149 for recycling and \$238 for organics).

Considerations for Options Review:

- Servicing of the commercial sector is largely dependent on the number of businesses requiring/desiring service and the associated costs to deliver the service (e.g., required number of collection vehicles).
- Set-out requirements and practicality of container type for collection determine the type of collection vehicles required (e.g., automated, manual).
- Space requirements for garbage rooms/disposal areas would need to be assessed.
- The City should consider bylaw language similar to FVRD segregation requirements.

7.8 Streetscape and Public Spaces Solid Waste Management

Streetscape and public spaces waste need to adhere to the same disposal bans as all residential waste streams. Recycling in public spaces is a known challenge for municipalities. Providing recycling options alongside or as a part of streetscape and parks waste receptacles is a means to show how dedicated a City is to the regional waste management goals and targets. An integral part of increasing municipal waste diversion numbers is ensuring residents have the opportunity to divert waste and recyclable materials both at home and throughout the City.

7.8.1 City's Current Approach

The City currently places the collection and management of streetscape/public spaces bins under the responsibility of the Parks Department. Receptacles on Promenade and Marine Drive are collected by a private contractor and the remaining street cans and bins in City parks and at bus stops are collected by City staff. There are 167 bins along the waterfront which are collected daily. There are over 120 bins around the city are collected throughout the week with a Ford F350 and include single-stream (pole-mount, barrels) as well as two and three-stream receptacles (seven located near the East Beach where

visitors picnic). Currently high contamination in the recycling streams (where present) requires disposal of all collected materials.

7.8.2 Jurisdictional Review Results

City of Vancouver on-street and park recycling

In summer 2016, in partnership with RecycleBC, the City of Vancouver installed 31 zero waste recycling stations in the West End and Stanley Park as part of an on-street recycling pilot project. The purpose of the joint City and RecycleBC pilot was to evaluate certain operational aspects of a public space recycling program, such as container design. The original RecycleBC pilot bins (Emily Carr designed receptacles) were replaced with new zero waste stations that hold more waste and are more durable. Results of the pilot have been positive so far with 69% of the waste being sorted accurately and an overall diversion rate of 28%. Contamination rates were quite high in the recycling streams (34%).

Table 20. Streetscape and Public Spaces Waste Management Best Practices Review

Jurisdiction	Best Practice
City of Langley	Three Stream Waste Receptacles Three stream waste receptacles (paper, containers, garbage) are placed throughout the City. The City can advertise on the receptacles as a part of the street furniture program.
City of North Vancouver	Dog Waste Program In order to divert dog waste from the landfill, which poses a health hazard and is harmful to the environment (and banned by Metro Vancouver), the City has placed dedicated dog waste bins throughout the City.
City of Port Moody	Dog Waste Collection Program The City of Port Moody has set up red bins for dog waste throughout the city as part of their dog waste collection program.
City of Surrey	Recycling The City pairs the majority of their bus stop receptacles (Big Belly receptacles) with single-stream recycling. This ensures consistency with their curbside recycling program.
Metro Vancouver	Dog Waste Pilot Metro Vancouver completed Dog Waste pilots in September 2011 to April 2012. Three different collection methods were analysed including: <ul style="list-style-type: none"> • Dog Litter Box - owners supposed to pick up poop in sandbox-type area and deposit in toter with litter collection tongs. • Off Leash Area In-Ground Tank - owners supposed to place flag where dog poo located, go back with shovel (provided) and bring to in ground tank for disposal. • Dog Waste Only (DWO) Bin - bags provided and owners place full bags in red collection bins. <p>The program selected was the Dog Waste Only Bin. The success of this pilot lead to an expansion to all regional parks. As Metro Vancouver expanded organics and recycling collection program to parks, toters were replaced with rodent and bear-resistant Haul-all Bins to keep the look consistent. Dog waste bins continue to have a red lid, organics bins have a green lid, recycling bins have a blue lid and garbage bins have a black lid.</p>

Considerations for Options Review:

- Consistency of waste diversion programs is important. The City should consider providing waste collection options in public spaces and on City streets equivalent to what residents are accustomed to at home - at a minimum of three streams.
- Dog waste diversion programs may reduce fines from Metro Vancouver as only small amounts of dog waste is accepted at the landfill.

7.9 Summary of Jurisdictional Review

Table 21 presents a summary of the best practices, as identified through the jurisdictional review, by category.

Table 21. Best Practice Findings Summary

Program Component Headings	Best Practices
Waste Diversion Programs	<ul style="list-style-type: none"> • Municipalities with multi-stream recycling (such as White Rock) consistently have lower contamination rates. • Best practices exist for increasing participation and diversion of waste at public events. • Many municipalities offer a curbside large item pick-up program in an effort to avoid illegal dumping.
Waste Diversion Legislation, Policy and Enforcement	<ul style="list-style-type: none"> • Standardized carts for SF waste collection are typically associated with a fee that increases for a larger cart size. • Collection of waste materials from other sectors (MF or ICI) requires municipalities to take on the risk of increased fines from disposal bans and high amounts of contamination.
Waste Avoidance and Reduction	<ul style="list-style-type: none"> • In addition to reducing plastic waste, single-use (SUI) reduction strategies, such as the Metro Vancouver single-use item (SUI) reduction strategy /toolkit and City of Surrey Plastics and SUI Reduction Strategy, provide an opportunity to engage local businesses affected by the changes. • Municipalities hosted repair cafés in civic facilities.
Single-Family Waste Collection	<ul style="list-style-type: none"> • Automated collection services may reduce operating costs but require large capital investment. • Direct haul of materials to end processing/disposal facilities is preferential, where feasible because it reduces costs as materials are not handled more than once.
Multi-Family Waste Collection	<ul style="list-style-type: none"> • Per MF unit pricing is the norm, however there are a wide range of fees that consider private vs. internal collection and economies of scale with SF collection. • Recycling and organics collection service are the programs most often provided by a municipality (if provided). • Collection containers are typically totes/carts. • Space requirements for centralized garbage rooms would need to be assessed for each

Program Component Headings	Best Practices
	<p>individual property to be serviced.</p> <ul style="list-style-type: none"> • Number of carts required for collection depends on the number of units, typical waste generation and participation in waste diversion programs. • Municipalities provide voluntary application for those interested in City service. • Bylaw language for segregation requirements are highlighted in the Fraser Valley Regional District (FVRD) bylaw No. 1495.
ICI Waste Collection	<ul style="list-style-type: none"> • Servicing of commercial sector is largely dependent on the number of businesses requiring/desiring service vs. collection vehicle cost to collect from the same. • Set-out requirements and practicality of container type determine the type of collection vehicles required. • Space requirements for garbage rooms/disposal areas at the businesses would need to be assessed. • Bylaw language for segregation requirements are highlighted in the Fraser Valley Regional District (FVRD) bylaw No. 1495.
Streetscape and Public Spaces Waste Management	<ul style="list-style-type: none"> • Consistency of waste diversion programs between home, work and in the public realm is important, such as providing waste options in public spaces and on City streets equivalent to what residents are accustomed to at home - at a minimum of three streams. • Dog waste diversion programs may reduce fines from Metro Vancouver as only small amounts of dog waste is accepted at the landfill.

8.0

Solid Waste Management Options

This section describes potential options that the City should consider for its future waste management system based on the background reviews, waste characterization studies and jurisdictional review as well as specific areas that the City requested additional focus on. The first part of this section involves identifying the future performance requirements of the waste management system in terms of future waste quantities to be managed (Section 8.1). Lastly, specific collection options for the SF sector (Section 8.2.3) and options to collect/manage waste from the MR and ICI sectors (Section 8.2.4) were identified and evaluated.

8.1

Performance Requirements

Dillon utilized projected population and per capita waste generation information to determine the future waste collection and disposal requirements over the next 30 years. The estimation of the future quantities of collected garbage, recycling and organics derived from this information is detailed below.

8.1.1

Future Waste Generation Trends and Practices

Waste generation quantities are closely linked to changes in population and economic activity. For divertible materials like recyclables, the collected quantity will also increase with the implementation of improved waste management systems and an enhanced user education and communication program. If successful (and waste generation rates do not outpace the diversion gained), the amount of garbage landfilled will also decrease. For this project, the amount of waste generated by White Rock residential and commercial sectors is forecasted to grow and is based on the following factors:

- Projected community population growth;
- Projected growth/use of community facilities and ICI properties; and,
- Current waste composition.

Table 22 highlights the projected population and waste generation rates for the SF, MF and ICI sectors in five-year increments to the end of the study period. A detailed breakdown of the projected population and generation growth are included in Appendix C. The annual waste generation data was calculated based on a number of general assumptions which are detailed in Appendix D. Population growth rates are taken from the White Rock Official Community Plan (OCP) and are used for projections of population and SF and MF waste quantity tonnages which are presented below. Some of this data was previously presented in Section 5.2.1. It was assumed that the annual waste generation rate will mirror the annual population growth rate (approximately a 0.89% annual growth rate). For the purposes of this study, the approximate OCP employment growth rate (0.75%) has been used to estimate the increase to future ICI properties, community facilities and amenities waste.

Table 22. Projected Population and Waste Generation

Year	Population Growth ¹		
	SF	MF	Total
2018	10,263	9,689	19,952
2020	10,446	9,862	20,309
2025	10,920	10,309	21,229
2030	11,414	10,776	22,190
2035	11,931	11,264	23,196
2040	12,472	11,774	24,246

¹ Population projections are consistent with the projections from the White Rock Official Community Plan, approximately 0.89%.

¹ 2018 values are actual generation numbers by waste stream provided by the City.

Year	Annual SF Waste Generation (tonnes) ²				Annual MF Waste Generation (tonnes) ²				Annual ICI Waste Generation (tonnes) ³			
	Garbage	Recycling	Organics	Total Waste	Garbage	Recycling	Organics	Total Waste	Garbage	Recycling	Organics	Total Waste
2018 ¹	1,182	799	1,645	3,626	2,051	460	495	3,006	2,731	601	655	3,987
2020	1,203	813	1,674	3,691	2,088	468	504	3,060	2,776	611	666	4,053
2025	1,258	850	1,750	3,858	2,182	489	527	3,198	2,901	638	696	4,236
2030	1,315	889	1,830	4,033	2,281	511	551	3,343	3,033	667	728	4,428
2035	1,374	929	1,912	4,215	2,385	534	576	3,495	3,170	697	761	4,629
2040	1,436	971	1,999	4,406	2,493	559	602	3,653	3,314	729	795	4,838

² Annual SF and MF waste generation numbers are consistent with population projections from the White Rock Official Community Plan, approximately 0.89%.

³ Annual ICI waste generation numbers are consistent with employment projections from the White Rock Official Community Plan, approximately 0.75%.

8.2 Solid Waste Management Collection Options

The review and assessment of solid waste management collection options was completed based on a background and best practices review as well as community consultation. A screening process was applied to rank each of the options developed. Further details on each of these key steps are provided in the following sub-sections. Options were developed under six components. These six components include the following:

1. Public Education and Awareness – Education campaigns;
2. Collection and Transfer – How waste is collected and then transferred for processing or for final disposal;
3. Reduction, Reuse and Recycling – How waste is diverted from landfill;
4. Composting – How organic materials are diverted from landfill;
5. Special wastes – Management of hazardous waste and Extended Producer Responsibility (EPR) programs; and
6. Disposal – Residual and end facility waste management/processing.

8.2.1 Results of Community Consultation

A community open house took place on February 19, 2020 in an effort to facilitate conversation with local residents and business owners regarding waste collection services and operations in the City. As a part of the open house, residents were encouraged to fill out a survey titled “Tell Us What You Think about Solid Waste Operations in the City of White Rock”. Through the community open house, and online promotion of the survey, 199 residents provided their input on solid waste services. Overall results of the Survey are provided in Appendix E. Open house presentation boards are provided in Appendix F.



A brief summary of survey results are provided below to offer context on the developed options for the City:

- 41% of survey participants resided in SF homes, 56% resided in MF households and 2.5% did not live in White Rock but did own business in the City;
- 72% of the respondents are satisfied or very satisfied with their current collection services;
- 63% of SF residents would prefer standardized



toters for waste collection services;

- 45% of MF residents are not at all or not satisfied with their current waste collection programs;
- 72% of MF residents would be 'very interested' in having the City complete their waste collection and an additional 15% would be 'interested' in this service;
- 67% of survey participants found their day-to-day living impacted or very impacted by hauler traffic; and
- No overwhelming sentiment by the ICI sector was recorded, with 4 of the 7 respondents indicating they are somewhat satisfied or satisfied with their waste collection services.

8.2.2

Candidate Solid Waste Management Collection Options

A number of options for solid waste management collection from the SF, MF and ICI sectors were developed. Initially, high level options were created and then, following guidance from the City, priority options were identified which were broken down into Phase 1 (Section 8.2.3) and Phase 2 priorities (Section 8.2.4 and Section 8.2.5).

8.2.2.1

High-Level Collection Options

The review and assessment of solid waste management options for the SF, MF and ICI sectors was conducted based on the identification of an initial extensive list of scenarios that was established from the background review and identification of areas of current/future deficiencies and improvement. These were provided to the public as per the Waste Collection Options board provided in Appendix F.

Dillon team members prepared seven (7) service scenarios (including status quo) for consideration, based on comments gathered from initial conversations with Staff, research findings and following the community consultation. These service scenarios and program attributes for the management of SF, MF and ICI wastes are detailed in Appendix G. As no double handling of SF recyclable material occurs, the current collection model for SF recycling was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream recycling collection model was considered high-priority.

8.2.2.2 Prioritized Collection Options

Based on immediate City staff priorities (i.e. the need to replace SF collection trucks), four SF collection options (status quo plus three alternatives to allow for compaction and remove double handling of material) were determined as Phase 1 – First Priority and the focus for immediate consideration.

Phase 2 – Secondary Priorities considered a deeper dive into MF and commercial collection/management by the City, continued City provision of recycling collection (given new end processing facility), as well as the procurement of toters for SF waste and organics collection. These are discussed in the following sections:

- **Section 8.2.4** City Collection/Management of MF and ICI Waste Collection Services;
- **Section 8.2.5.1** Continued City Collection of Recycling vs. Management of Private Collection Contract or Hand-over to RecycleBC; and
- **Section 8.2.5.2** Procurement of Toters for SF Garbage and Organics Collection.

8.2.3 Phase 1 Priority - Single Family Collection Options

Four SF collection options were developed which are iterations of Service Scenarios 1 (Status Quo) and 2 from the table in Appendix G above and are based on the waste quantity projections based in Table 23 below for SF garbage and green waste currently being amalgamated and transferred from the works yard, or 'double handled'. As no double handling of recyclable material occurs and contamination rates are low, the current collection model for recycling was deemed efficient.

Table 23. SF Residential Waste Quantity Projections for 20 Year Planning Period

Year	SF Population Estimate	SF Garbage Generation Estimates (tonnes)	SF Recycling Generation Estimates (tonnes)	SF Green Waste Generation Estimates (tonnes)	SF Total Waste Generation Estimates (tonnes)
2018 ¹	10,263	1,182	799	1,645	3,626
2020	10,446	1,203	813	1,674	3,691
2025	10,920	1,258	850	1,750	3,858
2030	11,414	1,315	889	1,830	4,033
2035	11,931	1,374	929	1,912	4,215
2040	12,472	1,436	971	1,999	4,406

¹ 2018 values are actual generation numbers by waste stream provided by the City.

Four options were developed as potential approaches to collect garbage and organics from the SF sector. The options included:

- Option 1: Current Situation/Status Quo;
- Option 2: Use of Side-Load Compaction Vehicles;

- Option 3: Use of Rear-Load Compaction Vehicles; and
- Option 4: Use of Fully-Automated Side-Load Vehicles.

Each option was reviewed under the six categories as described at the start of this section.

There were some commonalities among the three new options (i.e., Options 2, 3 and 4) which are presented in Table 24. Program components that are exclusive and unique to each of the new options are described below).

Table 24. Program Components Common to all New Options

Program Component	Description
Public Education and Awareness	<ul style="list-style-type: none"> • SF Public Education and Awareness will remain the same as status quo.
Collection and Transfer	<ul style="list-style-type: none"> • Through procurement of one new waste collection vehicle capable of compaction, garbage will be collected and direct hauled to the Surrey Transfer Station. • Through the procurement of two new waste collection vehicles capable of compaction, organics will be collected and direct hauled to the GLF Organics Processing Facility in Delta, BC. • All options include the removal of using the works yard as a transfer area and therefore the elimination of double handling the SF garbage and organics.
Reduction, Reuse and Recycling	<ul style="list-style-type: none"> • SF recycling collection will continue to be collected manually in three streams to maintain low contamination rates.
Composting	<ul style="list-style-type: none"> • SF compost collection and diversion programs will remain the same as status quo.
Special Wastes	<ul style="list-style-type: none"> • Special wastes programs will remain the same as status quo.
Disposal	<ul style="list-style-type: none"> • New waste collection vehicles will be purchased. • Garbage will be collected curbside for SF homes and direct hauled to the STS. • Organics will be collected curbside for SF homes and direct hauled to GFL.

Option 1: Current Situation/Status Quo

Option 1 is a continuation of the current solid waste management program in the City. This provides a basis for status quo comparison with the proposed changes under Options 2-4.

Public Education and Awareness:

- Public Education and Awareness are discussed in **Section 4.5** of the solid waste management operations review report.

Collection and Transfer:

- Collection programs for the City are provided in **Section 4.2** solid waste management operations review report.
- The City offers waste collection services for SF residential garbage, organics and three stream recycling.
- Garbage and organics are hauled to the works yard and stored for transfer to their processing and disposal facilities. SF recyclables are directly hauled to the Urban Impact recycling depot. MF and ICI recycling are collected by Private Hauler and disposed at a facility of their choice.
- Garbage and organics collection is completed using: three F450 Haul All vehicles, each with a capacity of 10.7 cubic meters and hoist capacity of 4.5 tons.
- Recycling is collected using two Peterbilt Single Axle Labrie Top Select Box trucks with a capacity of 32 cubic meters and a hoist capacity of 2.5 tons. All five current collection vehicles are non-compacting units.
- Five (5) staff currently complete all SF collection (two organics, two recycling, one garbage).

Reduction, Reuse and Recycling:

- The City collects three streams of recycling curbside, this includes paper, containers and glass recycling.
- Residents are encouraged to divert other recyclable materials at recycling depots.
- MF homes and ICI facilities should be diverting recyclable materials to adhere to Metro Vancouver disposal bans.

Composting:

- The City currently collects mixed organics (food waste and leaf and yard waste) curbside for SF homes in green carts.
- MF homes and ICI facilities should be diverting organic waste to adhere to Metro Vancouver disposal bans.

Special Wastes:

- Residents are encouraged to divert hazardous waste and other extended producer responsibility (EPR) materials at acceptable depots.

Disposal:

- SF garbage is stored at the works yard and compacted prior to transfer to the Surrey Transfer Station (STS) for disposal.
- SF organics is stored at the works yard and transferred to the GFL organics processing facility for processing.
- SF recycling is brought directly to the Richmond Urban Impact Material Recycling Facility (MRF) for processing.
- MF and ICI facility waste is disposed and processed at facilities chosen by their contracted waste hauler.

Option 2 – Collection Optimization Using Side-load Compaction Vehicles

Program components for this option are identical to those described in Table 24. The following features for Option 2 using side-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Same collection by one staff member per truck, 3 trucks total (one waste, two organics); and
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



Option 3 – Collection Optimization Using Rear-load Compaction Vehicles

Program components for this option are identical to those described in Table 24. The following features for Option 3 using rear-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Collection by two staff members per truck (requires 3 additional staff), 3 trucks total (one waste, two organics); and,
- Capacity: 25 cubic yard / 19.1 cubic meter with a 3:1 compaction ratio, equating to 57.3 loose yards.



Option 4 – Collection Optimization Using Fully-automated Side-Load

Program components for this option are identical to those described in Table 24. The following features for Option 4 using fully-automated side-load compaction vehicles are:

- Only compatible with toters.
- Fully-automated and does not require staff to exit vehicle;
- Does not require additional hydraulic lift assist equipment purchases;



- Requires one-way collection (i.e. vehicle must collect one side at a time for streets and laneways); and,
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.

8.2.3.2 Financials for Options 1 through 4

Financial estimates for the three new options (Options 2, 3 and 4) were calculated using the operational service statistics to determine the truck hours per day required for each service. A summary of the operation service statistics are shown in Table 25 below for SF garbage collection and in Table 26 SF organics collection. The estimated operational service statistics are founded on professional experience and are comprised of general average times for an urban environment. Estimated monthly labour costs were based on reduced hours due to equipment optimization. It is noted that a time study of the City's actual garbage and organics collection service times will provide more conclusive truck hours per day.

Table 25. Operational Service Statistics to Determine Truck Hours Per Day, Single Family Garbage

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	513	2052
Quantity Collected (tonnes)	5.68	22.73
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	141	-
Service Minutes per Day ² One-Way Collection ⁴	180	-
One-Way Disposal Trip Distance to STS (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	82	-
Pre-trip/Post Trip STS (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day 'Main-lining'	5.22	20.87
Truck Hours Per Day One-Way Collection	5.86	23.44

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop and include one disposal trip per day for one truck.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

Table 26. Operational Service Statistics to Determine Truck Hours per Day, Single Family Organics

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	1026	4105
Quantity Collected (tonnes)	7.91	31.63
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	282	-
Service Minutes per Day ² One-Way Collection ⁴	359	-

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
One-Way Disposal Trip Distance to GFL (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	164	-
Pre-trip/Post Trip GFL (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day (for two trucks) 'Main-lining'	8.93	35.73
Truck Hours Per Day (for two trucks) One-Way Collection	10.22	40.88

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop seconds per stop and include one disposal trip per day for two trucks.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

A breakdown of the capital and operating costs and the total overall costs for garbage, organics and recycling for each option is provided in Table 27. Under status quo, the City has indicated five additional trucks are required to replace the existing garbage, recycling and organics collection vehicles. Annual operating costs for the City include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance). As noted previously, no double handling of recyclable material occurs and contamination rates are low, and the current collection model for recycling (status quo) was deemed efficient and no changes were made. The cost for pre-market estimates to replace trucks and annual operations are provided in Table 27. Depreciation is not included in the overall cost. Costs are presented in 2020 dollars (except status quo annual operating cost).

Table 27. Capital and Operating Costs for SF Collection of Garbage, Organics and Recycling Collection

Garbage Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
		(1 trucks, 1 staff)	(1 trucks, 2 staff)	(1 trucks, 1 staff)
Capital Costs				
Vehicle ³	\$180,000	\$295,000	\$240,000	\$385,000
Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$2,499	\$4,998	\$2,808
Tax and Benefits @ 40 %	See note ¹	\$1,000	\$1,999	\$1,123
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$1,300	\$1,300	\$1,460
Insurance and Maintenance	See note ¹	\$1,948	\$1,948	\$2,154
Total Costs				
Monthly Operating Cost	See note ¹	\$6,747	\$10,245	\$7,544
Statutory Holiday Coverage	See note ¹	\$2,463	\$2,463	\$2,463
Annual Operating Cost	\$167,721	\$83,422	\$125,405	\$92,995

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in Table 25. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Organics Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
		(2 trucks, 2 staff)	(2 trucks, 4 staff)	(2 trucks, 2 staff)
Capital Costs				
Vehicle ³	\$360,000	\$590,000	\$480,000	\$770,000
Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$4,278	\$8,557	\$4,896
Tax and Benefits @ 40 %	See note ¹	\$1,711	\$3,423	\$1,958
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$4,450	\$4,450	\$5,092
Insurance and Maintenance	See note ¹	\$5,705	\$5,705	\$6,528
Total Costs				
Monthly Operating Cost	See note ¹	\$16,144	\$22,134	\$18,474
Statutory Holiday Coverage	See note ¹	\$7,211	\$7,211	\$7,211
Total Annual Operating Cost	\$246,283	\$200,937	\$272,814	\$228,904

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in Table 26. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Works Yard				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 One-man Sideload	Option 3 Two-man Rearload	Option 4 One-Man Automated Sideload
Capital Costs				
Rebuild Compactor and Compactor Container	\$87,000	0	0	0
Monthly Operating Costs				
WCC costs garbage transfer	\$4,305	0	0	0
WCC costs organics transfer	\$5,445	0	0	0
Total Costs¹				
Monthly Operating Cost	\$9,750	0	0	0
Total Annual Operating Cost	\$117,005	0	0	0

¹ Total works yard operating costs are included in the total annual operating cost for garbage collection and organics collection, respectively.

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 One-man Sideload	Option 3 Two-man Rearload	Option 4 One-Man Automated Sideload
Initial Capital Trucks ¹	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091

¹Pre-market cost estimate

Totals (Recycling Collection)				
	Option 1	Option 2	Option 3	Option 4
Initial Capital Trucks ¹	\$516,000	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total Capital	\$516,000	\$516,000	\$516,000	\$516,000
Annual Overall Operation	\$251,253	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total 7 Yr Operational	\$1,758,771	\$1,758,771	\$1,758,771	\$1,758,771
Total 7 Yr Lifecycle Overall (Recycling)	\$2,274,771	\$2,274,771	\$2,274,771	\$2,274,771

¹Pre-market cost estimate

Totals (Garbage, Organics and Recycling)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Total Garbage, Organics and Recycling - 7 Yr Lifecycle ¹	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862

¹Excludes Tipping Fees, Advertising, Administrative, and Supplies

Capital Cost Offsets

Available funds to offset the proposed capital costs include the money available in reserves and set aside for new collection vehicles. As per communication with the City, approximately \$1.1 million is currently available to purchase new SF collection trucks. Of the \$1.1 million, \$485,000 is available for the purchase of garbage and organics collection vehicles. The estimated cost for the new vehicles are \$450,000 for three garbage and organics trucks, \$516,000 for two recycling trucks and \$135,000 in reserves.

Based on additional information received from the City, it is estimated half of the SF households (about 2,000 households) place two additional bags out per week over a recommended five bag limit for four months (sixteen weeks) in the summer. This would equate to approximately 64,000 extra bags. A more conservative estimate of four weeks of over-limit bags would equate to 16,000 extra bags and approximately \$32,000 in revenue if Tag-a-Bag stickers were required at \$2 each. However, additional review is required to confirm accuracy of over-limit bags before Tag-a-Bag sticker revenue of this amount can be considered as a capital offset.

8.2.3.3

Evaluation of Single Family Collection Options

The following subsections present an analysis of the status quo and three new SF collection options.

Option Evaluation Criteria

Dillon developed an evaluation matrix for each of the four options to establish which ones are worthwhile for the City to pursue. This included the following activities:

- Creating a final evaluation matrix for cost, ease of implementation, risks and time;
- Rank the programs based on their weighted assessment scores complete with an explanation of scoring decisions; and
- Complete a qualitative review of the costs and benefits of each candidate options including identified economic benefits.

The evaluation looked at the following eight criteria: capital cost, operating cost, community acceptance, ease of implementation, environmental, health and safety considerations, operational/managerial complexity, identified economic benefits and strategic fit.

Evaluation of Candidate Options

The qualitative evaluation of the options is provided in Table 28 under the heading of the eight evaluation criteria and is founded on the professional experience of the technical team. Where appropriate, positive and negative attributes have been identified with green checkmarks and red X's. It is noted that Table 28 also includes results of the cost estimation component of this assignment, as detailed in Section 8.2.3.2. Green and red shading was used when there was a more or less preferred option in the criteria. While the selected evaluation approach does not identify one specific option that the City should select, it does provide enough information to discuss and confirm a preferred course of action for the community.

Table 28. Qualitative Evaluation of Options

Unique Scenario Components	<u>Option 1 – Status Quo</u> <ul style="list-style-type: none"> F450 Haul All vehicles One staff drives & collects Capacity of 10.7 cubic metres No compaction Works yard transfer of material 	<u>Option 2 - One Man Sideload</u> <ul style="list-style-type: none"> One staff drives & collects Compaction ratio 3:1 Capacity of 23.7 cubic metres Can be retrofitted to include hydraulic lift assist for toter collection 	<u>Option 3 – Two Man Rearload</u> <ul style="list-style-type: none"> Two staff (1 drives/1 collects) Compaction ratio 3:1 Capacity of 19.1 cubic metres Can be retrofitted to include hydraulic lift assist for toter collection 	<u>Option 4 – One Man Fully Automated Sideload</u> <ul style="list-style-type: none"> One staff drives & collects Staff does not need to leave vehicle for collection Compaction ratio 3:1 Capacity of 23.7 cubic metres Requires toter collection
Capital Cost ¹	Lowest initial capital cost ✓	Second highest initial capital cost	Second lowest initial capital cost ✓	Highest initial capital cost x
Community Acceptance	No changes to existing resident responsibilities ✓ No improvement to Works Yard issues (noise, odour) x	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Ensures cart collection ✓
Ease of Implementation	No change to existing service - no challenges identified ✓	Requires operator training for new vehicle	Requires operator training for new vehicle	Requires operator training for full-automation collection Requires City decision to switch to carts prior to purchase x Potential issues with overhead clearances and narrow lanes x
EH&S Considerations	Increased risk of injury x	Medium risk of injury	Medium risk of injury	Least risk of injury ✓
Operating Cost ¹	Highest annual operating cost x	Lowest annual operating cost ✓	Second highest annual operating cost	Second lowest annual operating cost ✓
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓
Identified Economic Benefits	No increase in operating efficiency/reduction in operating costs x	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓
Strategic Fit	No change to staffing level No increased efficiency in collection time x	No change to staffing level Increased efficiency in collection time ✓	Increased staffing level x Increased efficiency in collection time ✓	No change to staffing level Increased efficiency in collection time ✓

¹Based on estimates provided in Table 27

The qualitative evaluation of the candidate options illustrates that Option 2 – One Man Sideload is the more advantageous SF collection option for the following reasons:

- The removal of works yard from current operations (i.e. materials can be directly hauled to end facility);
- Option to convert to cart collection in the future;
- Lowest annual operating costs compared to the alternative options;
- Decrease in daily operational and managerial complexity with the removal of the works yard (i.e. no need to double-handle and compact/consolidate materials);
- Lower annual operating costs than current operations; and
- Direct haul results in an increase in efficiency in collection time.

The qualitative evaluation demonstrates that Option 3 – Two Man Rearload is a less advantageous SF collection option for the following reasons:

- Second highest annual operating costs compared to the alternative options; and
- Increased staffing levels required to operate the vehicles compared to the alternative options.

Option 4 – One Man Fully Automated Sideload is comparably the least advantageous SF collection option for the following reasons:

- Highest annual capital costs compared to the alternative options;
- Selection of this option requires City decision to switch to carts prior to purchase and implementation; and
- Potential implementation issues related to overhead clearance and narrow lanes.

8.2.4

Phase 2 Priority - City Collection/Management of Multi-Family and ICI Waste Collection Services

In mid-2015, the City of White Rock made changes to its delivery of solid waste services. The changes included the privatization of MF and commercial solid waste pickup, as well as a transition from cost recovery through property taxes to a user-fee model for SF homes.

Since the transition, public feedback suggested a desire to return to City collection for the MF and commercial sectors. Results from the February 2020 community consultation indicated residents are indeed interested in receiving MF waste collection services from the City. An overwhelming 72% of MF residents would be 'very interested' in having the City complete their waste collection and an additional 15% would be 'interested' in this service. Inconclusive results were received from the ICI sector, with four of the seven respondents indicating they are 'somewhat satisfied' or 'satisfied' with their waste collection services. This sentiment is largely founded on the misconception that City collection was more affordable than private collection. We note here that previous MF waste collection by the City was based on cost recovery through property taxes and was not based on a transparent user fee cost recovery model.

8.2.4.1

Cost Estimates to Collect/Manage MF and ICI Waste

This section looks at different approaches for estimating the collection and management costs should the City revert back to internalized servicing of the MF and/or ICI sectors. When estimating the Garbage, Recycling and Organics storage containers required for MF and ICI properties, garbage is typically collected in front-end collection dumpsters or 'overhead bins' (2 yd³ – 6 yd³). If this service is internalized (City staff collect), additional trucks and staffing would be required to support (over and above those currently used for SF collection services).

Financial Estimate for Scenario 2B (Appendix G).

The City identified Scenario 2B Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities, from Appendix G as the preferred option for MF and ICI collection. As directed by the City, Dillon prepared costs for the internalization of MF and ICI collection services. High-level costs for Scenario 2B are presented in Table 29 and Table 30 show a review of the potential capital and operating costs associated with Scenario 2B, as well as the estimated unit rate for MF and ICI customers. Routing for MF and ICI was not reviewed as part of this scenario overview. Separate routing of MF and ICI streams will need to be considered if the City proceeds with Scenario 2B to receive the RecycleBC incentive for MF recycling collection. Additionally, three-stream waste collection from MF buildings that include ICI space (i.e. mixed-use buildings) will be serviced under ICI collection due to the space constraints for multiple bins.

If MF recycling and/or organics collection was to be internalized without 'overhead' bins, toters (wheeled carts) would be required. Capital costs for the toters (approximately \$150 each) would be purchased by the City and amortized over a period to be determined by the City's finance department (typically 7-10 years) and offset by a user rate per year per MF unit. The truck hydraulic lift required to transfer material from a wheeled cart into a truck would be purchased by the City. This is at a cost of \$15,000 per unit installed and can be added on to compaction trucks at any time.

Further granular costing to implement this option is recommended as it is outside the scope of this project. Additional consideration regarding a return to recycling collection services for the MF sector includes potential receipt of the RecycleBC incentive. However, MF collection will need to be collected separately from single-family and ICI collection if the City wants the RecycleBC incentive for MF tonnage. Additional information is provided in Appendix H.

Table 29. High-Level Capital Cost for Service Scenario 2B: Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities**Scenario 2B: Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities**

Collection and Transfer		Capital Cost	Preliminary Cost Estimate			
			Initial Capital	Quantity	Overall Initial Capital Cost	Total Cost
1	Purchase of compacting side load 25 yard waste collection vehicles for MF Collection	Yes	\$295,000 ¹	2	\$590,000	\$590,000
2	Purchase of compacting side load 25 yard waste collection vehicles for ICI Collection	Yes	\$295,000 ¹	2	\$590,000	\$590,000
3	Purchase of Toters for MF Buildings (Recycling and Compost Only)	Yes	\$150	1854	\$278,100	\$278,100
4	Purchase of Toters for ICI Facilities (Recycling and Compost Only)	Yes	\$150	576	\$86,400	\$86,400
5	Purchase of Toters for Mixed-use Buildings (Recycling and Compost Only)	Yes	\$150	402	\$60,300	\$60,300
6	Purchase of Cart Tippers for Toters	Yes	\$15,000	4	\$60,000	\$60,000
7	Purchase of a Front-End Load Waste Collection Vehicle	Yes	\$450,000	1	\$450,000	\$450,000
8	Purchase of Garbage Dumpsters for MF Buildings	Yes	\$1,400	338	\$472,780	\$472,780
9	Purchase of Garbage Dumpsters for ICI Facilities	Yes	\$1,400	96	\$134,400	\$134,400
10	Purchase of Garbage Dumpster for Mixed Use Buildings	Yes	\$1,400	67	\$93,800	\$93,800
Total:						\$2,815,780

¹ Pre-market value**Table 30: High-Level Operating Cost and Unit Rate for Service Scenario 2B: Expanded Service Model - City Collection from all Multi-Family and Commercial Facilities**

	Garbage	Organics	Recycling
	One Man Front-End Load (Shared MF & ICI)	One-man Sideload (1x MF & 1x ICI)	One-man Sideload (1x MF & 1x ICI)
	1 truck, 1 staff	2 trucks, 2 people	2 trucks, 2 people
Operating Costs			
Labour Cost Month @ \$30 hour 16 working days per month ¹	\$ 3,600	\$ 7,200	\$ 7,200
Tax and benefits costs @ 40 %	\$ 1,440	\$ 2,880	\$ 2,880
Fuel cost at 13 liter/hour @ \$ 1.2 liter	\$ 1,872	\$ 3,744	\$ 3,744
Ave Maintenance cost @ \$ 20 hr	\$ 2,682	\$ 5,082	\$ 5,082
Total Operating Cost Per Month	\$ 9,594	\$ 18,906	\$ 18,906
Labour Statutory Holiday Coverage (annual)	\$ 3,606	\$ 7,211	\$ 7,211
Solid Waste Coordinator, 1x FTE ² (annual)	\$66,667		
Total Operating Cost Per Year	\$ 140,956	\$ 256,305	\$ 256,305
Total MF Total Operating Cost Per Year (all streams)			\$ 326,783
Total ICI Total Operating Cost Per Year (all streams)			\$ 326,783

¹ Estimated monthly labour, fuel and maintenance costs are based on a 7.5 hour working day. Actual labour hours may vary as a field study is needed for an accurate estimate.² The solid waste coordinator would manage all three streams for both MF and ICI sectors. Costs are estimated assuming two thirds of a full-time equivalent (FTE) staff member at \$100,000/year is required oversee MF and ICI waste management contracts. The remaining one third of the FTE staff member's time will oversee SF collection and general SWM services and programs.

Tipping Fees (year)		
	MF	ICI
Tipping Fees (\$/tonne)		
Garbage ¹	108	108
Organics ¹	105	105
Recycling	-	99
Annual Waste Generation Tonnage (2020) ²		
Garbage	2,088	2,776
Organics	504	666
Recycling	468	611
Annual Estimated Tipping Cost		
Garbage	\$ 225,486	\$ 299,778
Organics	\$ 52,916	\$ 69,948
Recycling	-	\$ 60,455
Recycling Incentive ³	-\$ 69,552	-
Total All (year)	\$ 208,850	\$ 430,181

¹ 2020 tip fees.

² Note, 67 mixed-use property tonnages are distinctly accounted for in the ICI and MF waste streams. Mixed-use tonnages are assumed included to be included both MF and ICI tonnages totals.

³ Based 2019 RecycleBC Incentive.

Totals		
	MF	ICI
Total Capital Cost ¹	\$ 2,815,780	
Annual Overall Operation Cost ²	\$ 535,633	\$ 756,964
Total 7 Yr Operational ³	\$ 3,749,431	\$ 5,298,747
Total 7 Yr Lifecycle Overall MF and ICI	\$ 11,863,958	
Average Yearly Overall MF and ICI	\$ 1,694,851	

¹ Includes costs detailed Table 29.

² Total overall operation is the summation of the labour and maintenance costs and tipping fees.

³ Excludes advertising, administrative, and supplies costs.

Unit Cost		
	MF	ICI ¹
Weekly Number of Stops ²	252	163
Stream's Portion of Total Number of Stops	60.7%	39.3%
Cost based on portion of Total Number of Stops	\$ 1,029,163	\$ 655,689
Number of Units / Properties	6,265	163
Unit Cost per year	\$ 164	\$ 4,084

¹ ICI weekly number of stops includes stops at mixed-use buildings to reflect that mixed-use buildings do not qualify for the RecycleBC incentive.

² 'Stops' refers the number of building requiring collection services.

Jurisdictional Review Findings

The jurisdictional review (Section 7.0) looked at how neighbouring municipalities service the MF and ICI sectors. Neighbouring jurisdictions of Surrey, Port Coquitlam and Port Moody all provide collection services for MF dwellings; only Port Moody and Port Coquitlam provide collection to the commercial sector. Surrey and Port Coquitlam provide organics and recycling collection only, Port Moody is the only municipality collecting all three streams from these sectors.

Costs per unit per year range from \$15/unit (Port Coquitlam) to \$40/unit (Surrey) for two-stream collection and as high as \$197/year for three stream collection in Port Moody. It should be noted Port Moody is the only Metro Vancouver member municipality that provides in-house collection for MF and ICI sectors. Costs in Port Coquitlam and Surrey (and even Port Moody) may be offset by SF collection fees and economies of scale. Costs to provide services to the MF and ICI sectors are presented in the presentation board titled “How Does White Rock Compare to Other Municipalities?” presented in Appendix F.

Dillon recommends that in order to get accurate comparative costs regarding MF and ICI collection, and potentially implementing this as a City-managed program performed either internally or by the private sector, a Request for Proposals be developed. An objective of the selection process would be to choose the most cost-effective and operationally sound arrangement, regardless of whether the collection is done by an external Proponent or internal (in-house) group. As such, Proponents would be advised that the process will include an internal staff submission from the City. To be fair, the internal staff submission and external Proposals would respond to the same submission requirements and be evaluated as set out in the RFP Documents.

MF and ICI Survey Results

MF and ICI surveys were developed and sent to building/business owners, Strata Councils and multi-family building managers in an effort to understand and gather data on the current costs of private waste collection haulers for these sectors. Surveys were sent out by mail the week of October 26, 2020 and participants could complete the survey any time before November 13, 2020. City staff mailed out 257 MF surveys and 108 ICI surveys. In addition to these mail-outs, an email was sent to the BIA to advise members of the survey. There were 57 responses to the MF survey and 12 to the ICI. The detailed survey results are provided in Appendix I with a summary of results provided below:

1. Results of the MF Survey:
 - 33% of participants charge more than \$25/unit for waste collection, 28% were unsure of fees and 19% paid less than \$15/ unit (10% were \$16-\$20/unit and 9% were \$21-\$25/unit).
 - All participants indicated that garbage, organics and recycling is collected in their building.
2. Results of the ICI Survey:

- 42% of participants were stand-alone businesses, 25% were businesses within a business complex and an additional 25% were businesses within a mixed-use building (business and residential). The remaining 8% were “other”.
- 58% of participants paid more than \$61 and 9% paid less than \$20 for waste collection services. The remaining 33% were unsure of their waste collection costs.

2015 Model Results

As part of the previous Solid Waste Operations Review, completed by Dillon in 2015, a solid waste utility rate model was developed that was used to estimate future user fees for collection of waste from the SF, MF and ICI sectors. The model was developed in consultation with the City's Finance division, along with Public Works. The City provided direct operating expenses (e.g., wages, benefits, tip fees, vehicle operating costs, etc.), other operating expenses (e.g., administration costs and vacation pay) and operating revenues (e.g., decal sales, sale of recyclables, sale of composters). Waste generation ratios were developed for the five different customer types (SF, SF with secondary suites, MF strata units, MF rental units and ICI) and customer equivalents were then estimated based on the generation ratios. The total operating costs and revenues from the base year of 2013 were entered into the model to estimate the remaining revenue required from the City's customers.

In an effort to utilize this model to estimate potential costs should the City resume collection of MF and ICI, a number of assumptions and data sources were used as follows:

- 2018 financial data provided by the City;
- 2019 waste quantity estimates for SF, MF and ICI sectors and number of units to establish the generation ratios; and
- Tipping fees and operational costs for the MF and ICI sectors developed by Dillon for Scenario 2B mentioned above.

The above-mentioned data was inputted into the model. It is noted that the following were not available and/or considered as part of this high level approach to estimating costs for the City to resume collection services to the MF and ICI sectors:

- The 2015 model was based on actual total operating costs borne by the City to service all three sectors; individual costs by sector were not available in 2015;
- The updated model also factors in the total estimated operating costs and then allocates costs based on the number of customer equivalents per the three sectors;
- Estimates on program supplies, advertising and program contract costs were not available for MF and ICI;
- WCB claim allowances for SF collection were not available; and
- Amortization costs for new and required assets to provide service were not available (i.e., carts, collection vehicles).

The resulting estimated annual costs per MF unit was \$135 and over \$5,880 for the ICI customers. It is noted that these are considered rough estimates given the number of differences between how waste was handled by the City in 2013 (i.e., City responsible for all sectors and thus had solid actual costs) compared to today (i.e., City only services SF sector and has limited to no information on actual costs to service the MF and ICI sectors). A breakdown of the costs and assumptions used to estimate the Utility Rate Models cost unit rates are provided in **Appendix I**.

Summary of Cost Estimates for MF and ICI

Table 32 provides the overall results of MF and ICI waste collection cost estimates. The estimated current costs are based on the MF and ICI survey results. It should be noted that only a small portion of MF and ICI properties participated in the survey; due to this, these results are not considered to be representative of the actual current costs across the City. MF survey results were reviewed two ways. The first was by analysing costs based on the most frequently selected response, overall (<\$25/unit/month). The second way was to look at the larger buildings (greater than 101 units). It is assumed that these buildings would have reduced costs based on economies of scale. Two respondents for the MF survey indicated their buildings were over 101 units. One respondent did not know the monthly cost of waste collection and the other indicated their costs were <\$15/unit/month). It should be noted that only five of 242 MF buildings the City are over 101 units (Table 31).

Table 31: Number of MF Buildings with Range of Unit Count

Total Number of Units in a Building	Number of Buildings
1-20 Units	141
21-40 Units	72
41-60 Units	22
61-80 Units	7
81-100 Units	6
101-120 Units	2
121-140 Units	1
141-160 Units	0
161-180 Units	0
181-200 Units	1

The potential internalized costs are based on costs estimates completed by Dillon staff as well adapting the 2015 internal utility rate model that is used to estimate rates for solid waste collection based on multiple cost and operational factors. The general premise of this model of cost recovery is based on funding solid waste services in a manner similar to that used for water, natural gas or electrical power. This system of funding is based on the principal that the “cost causer” pays for the service that he/she receives in proportion to the cost of providing that service. This principal has been established and implemented successfully by the water, natural gas and electrical service providers.

Table 32. Estimated Overall Costs for MF and ICI Waste Collection

Sector:	Annual Cost	Estimated Current Costs:	Potential Internalized Costs	
		Survey	Dillon Estimated Costs	Estimated Cost from Utility Rate Model
MF	Per Unit ¹	>\$300	\$164	\$135
	Per Unit ²	>\$180		
ICI	Per Property	>\$732	\$4,084	\$5,880

¹ Survey results are based on a small number of survey participants and likely not representative. Results are calculated based on the most frequently selected survey response.

² Response (1) from buildings over 101 units.

8.2.4.2 Options Analysis and Discussion

Dillon reviewed multiple MF and ICI waste collection options. The main options reviewed were an expanded service model for City collection of all MF and ICI waste and a City managed contract for MF and ICI waste collection services.

The advantages of either one of these public sector waste collection options includes:

1. Having and maintaining a degree of ongoing direct control over the provision of the service;
2. Bargaining power when negotiating with private contractors; and
3. The ability to maintain a personalized level of service and interaction with customers/residents.

Potential advantages to private sector waste collection includes:

1. The potential of establishing a more cost-efficient service through competitive bidding; and
2. Less WCB injury claims in the City.

If the City decides to take on MF and ICI waste collection services, then there will be logistical modifications to current operations such as purchasing the required assets, hiring and training of staff and outreach and education. It will require an increase in administration efforts to work with all MF and ICI properties to determine contract end dates and develop a transition plan to move from private to public waste collection services. Both the Dillon estimated costs and the Utility Rate Model have included 2/3 of a FTE staff to manage an MF/ICI collection contract. It is assumed this same staff will be available 1/3 of the time to assist with SF curbside collection (done internally) as well as other waste management initiatives.

If the City chooses to contract MF and ICI waste collection then outreach will have to occur to inform residents of the change in service delivery. It will require an increase in administration efforts to negotiate a contract with a private collector and placing staff in new areas/positions. There will be lower customer service requirements for the City, but continuous performance monitoring of the contractors will be required. The City would also have to work with all MF and ICI properties to determine current contract end dates and develop a transition plan to move from private the selected universal private hauler. Using a universal contractor removes the requirement of the City to purchase required assets

such as waste collection vehicles and containers. It is anticipated that a universal contractor would increase economies of scale and reduce costs overall for MF and ICI facilities in the City.

Table 33 provides a qualitative evaluation of the MF and ICI collection options using the same criteria that was used to evaluate the SF collection options. Green and red shading was again used to distinguish between more or least preferred considerations under each criteria.

Table 33. Qualitative Evaluation of MF and ICI Options

Unique Scenario Components	Option 1 – Status Quo	Option 2 – City Collection of Both MF and ICI	Option 3 – City Managed Contract of MF and ICI
Capital Cost	No Change in Capital Costs	Highest initial capital cost x	No Change in Capital Costs
Community Acceptance	No changes to existing resident responsibilities	Reduces number of waste collection vehicles on the street ✓	Reduces number of waste collection vehicles on the street ✓
Ease of Implementation	No change to existing service	Requires operator training for new vehicle(s)	Requires management of contract
EH&S Considerations	No change to risk	Medium risk of injury	Medium risk of injury
Operating Cost	Lowest annual operating cost ✓	Highest annual operating cost x	Second highest annual operating cost
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Increase in current level of effort for ongoing management/daily operations (additional collection vehicles, routes and crews) x	Increase in current level of effort for ongoing management/daily operations (contract management) x
Identified Economic Benefits MF	No Change	Reduced overall costs for MF sector ✓	Reduced overall costs for MF sector ✓
Identified Economic Benefits ICI	No Change	Increased overall costs for ICI sector x	Reduced overall costs for ICI sector ✓
Strategic Fit	No change to staffing level	In-line with Council Goals and Objectives ✓	In-line with Council Goals and Objectives ✓

The qualitative evaluation table illustrates that Option 3 – City Managed Contract of MF and ICI is more advantageous given the following rationale:

- Community acceptance associated with a reduction in the number of waste collection vehicles on the street compared to current operations;
- Reduction in overall costs for MF sector compared to current operations;
- Reduction in overall costs for ICI sector compared to current operations; and
- An overall strategic fit with the Council's goals and objective.

The qualitative evaluation table illustrates that Option 2 – City Collection of Both MF and ICI is less advantageous given the following rationale:

- Higher initial capital cost compared to Option 1 and 2;
- Additional implementation requirement for the provision of operator training for new vehicles;
- Higher annual operating cost when compared to Option 1 and 2;
- Increase in level of effort for ongoing management and daily operations related to additional vehicles, routes and staff; and
- Increase in overall costs for ICI sector when compared to Options 1 and 2.

8.2.5 Next Steps for Other Phase 2 Priorities

As mentioned in Section 8.2.2.2, there were three secondary priorities identified that required a deeper dive into the how these could be considered and/or implemented. Section 8.2.4 looked into the City collecting waste from the MF and ICI sectors. The following sub-sections speaks to considerations for the remaining two secondary priorities (Recycling Collection, Procurement of Toters for SF collection).

8.2.5.1 Continued City Collection of Recycling vs. Management of Private Collection Contract or Hand-over to RecycleBC

Recycling is currently collected using two Peterbilt Single Axle Labrie Top Select Box trucks (one staff per vehicle) with a capacity of 32 cubic meters and a hoist capacity of 2.5 tons. Until June of 2020 it was hauled directly to the end processing facility in Surrey. RecycleBC have recently revised their authorized processor to be Urban Impact in Richmond, BC. They have asked White Rock to deliver recyclables to this new facility, which is twice the distance from the City, requiring more staff hours and additional fuel. The City had asked Dillon to consider the cost for contracting out this service to a private company or asking RecycleBC to take over the recycling collection services for the SF sector.

Considerations include the following:

1. The current City recycling program results in an overall deficit as the RecycleBC incentive does not cover the current City collection costs. A comparison of the total expenses and revenue for the City's recycling program from 2015 to 2018 is shown in Figure 22. Revenue generated is inclusive of blue/red box sales and program incentive from RecycleBC. Operating costs are inclusive of advertising, supply, and allocated vehicle costs.
2. As per the Emterra quote provided to the City in 2017, the cost of a private recycling collection contract could be approximately \$20,000 higher than current operational costs incurred by the City. It should be noted that Emterra's quote applies to delivery to the Surrey facility and it is expected private hauler delivery costs will be greater for delivery to the new end processing facility in Richmond.
3. Transferring the responsibility of recycling collection to RecycleBC adds additional hauler traffic to City's roads. This would be contrary to the responses on hauler traffic impacts from the community consultation, 67% of survey participants found their day-to-day living impacted or

very impacted by hauler traffic. Furthermore, it will not be guaranteed the RecycleBC hauler will conform to the City's current collection schedule for garbage and organics.

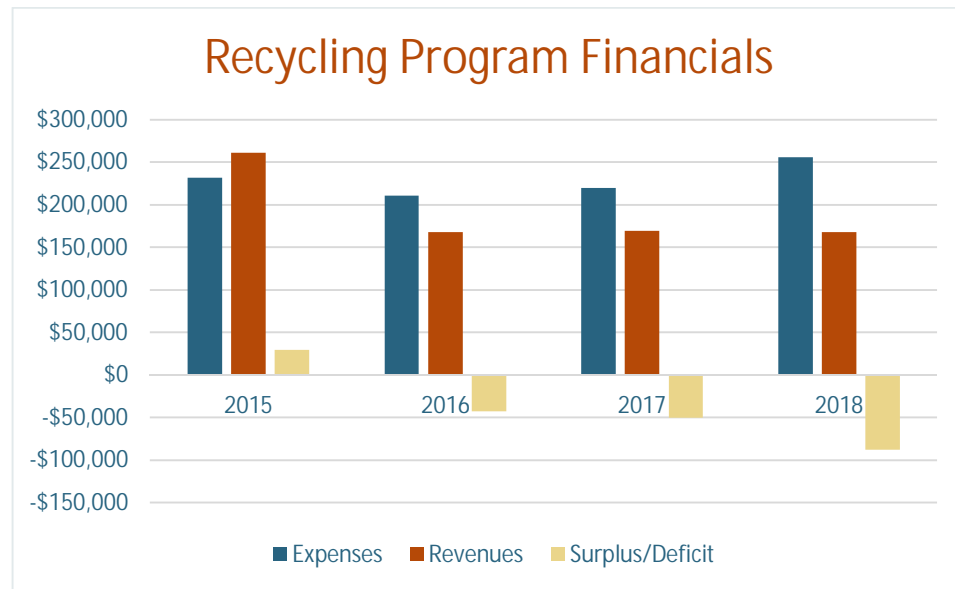


Figure 22. Recycling Program Financials (2015 to 2018).

8.2.5.2

Procurement of Standardized Wheeled Carts for Single-Family Garbage and Organics Collection

The option to transition to carts was considered as a separate cost item given residents support for standardized cart collection. Capital costs are included as wheeled carts (toters) and truck hydraulic lift assist which is required to transfer material from the cart into the truck, the full purchase price of which would be amortized over a period to be determined by the City's finance department (typically 7-10 years) and offset by municipal reserves and/or an increased user rate per year per resident. Wheeled carts are only under consideration for garbage and organics as municipalities with multi-stream recycling (such as White Rock) consistently have lower contamination rates. The City should continue with the existing multi-stream recycling collection program. A preliminary capital cost for standardized toters is provided in Table 34. The actual cost for toters may be lower as increased production and use province-wide has led to lower costs currently. It is recommended a Request for Quotes/Request or Expression of Interest be issued to procure more accurate costs for the City.



Table 34. Collection Optimization and Reduction of Double Handling of Materials - Standardized Toters

Preliminary Cost Estimate						
Collection and Transfer	Capital Cost	Operating Cost ¹	Initial Capital	Quantity	Overall Initial Capital Cost	Total Cost
1 Purchase of Toters for SF Homes	Yes	Yes	\$ 150	9852	1,477,800	1,477,800
2 Purchase of Hydraulic Cart Tippers for Toters	Yes	Yes	\$ 15,000	3	\$ 45,000	\$ 45,000
Total						\$ 1,507,800

¹ Delivery and Assembly included,
Maintenance and depreciation monies not included in estimate

9.0

Recommendations and Program Improvement Opportunities

The following provides a summary of the recommendations based on the review of potential options for the priority areas as well as additional program improvement opportunities based on the findings of the jurisdictional review.

9.1

Phase 1 Priority – Single Family Collection Options

A breakdown of the capital and operating costs and the total overall costs for garbage, organics and recycling was developed for each of four options investigated for the City. As noted previously, no double handling of recyclable material occurs in the City and contamination rates are low, therefore the current collection model for recycling (status quo) was deemed efficient and no changes are recommended. For this reason status quo recycling costs were added in to provide the overall cost of the program.

As outlined in our presentation to Council (and accompanying memorandum) Dillon recommends Option 2 - Use of Side-Load Compaction Vehicles for the collection of SF curbside garbage and organics materials. The qualitative evaluation (Section 8.2.3.3) of the candidate options illustrates that Option 2 is the more advantageous SF collection option for the following reasons:

- The removal of the Operations Yard from current operations (i.e. materials can be directly hauled to end facility);
- Option to convert to cart collection in the future;
- Lowest annual operating costs compared to the alternative options;
- Decrease in daily operational and managerial complexity with the removal of the Operations Yard (i.e. no need to double-handle and compact/consolidate materials);
- Lower annual operating costs than current operations; and
- Direct haul results in an increase in efficiency in collection time.

9.2

Phase 2 Priority – Single Family Collection Options

As directed by the City, Dillon considered two different approaches for estimating the collection and management costs should the City revert back to internalized servicing of the MF and/or ICI sectors. These estimates were compared to current costs MF residents and commercial businesses currently pay with the private sector, as understood through the (limited) survey results received by the City in late 2020.

The potential internalized costs were based on costs estimates completed by Dillon staff as well adapting the 2015 internal utility rate model that was used to estimate rates for solid waste collection

based on multiple cost and operational factors. The general premise of this model of cost recovery is based on funding solid waste services in a manner similar to that used for water, natural gas or electrical power.

Based on the results of the evaluation, Dillon recommends Option 3 – City Managed Contract of MF and ICI for either and/or both of these sectors. The qualitative evaluation table illustrates that Option 3 is the more advantageous given the following:

- Community acceptance associated with a reduction in the number of waste collection vehicles on the street compared to current operations;
- Reduction in overall costs for MF sector compared to current operations;
- Reduction in overall costs for ICI sector compared to current operations; and
- An overall strategic fit with the Council's goals and objective.

Dillon recommends that a Request for Proposals be developed and issued in order to get accurate comparative costs regarding MF and ICI collection, and potentially implementing this as a City-managed program performed either internally or by the private sector. An objective of the selection process would be to choose the most cost-effective and operationally sound arrangement, regardless of whether the collection is done by an external Proponent or internal (in-house) group. As such, Proponents would be advised that the process will include an internal staff submission from the City. To be fair, the internal staff submission and external Proposals would respond to the same submission requirements and be evaluated as set out in the RFP Documents.

9.3 Other Phase 2 Priorities

9.3.1 Single Family Recycling

RecycleBC recently revised their authorized processor to be Urban Impact in Richmond, BC. They asked White Rock to deliver recyclables to this new facility, which is twice the distance from the City, requiring more staff hours and additional fuel. The City asked Dillon to consider the cost for contracting out this service to a private company or asking RecycleBC to take over the recycling collection services for the SF sector.

Dillon recommends the City continue collection of SF recycling with transfer to the facility in Richmond based on the RecycleBC incentive received, a private hauler quote from three years ago (higher than current City costs to provide service) and in an effort to avoid additional trucks on city roads (public survey responses).

9.3.2 Potential Procurement of Standardized Wheeled Carts for Single-Family Garbage and Organics Collection

Given the public interest in cart collection as identified through the public consultation (63% of SF residents would prefer standardized totes for waste collection services), it is recommended the City

consider wheeled carts for SF collection. Wheeled carts are only under consideration for garbage and organics as White Rock has consistently low contamination rates in recycling due to multi-stream collection.

Given a changing market and current oversupply of collection carts, it is recommended a Request for Quotes/Request or Expression of Interest be issued to procure more accurate costs for the City based on potential needs (~10,000 carts).

9.4

Additional Program Improvement Opportunities

In Section 7.0, a review of waste management practices, initiatives, programs and strategies was undertaken on a select number of local neighbouring jurisdictions with the key findings presented in Table 21 in Section 7.9. These jurisdictions were chosen based on how comparable the demographics were to the City of White Rock (e.g. population, density), legislative requirements and on their progressive approaches to managing waste in the following categories:

- Waste Diversion Programs;
- Waste Diversion Legislation, Policy and Enforcement;
- Waste Avoidance and Reduction;
- Single-Family Waste Collection;
- Multi-Family Waste Collection;
- ICI Waste Collection; and
- Streetscape and Public Spaces Waste Management.

Based on the findings of the review and comparing to the City's existing waste management system, several program changes and areas for improvement have been identified and are summarized in Table 35. Any existing City programs that should not change based on consistency with the best practices findings are also noted.

Table 35. Opportunities for Program Changes and Improvement

Program Component Headings	Program Changes and Improvement Opportunities Based on Jurisdictional Review
Waste Diversion Programs	<ul style="list-style-type: none"> • The City should continue with multi-stream recycling collection as these programs consistently have lower contamination rates. • The City should implement public event (e.g., Sea Festival) waste diversion programs to increase participation in waste diversion programs and reduce waste from being landfilled. • The City should consider a curbside large item pick-up program to avoid illegal dumping.
Waste Diversion Legislation, Policy and Enforcement	<ul style="list-style-type: none"> • If standardized carts are implemented for SF waste collection, consider increased fees based on cart size to encourage diversion. • If the City takes on the collection of waste materials from other sectors (MF or ICI), consider the risk of increased fines from disposal bans and contamination. Given the high amount of contamination found in the recent MF and ICI waste audits, this could be significant.
Waste Avoidance and Reduction	<ul style="list-style-type: none"> • Metro Vancouver single-use item (SUI) reduction strategy /toolkit and City of Surrey Plastics and SUI Reduction Strategy/Bylaw development should be monitored and considered given proximity. Additional effort should be given to harmonize with local businesses who are being included in solid waste initiatives/consultation. • To encourage a culture of re-use, repair and community engagement, events such as repair cafés should be considered and potentially held in civic facilities.
Single-Family Waste Collection	<ul style="list-style-type: none"> • Cost analysis should be undertaken for automated collection services to determine if the potential reduced operating costs offset the large capital investment. • City collected materials should be directly hauled to end processing/disposal facilities to reduce costs from double handling of materials.
Multi-Family Waste Collection	<ul style="list-style-type: none"> • The total number of units, typical waste generation and participation in waste diversion programs should be considered when evaluating internal vs privatization of MF collection options. • Space required for individual property centralized disposal set-out requirements, and practicality of container type for disposal areas, should be considered when evaluating internal vs privatization of MF collection options. • A voluntary application for those interested in City services should be considered. • The City's bylaw language should be updated to address segregation requirements for MF buildings.
ICI Waste Collection	<ul style="list-style-type: none"> • Space requirements, set-out requirements and practicality of container type for disposal areas at the businesses should be considered when evaluating internal vs privatization of ICI collection options. • The number of businesses requiring/desiring service vs. collection vehicle cost to collect from the same should be considered when evaluating internal vs privatization of ICI collection options. • The City's bylaw language should be updated to address segregation requirements for ICI buildings.
Streetscape and Public Spaces Waste Management	<ul style="list-style-type: none"> • Consider providing waste options in public spaces and on City streets equivalent to what residents are accustomed to at home, to encourage diversion and ensure consistency between home, work and in the public realm. • Consider implementing dog waste diversion programs to reduce related fines from Metro Vancouver.

10.0

Closing

A detailed review of the City's solid waste management system was undertaken. Research into what similar jurisdictions are doing as it relates to waste management was completed. Based on these reviews and research, and direction from the City, several potential approaches and options for improvement were identified and/or evaluated. This report represents a reasonable review of available material within the established scope and schedule but is by no means exhaustive. Dillon prepared this report for the sole benefit of the City of White Rock. The material in the report reflects Dillon's best judgement and information available at the time of preparation. The information prepared for this report is intended to feed into future solid waste management considerations by the City.

We look forward to supporting your ongoing investigations of waste diversion opportunities.

Appendix A

Consent Form

Project Information

Project Title: City of White Rock Waste Composition Study

Project Description

The City of White Rock has contracted Dillon Consulting Limited to perform a number of waste composition studies on commercial and multi-family residential building waste to gather information on waste generation in different sectors of the city. This involves conducting an audit on the garbage, recycling and organics waste streams of participating properties.

These waste composition studies are part of broader Solid Waste Operations Review Dillon Consulting is completing for the City.

We are interested in using a sample of your building's garbage, recycling and organics as part of our composition study. Your participation will help inform future waste management decision within the City.

Confidentiality

All waste from properties is collected anonymously, and no identifying details are associated with the study results. Following the study, all waste materials are sent to disposal or processing at the normal end facilities for the City.

Participation

Your participation in this study is voluntary, and you may withdraw your consent to participate at any time prior to the collection of the waste material.

Project Team

Heidi Gerlach | Project Manager | 604.278.7847 ext. 4216 | hgerlach@dillon.ca
Klaryssa Lawrie | Project Coordinator | 604.278.7847 ext. 4243 | klawrie@dillon.ca
JP Hervieux | Project Support | 604.278.7847 ext. 4251 | jp.hervieux@gmail.com

Dillon Consulting Limited, Richmond, BC

If you have any questions or concerns about this project, please contact a member of the project team.

Consent

I, _____, consent for a sample of waste to be collected
from _____ (*property name*), located at
_____ (address).

Signature of Property/General Manager

Date

Appendix B

Waste Characterization Study Results

This Appendix provides the detailed results of the waste characterization study that took place study from October 15-18, 2019 on the single-family, multi-family and industrial commercial and institutional (ICI) sectors. The main report **Section 5.0** provides a summary of these results.

Overall Results

Overall composition of each waste generating sector based on waste stream is provided in **Table B-1**.

Table B-1. Overall Average Sector Waste Composition by Stream

	Garbage			Recycling			Organics		
	SF Garbage	MF Garbage	ICI Garbage	SF Recycling	MF Recycling	ICI Recycling	SF Organics	MF Organics	ICI Organics
Containers	5.2%	7.9%	4.8%	28.4%	13.0%	32.8%	0.1%	0.3%	1.1%
Paper	6.0%	9.0%	12.8%	31.8%	64.7%	52.0%	0.0%	0.0%	0.0%
Glass	1.2%	2.8%	0.0%	33.5%	17.8%	6.6%	0.0%	0.0%	0.2%
RecycleBC Depot Recycling	8.5%	5.4%	5.4%	1.7%	1.0%	1.5%	0.1%	1.1%	2.1%
EPR	1.2%	0.8%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%
Compostable Organics	33.6%	40.4%	61.2%	0.9%	0.5%	4.1%	99.1%	97.2%	92.4%
Non-Compostable Organics	4.6%	1.6%	2.8%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%
Residuals	39.6%	32.2%	12.9%	3.7%	2.8%	3.0%	0.3%	1.4%	4.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Single-Family Sector Results

Garbage Results

Four garbage samples were collected over the four-day audit period (September 15-18) and delivered to the STS on the same day. In total, 6,145 kg of garbage was delivered to the facility for auditing. Dillon staff subsampled and sorted one sample from each inbound load totalling 435 kg. The audited material was largely residuals (39.6%), compostable organics (33.6%) and RecycleBC depot recycling (8.5%). The breakdown of primary categories is illustrated in **Figure B-1** and **Table B-2** provides the overall data for the primary categories.

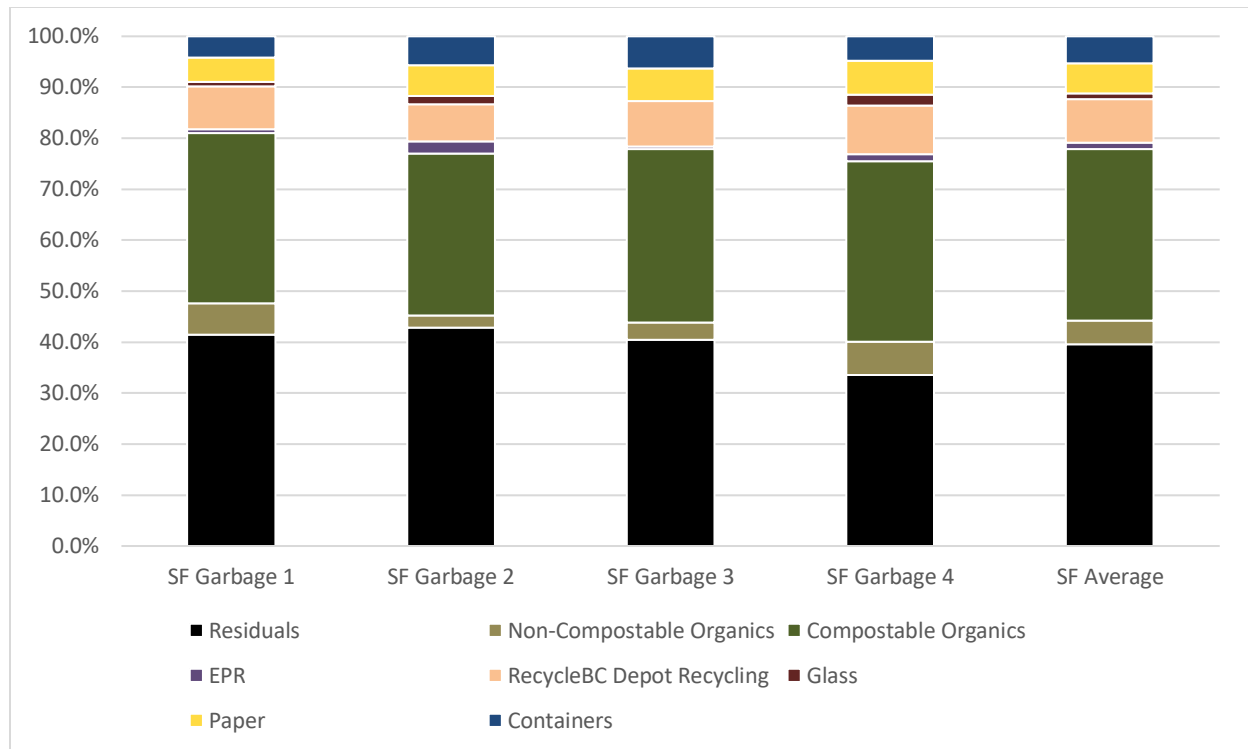


Figure B-1. SF Garbage Results by Sample and Overall Average

Table B-2. SF Garbage Results by Sample and Overall Average

	SF Garbage 1	SF Garbage 2	SF Garbage 3	SF Garbage 4	SF Garbage Average
Containers	4.1%	5.7%	6.3%	4.8%	5.2%
Paper	4.8%	6.0%	6.4%	6.7%	6.0%
Glass	0.9%	1.7%	0.0%	2.1%	1.2%
RecycleBC Depot Recycling	8.5%	7.3%	8.9%	9.5%	8.5%
EPR	0.7%	2.3%	0.5%	1.4%	1.2%
Compostable Organics	33.4%	31.8%	34.0%	35.4%	33.6%
Non-Compostable Organics	6.2%	2.5%	3.3%	6.5%	4.6%
Residuals	41.4%	42.8%	40.5%	33.5%	39.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Shading indicates the only materials that actually should be in the waste stream.

Recycling

Recycling samples from the three recycling streams (containers, paper and glass) were collected each day over the audit period, a total of four recycling samples were assessed in this study. In total, 4,415 kg of recycling was delivered to the STS for auditing purposes. From each recycling sample three sub-samples were taken for auditing, one from each recycling stream (containers, paper and glass). The containers stream was largely containers, with the percent composition ranging from 77.4% (SF 3) to 88.2% (SF 4) and residuals, ranging from 3.3% (SF 4) to 11.3% (SF 3). The most common contaminant was residuals which ranged from 3% to 11%.

The paper stream was largely comprised of paper material and ranged from 90.8% (SF 3) to 97.3% (SF 2). The most common contaminant was glass material, ranging from a low of 0.8% (SF 2) to a high of 4.4% (SF 4).

The sub-samples audited from the glass recycling stream were almost entirely glass material. The glass material category ranged from 91.3% to 100.0%. These results are illustrated between **Table B-2** and **Figure B-4**, with overall data for the primary categories provided between **Table B-3** and **Table B-5**.

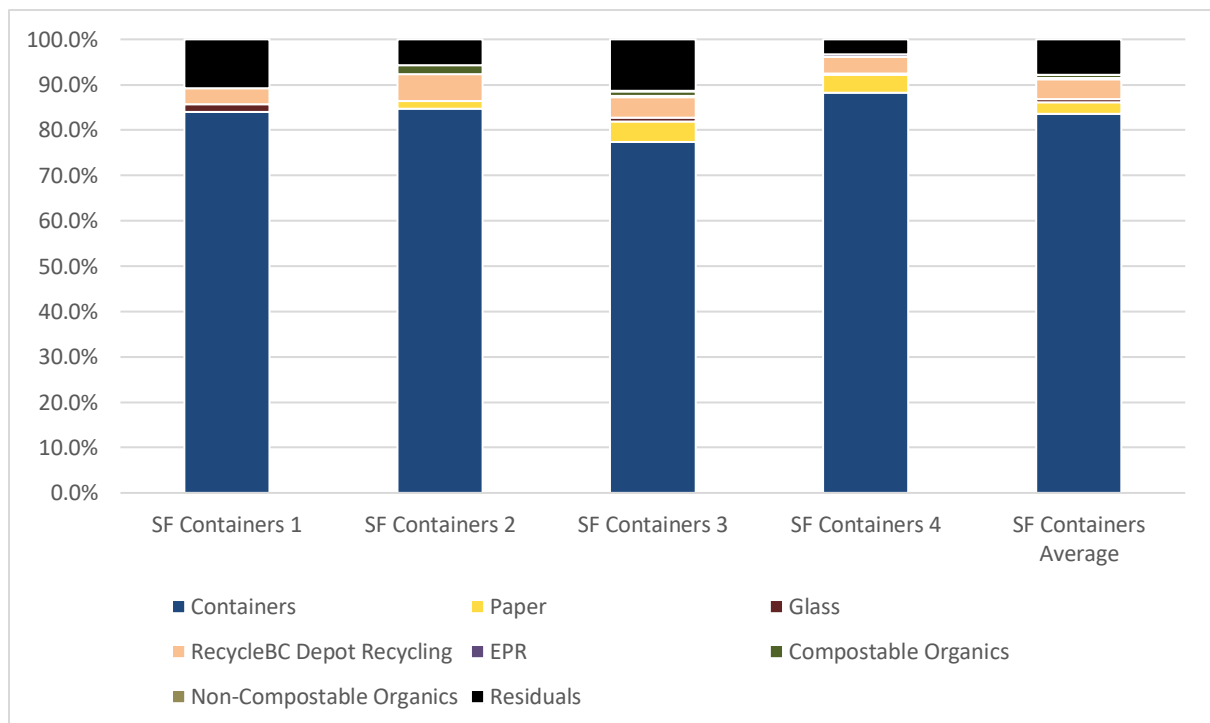


Figure B-2. SF Recycling Containers Results by Sample and Overall Average

Table B-3. SF Recycling Containers Results by Sample and Overall Average

	SF Containers 1	SF Containers 2	SF Containers 3	SF Containers 4	SF Containers Average
Containers	83.9%	84.7%	77.4%	88.2%	83.6%
Paper	0.1%	1.7%	4.4%	4.0%	2.6%
Glass	1.7%	0.0%	0.9%	0.3%	0.7%
RecycleBC Depot Recycling	3.5%	5.8%	4.5%	3.7%	4.4%
EPR	0.0%	0.0%	0.3%	0.5%	0.2%
Compostable Organics	0.0%	2.1%	0.9%	0.0%	0.7%
Non- Compostable Organics	0.0%	0.0%	0.3%	0.0%	0.1%
Residuals	10.8%	5.7%	11.3%	3.3%	7.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

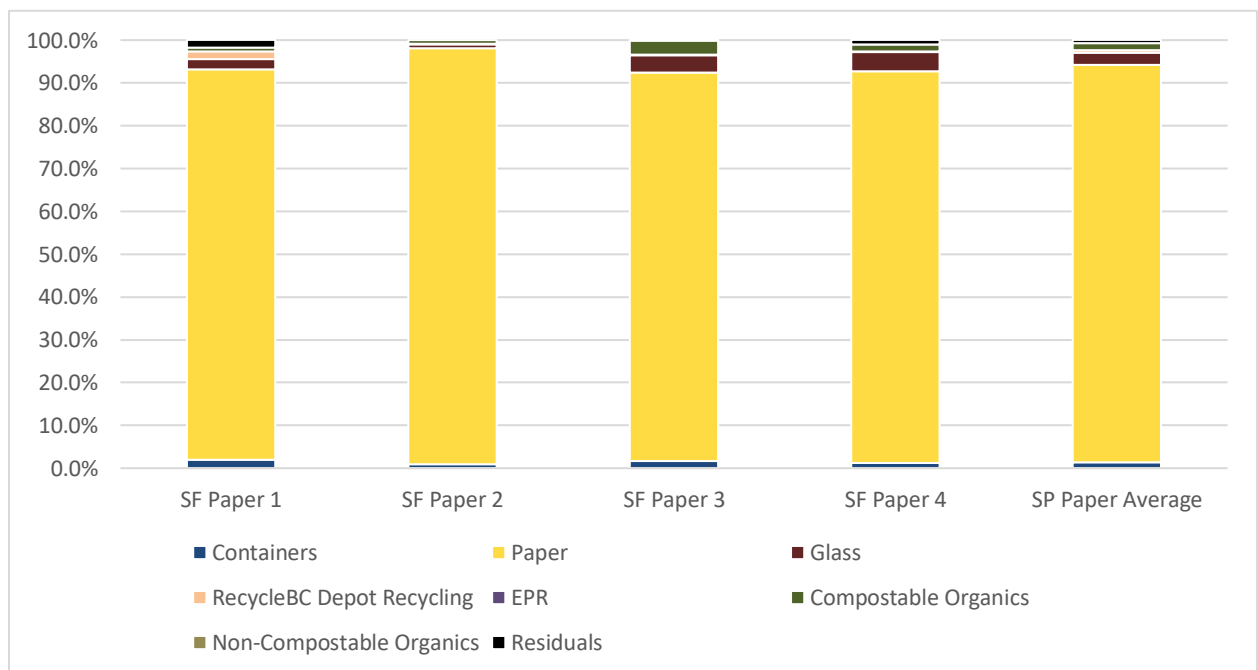


Figure B-3. SF Recycling Paper Results by Sample and Overall Average

Table B-4. SF Recycling Paper Results by Sample and Overall Average

	SF Paper 1	SF Paper 2	SF Paper 3	SF Paper 4	SF Paper Average
Containers	1.9%	0.9%	1.7%	1.3%	1.4%
Paper	91.3%	97.3%	90.8%	91.5%	92.7%
Glass	2.4%	0.8%	4.0%	4.4%	2.9%
RecycleBC Depot Recycling	1.8%	0.2%	0.2%	0.2%	0.6%
EPR	0.0%	0.0%	0.0%	0.0%	0.0%
Compostable Organics	0.9%	0.8%	3.2%	1.6%	1.6%
Non-Compostable Organics	0.0%	0.0%	0.1%	0.0%	0.0%
Residuals	1.7%	0.0%	0.1%	1.0%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

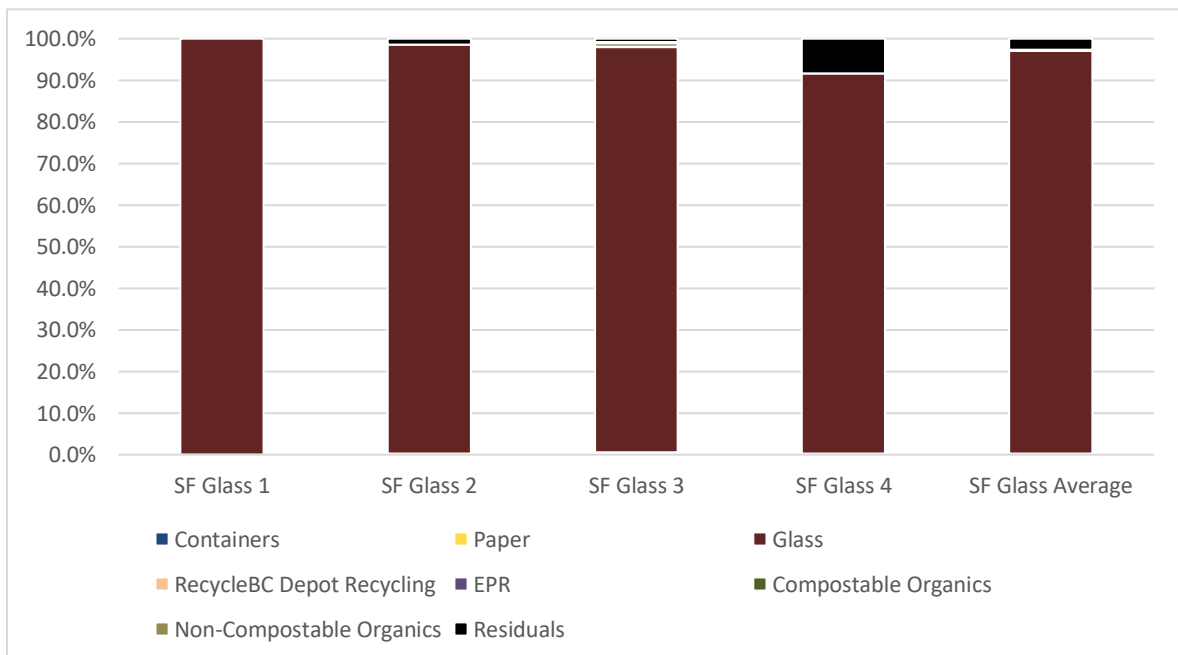


Figure B-4. SF Recycling Glass Results by Sample and Overall Average

Table B-5. SF Recycling Glass Results by Sample and Overall Average

	SF Glass 1	SF Glass 2	SF Glass 3	SF Glass 4	SF Glass Average
Containers	0.0%	0.1%	0.4%	0.1%	0.1%
Paper	0.0%	0.2%	0.1%	0.2%	0.1%
Glass	100.0%	98.2%	97.4%	91.3%	96.7%
RecycleBC Depot Recycling	0.0%	0.1%	0.1%	0.1%	0.1%
EPR	0.0%	0.0%	0.0%	0.0%	0.0%
Compostable Organics	0.0%	0.0%	0.9%	0.0%	0.2%
Non-Compostable Organics	0.0%	0.0%	0.3%	0.0%	0.1%
Residuals	0.0%	1.4%	0.8%	8.3%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Organics

Organics were collected and delivered to the STS each of the four audit days; however, only three of the samples were audited. The Friday sample was not audited due to unforeseen circumstances at the transfer station. The three samples brought to the transfer station for auditing purposes totalled 2,180 kg. Dillon staff sub-sampled and sorted three samples equalling 313 kg. In each sub-sample audited the compostable organics category comprised at least 97.7% of the overall category. The remaining material was distributed amongst the other material categories. The breakdown of primary categories is illustrated in **Figure B-5** and **Table B-6** provides the overall data for the primary categories.

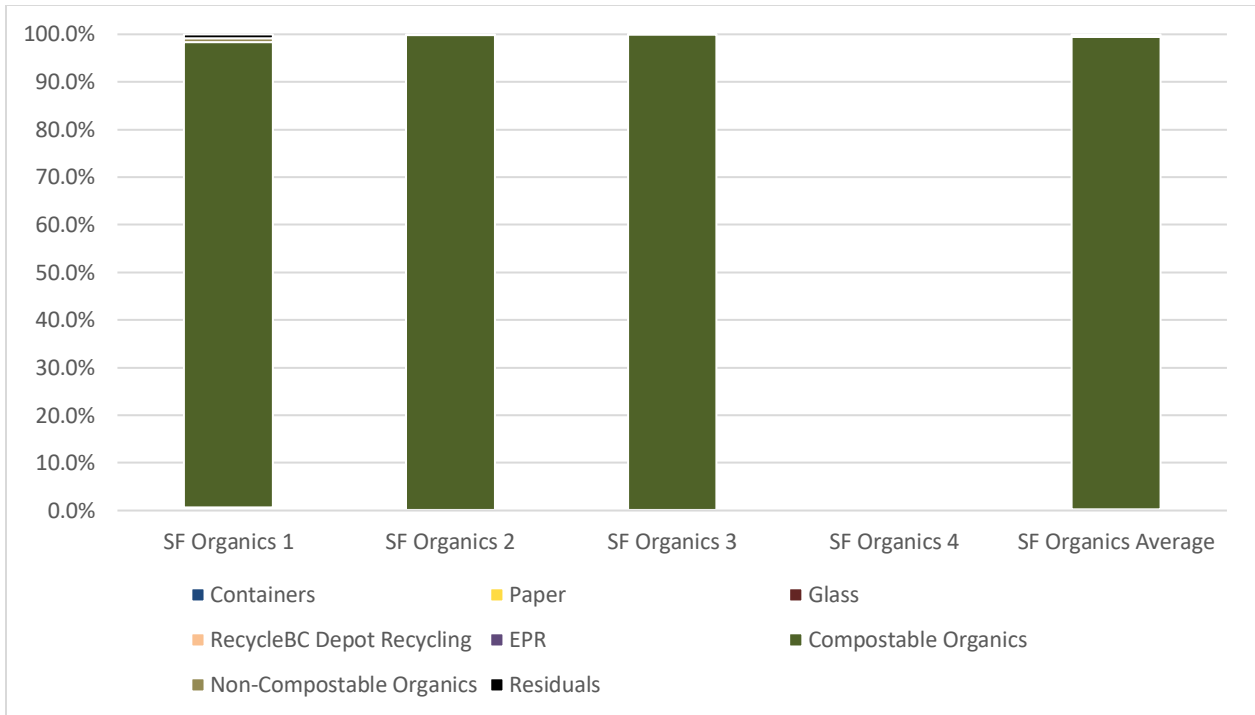


Figure B-5. SF Organics Results by Sample and Overall Average

Table B-6. SF Organics Results by Sample and Overall Average

	SF Organics 1	SF Organics 2	SF Organics 3	SF Organics 4	SF Organics Average
Containers	0.3%	0.0%	0.1%	-	0.1%
Paper	0.0%	0.0%	0.0%	-	0.0%
Glass	0.0%	0.0%	0.0%	-	0.0%
RecycleBC Depot Recycling	0.4%	0.0%	0.0%	-	0.1%
EPR	0.0%	0.0%	0.0%	-	0.0%
Compostable Organics	97.7%	99.8%	99.9%	-	99.1%
Non-Compostable Organics	0.8%	0.0%	0.0%	-	0.3%
Residuals	0.8%	0.1%	0.0%	-	0.3%
Total	100.0%	100.0%	100.0%	-	100.0%

Overall Single- Family Waste Composition

On average, the single-family garbage contained largely residuals (39.6%), compostable organics (33.6%) and RecycleBC depot material (8.5%). The recycling containers stream consisted of mainly containers (83.6%) with residuals (7.7%) and RecycleBC depot material (4.4%). In the paper recycling stream, 92.7% of the material sampled was paper, while 2.9% was glass material. The glass stream was fairly clean with 96.7%, with another 2.6% categorized as residuals. In the organics stream the material was almost entirely compostable organics (99.1%). The detailed average composition for the garbage, recycling and organics streams is provided in **Figure B-6** to **Figure B-11**. The amalgamated single-family recycling breakdown for all three streams is provided below in **Figure B-10**.

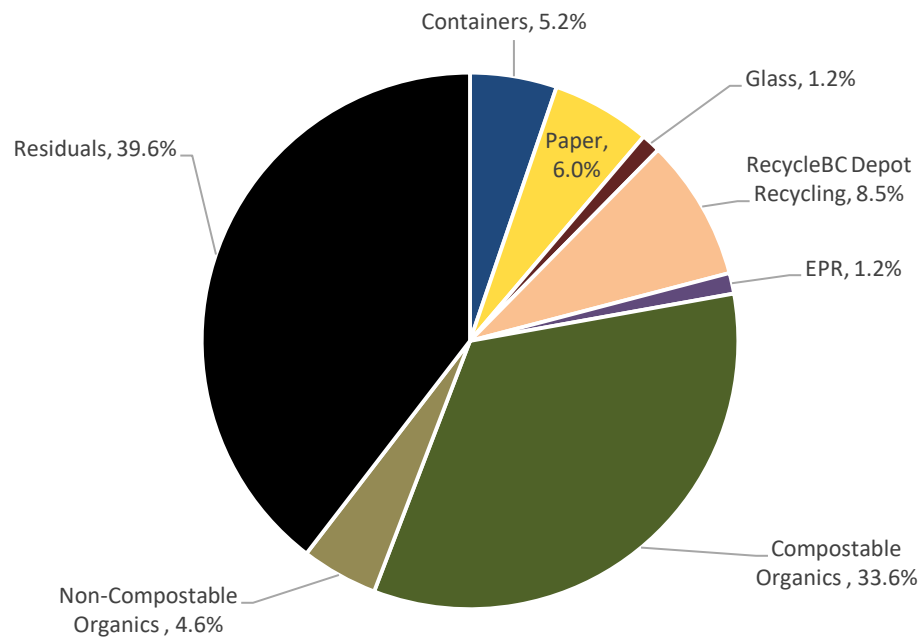


Figure B-6. SF Garbage Average Composition

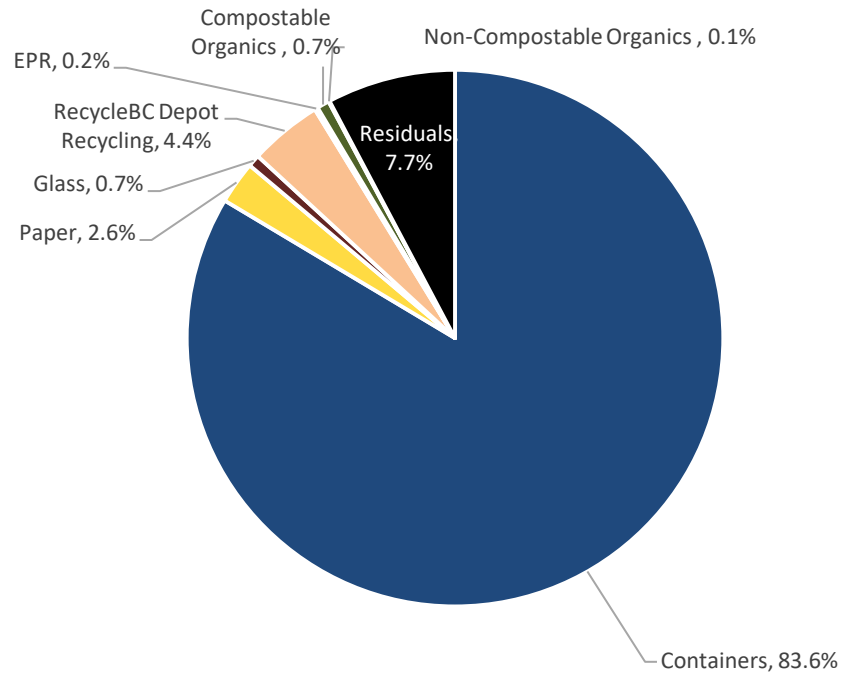


Figure B-7. SF Recycling Containers Average Composition

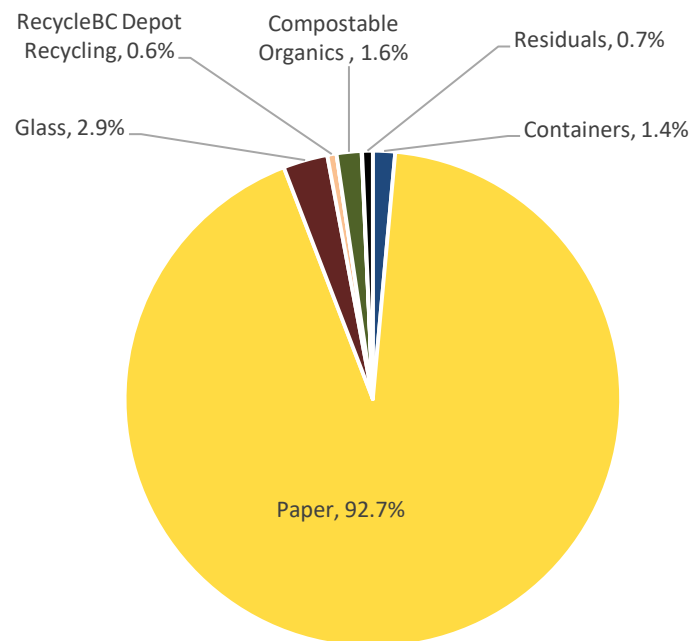


Figure B-8. SF Recycling Paper Average Composition

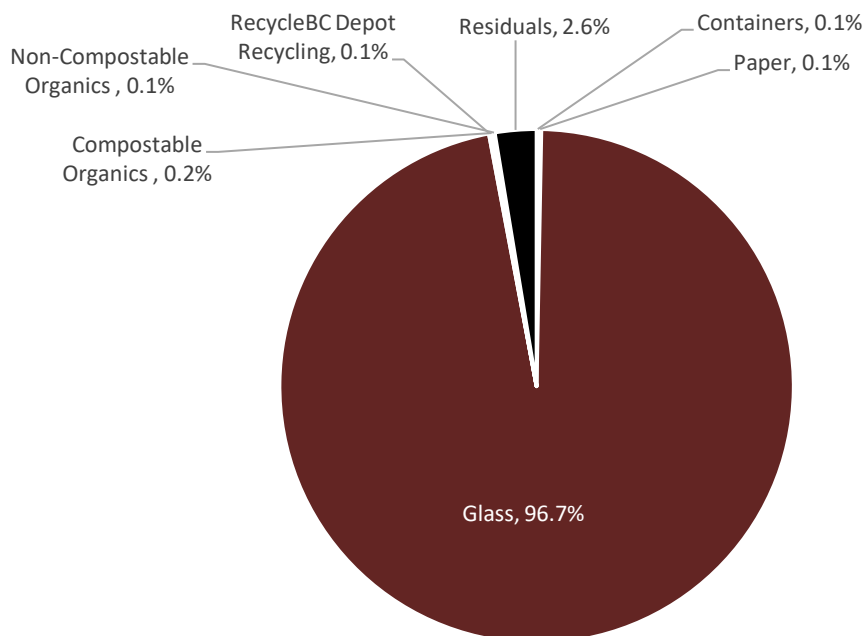


Figure B-9. SF Recycling Glass Average Composition

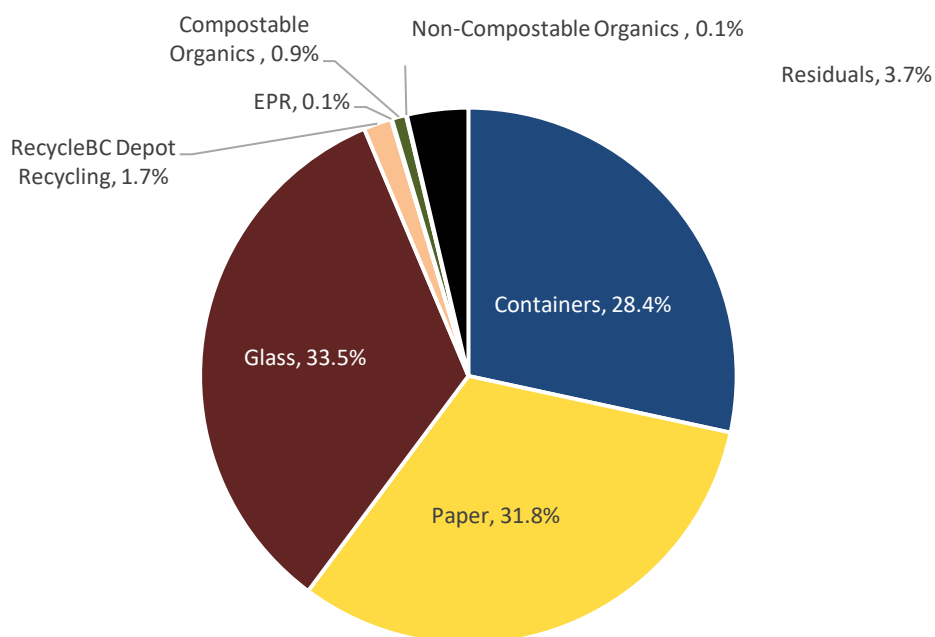


Figure B-10. Overall SF Recycling Breakdown

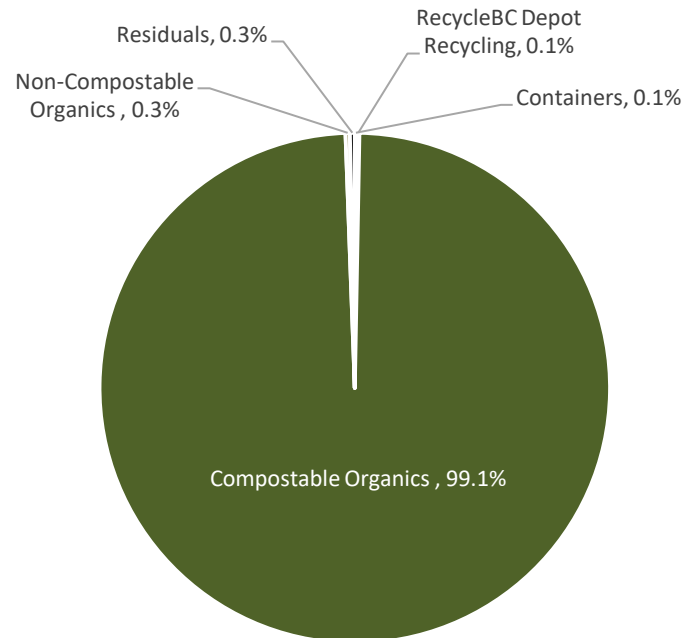


Figure B-11. SF Organics Average Composition

Multi-Family Sector Results

Garbage

Garbage was collected from four multi-family buildings over three days (September 15-17) and was delivered to the STS for sorting on the same day as collection. In total, 335 kg of waste was collected from the buildings, an average of 84 kg per building. All garbage collected was sorted during the audits. The garbage samples were largely compostable organics, ranging from 32.7% (MF 4) to 47.3% (MF 2), and residuals, ranging from 27.7% (MF 2) to 36.2% (MF 1). The breakdown of primary categories is illustrated in **Figure B-12** provides the overall data for the primary categories. On average, just under 70% of what was contained in the garbage samples could have been diverted.

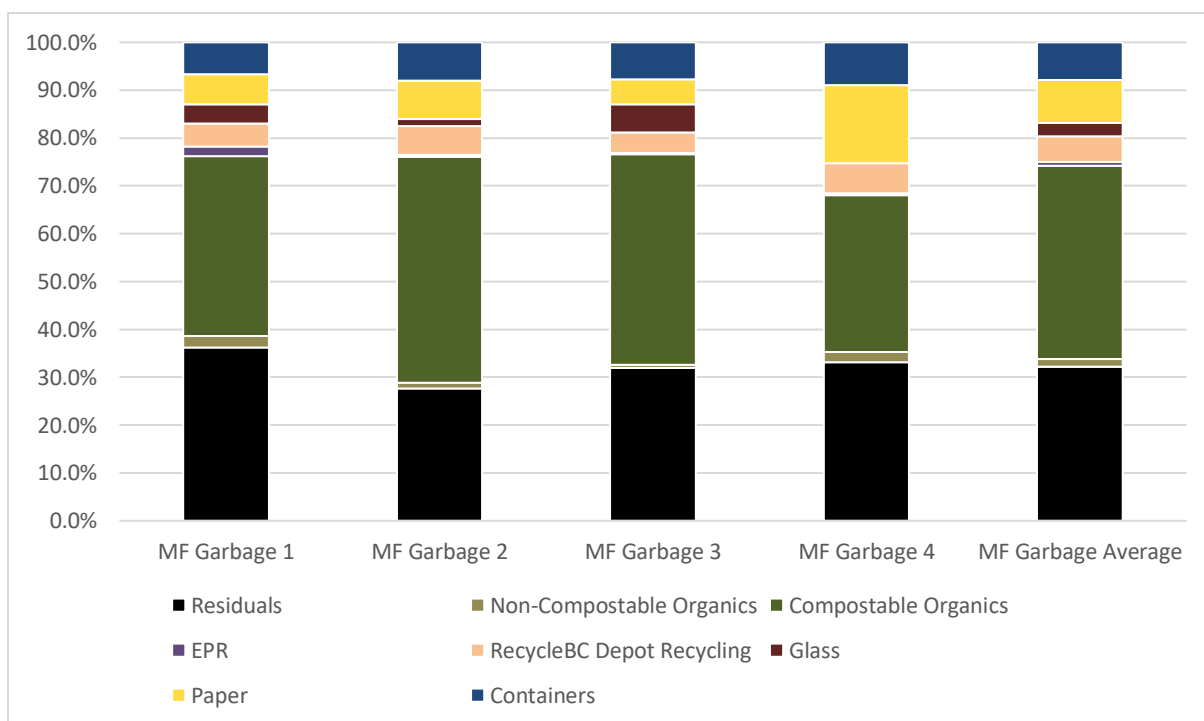


Figure B-12. MF Garbage Results by Sample and Overall Average

Table B-7. MF Garbage Results by Sample and Overall Average

	MF Garbage 1	MF Garbage 2	MF Garbage 3	MF Garbage 4	MF Garbage Average
Containers	6.7%	8.0%	7.8%	8.9%	7.9%
Paper	6.3%	8.0%	5.2%	16.3%	9.0%
Glass	4.0%	1.4%	5.9%	0.0%	2.8%
RecycleBC Depot Recycling	4.8%	6.1%	4.2%	6.3%	5.4%
EPR	2.0%	0.3%	0.3%	0.5%	0.8%
Compostable Organics	37.5%	47.3%	44.1%	32.7%	40.4%
Non- Compostable Organics	2.5%	1.2%	0.7%	2.2%	1.6%
Residuals	36.2%	27.7%	31.9%	33.2%	32.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Shading indicates the only materials that actually should be in the waste stream.

Recycling

Recycling samples were collected over a three-day period (September 15-17) from four multi-family buildings. A total of nine samples were collected from the recycling stream at the buildings (commingled recycling, cardboard and beverage containers), which were combined for the analysis, and totalled 68.6 kg (average of 7.6 kg per sample). For all four buildings, paper comprised at least 50% of the overall material composition (52.9%, MF 4 to 72.2%, MF 1), by weight. The samples were also largely comprised of glass (7.8%, MF 1 to 33.5%, MF 4) and containers (8.4%, MF 4 to 16.8%, MF 3). The breakdown of 8 primary categories for the recycling stream at each of the four buildings and the overall average is illustrated in Figure B-13 and Table B-8 provides the overall data for primary categories.

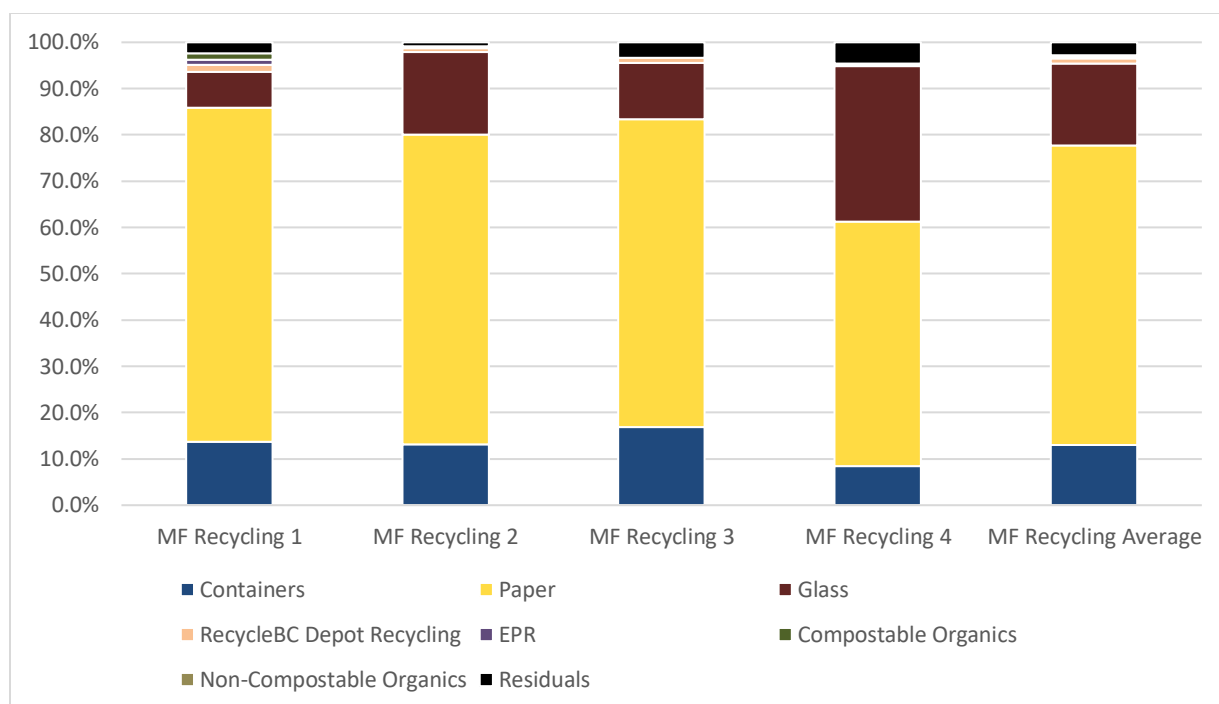


Figure B-13. MF Recycling Results by Sample and Overall Average

Table B-8. MF Recycling Results by Sample and Overall Average

	MF Recycling 1	MF Recycling 2	MF Recycling 3	MF Recycling 4	MF Recycling Average
Containers	13.6%	13.1%	16.8%	8.4%	13.0%
Paper	72.2%	67.0%	66.6%	52.9%	64.7%
Glass	7.8%	17.8%	12.2%	33.5%	17.8%
RecycleBC Depot Recycling	1.6%	0.8%	1.0%	0.5%	1.0%
EPR	1.1%	0.0%	0.0%	0.0%	0.3%
Compostable Organics	1.3%	0.4%	0.0%	0.2%	0.5%
Non- Compostable Organics	0.0%	0.0%	0.0%	0.0%	0.0%
Residuals	2.4%	0.8%	3.4%	4.5%	2.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Organics

A total of four organic samples were collected, one from each multi-family building and delivered to the STS for sorting during the audit period. In total, 71.75 kg of organic waste was collected from the buildings and sorted (an average of 17.94 kg per sample). The vast majority of each sample categorized as compostable organics, ranging from 92.6% (MF 4) to 99.2% (MF 3). Of significance, is the low levels of contamination in the organics samples. The breakdown of primary categories of each of the four samples and the overall average is illustrated in **Figure B-14** and **Table B- 9** provides the overall data for primary categories.

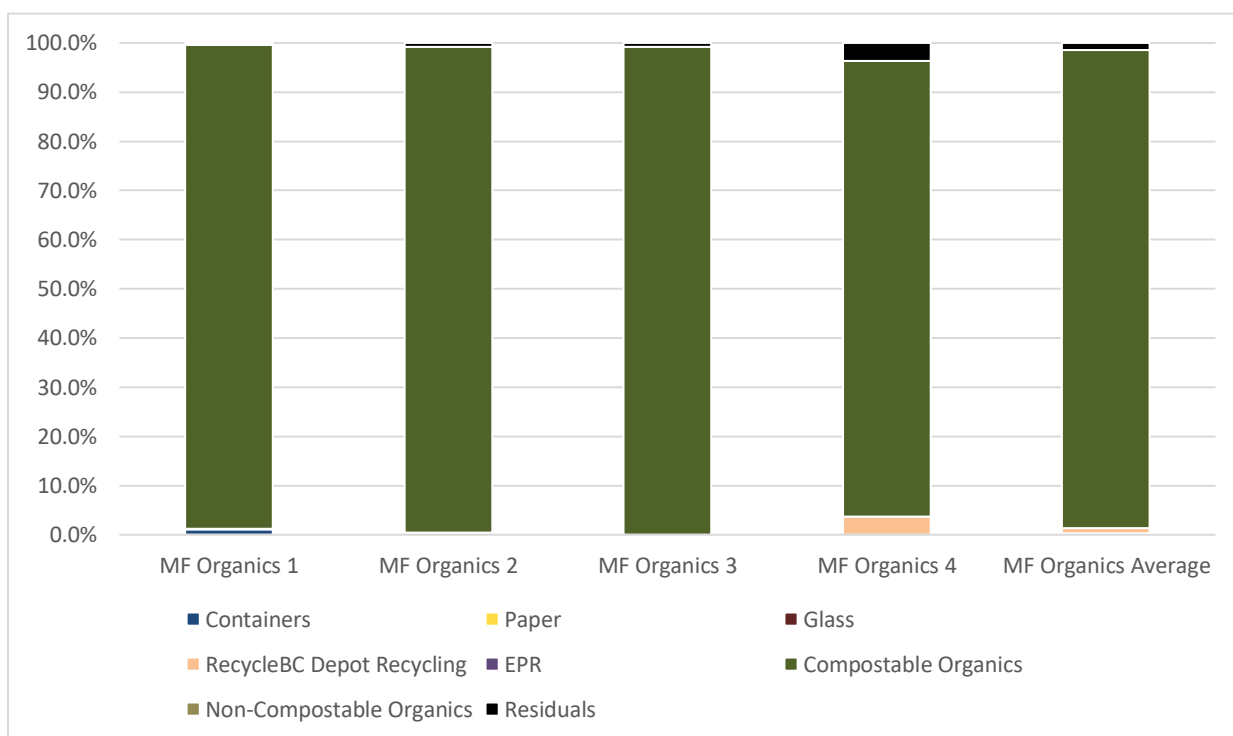


Figure B-14. MF Organics Results by Sample and Overall Average

Table B- 9. MF Organics Results by Sample and Overall Average

	MF Organics 1	MF Organics 2	MF Organics 3	MF Organics 4	MF Organics Average
Containers	1.1%	0.0%	0.0%	0.0%	0.3%
Paper	0.0%	0.0%	0.0%	0.0%	0.0%
Glass	0.0%	0.0%	0.0%	0.0%	0.0%
RecycleBC Depot Recycling	0.2%	0.5%	0.0%	3.7%	1.1%
EPR	0.0%	0.0%	0.0%	0.0%	0.0%
Compostable Organics	98.4%	98.8%	99.2%	92.6%	97.2%
Non-Compostable Organics	0.0%	0.0%	0.0%	0.0%	0.0%
Residuals	0.4%	0.7%	0.8%	3.7%	1.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Overall Waste Composition for the Multi-Family Sector

On average, the multi-family garbage stream consisted of less than 35% of actual residuals and non-compostable organics. The largest category of waste in the garbage stream was compostable organics (40.4%). The recycling stream is fairly clean consisting of, on average, 64.7% paper, 17.8% glass and 13.0% containers, while the organics samples were almost entirely compostable organics (averaged 97.2%) with a small amount of residuals (1.4%) and RecycleBC depot materials (1.1%). The detailed average composition for the garbage, recycling and organics streams is provided in **Figure B-15** to **Figure B-17**.

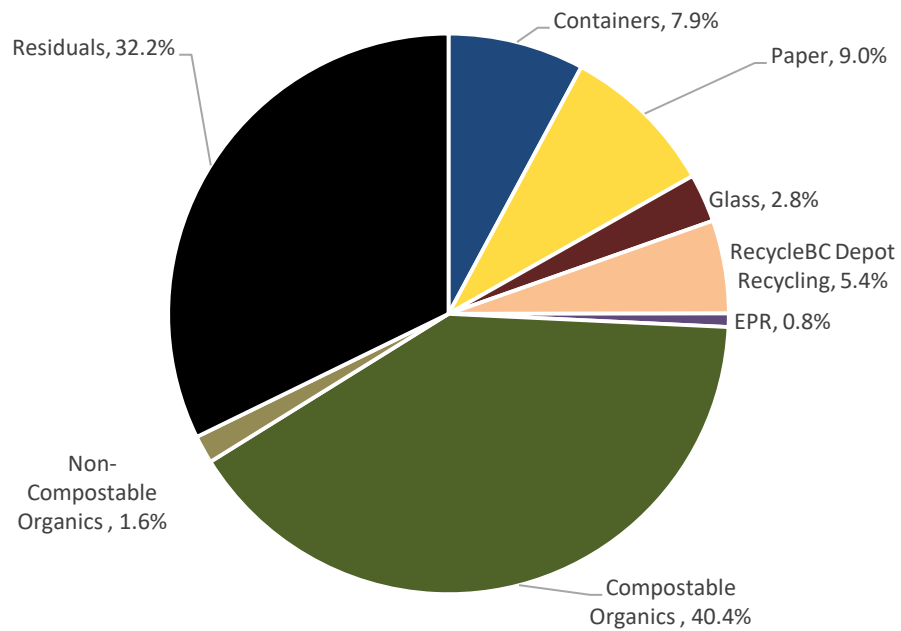


Figure B-15. MF Garbage Average Composition

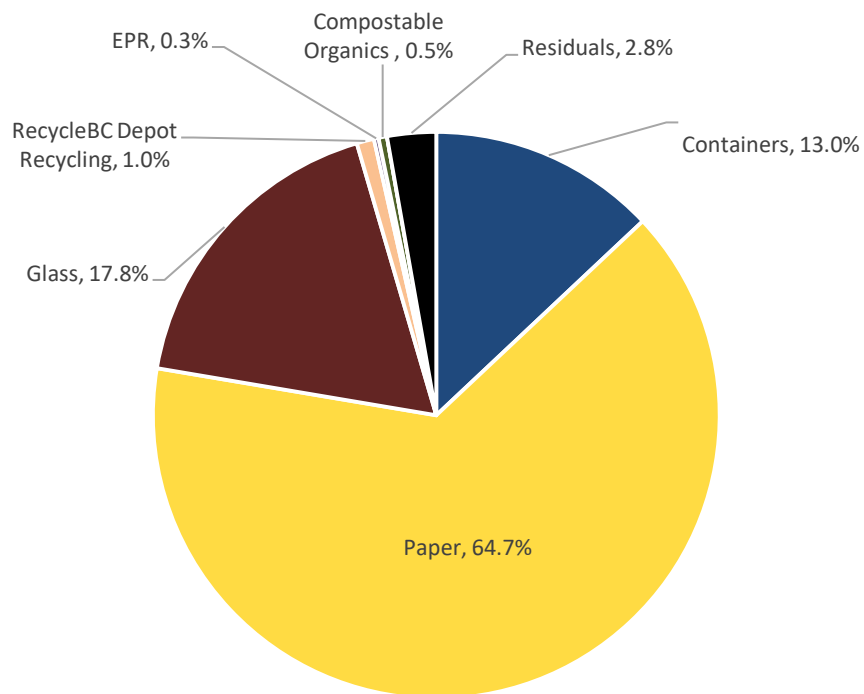


Figure B-16. MF Recycling Average Composition

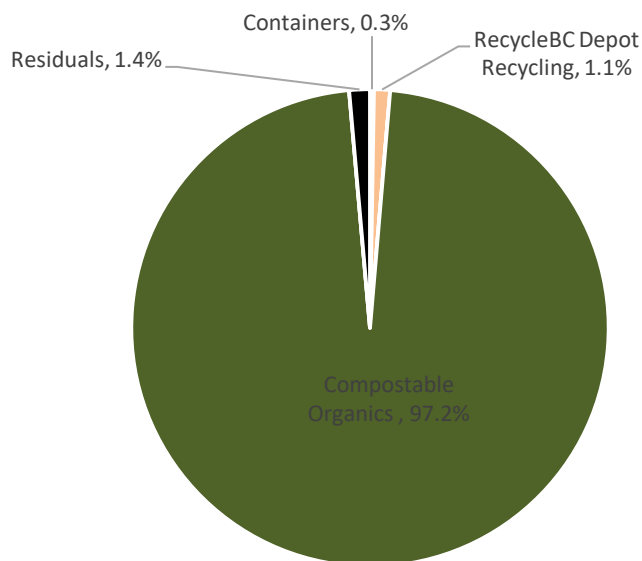


Figure B-17. MF Organics Average Composition

ICI Sector Results

Waste samples from ICI locations were collected and delivered to the STS by two Dillon staff. Collection from the different locations was spread out over three collection days (September 15, 17 and 18).

The ICI locations were spread across multiple sectors and included City facilities, a restaurant and a food service location. Waste from four locations was collected, totalling 13 samples across the different waste streams (garbage, recycling and organics). We note the ICI sector is highly variable in terms of types of wastes generated and these are snapshots of potential waste in the community.

Garbage

Garbage was collected from four ICI locations over three collections days and sorted at the STS. In total, 161.2 kg of samples were collected and sorted, an average of 40.3 kg per sample. Although there is a level of variability in the four samples' composition, all four are largely compostable organics, which ranged from a low of 41.3% (ICI 1) to a high of 83.2% (ICI 3) and residuals, with an observed range between 5.2% (ICI 3) to 25.4% (ICI 2). ICI 1 also had a large component of paper material in its composition (34.7%), a significantly larger amount than observed in the samples from the other facilities. The breakdown of primary categories is illustrated in **Figure B-18** and **Table B-10** provides the overall data for primary categories. On average, almost 85% of the contents of the garbage stream could have been diverted.

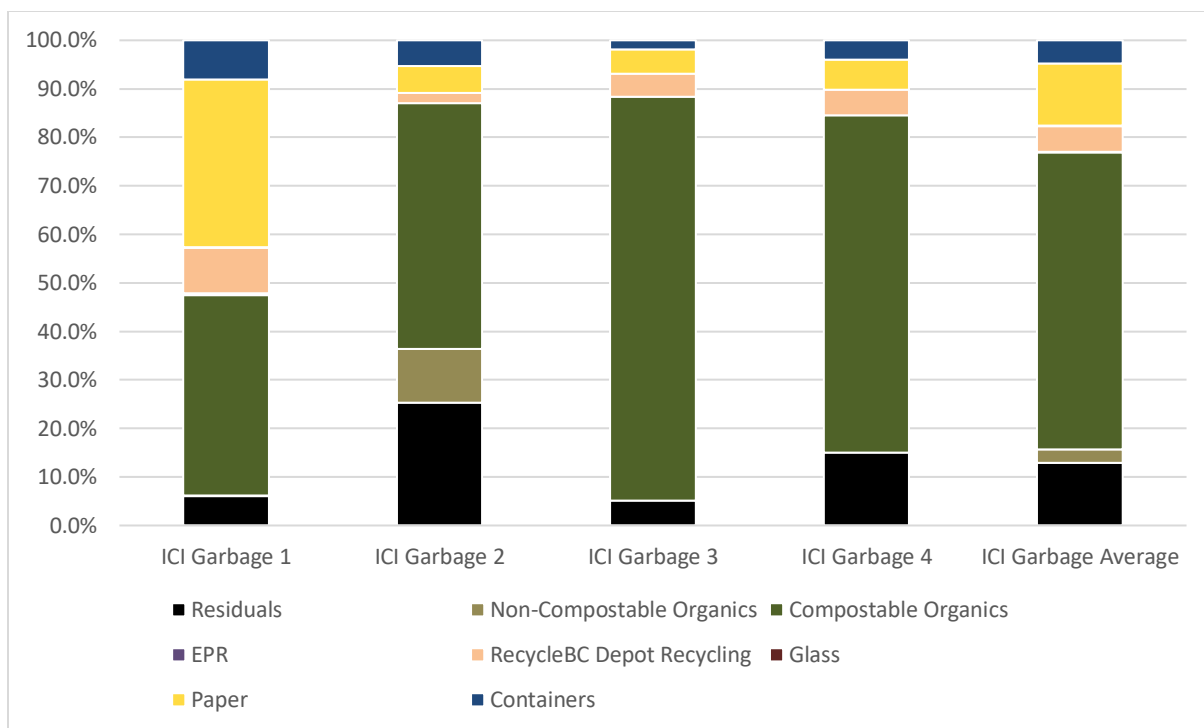


Figure B-18. ICI Garbage Results by Sample and Overall Average

Table B-10. ICI Garbage Results by Sample and Overall Average

	ICI Garbage 1	ICI Garbage 2	ICI Garbage 3	ICI Garbage 4	ICI Garbage Average
Containers	8.0%	5.3%	1.9%	4.0%	4.8%
Paper	34.7%	5.5%	5.0%	6.1%	12.8%
Glass	0.1%	0.0%	0.0%	0.0%	0.0%
RecycleBC Depot Recycling	9.3%	2.1%	4.8%	5.4%	5.4%
EPR	0.4%	0.0%	0.0%	0.0%	0.1%
Compostable Organics	41.3%	50.7%	83.2%	69.5%	61.2%
Non-Compostable Organics	0.1%	11.0%	0.0%	0.0%	2.8%
Residuals	6.1%	25.4%	5.2%	15.0%	12.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Shading indicates the only materials that actually should be in the waste stream.

Recycling

In total, 66.95 kg of recycling samples were collected from the ICI facilities (an average of 9.6 kg per sample). There was a high level of variability observed in the composition of the recycling from each facility. At three of the facilities (ICI 1, ICI 2 and ICI 4), paper comprised the largest part of the recycling sample ranging from 41.8% (ICI 2) to 82.5% (ICI 1). Containers were the largest category of material at the other ICI facility, ICI 3, making up 70.0% of the material sampled. The breakdown of primary categories is illustrated in **Figure B-19** and **Table B-11** provides the overall data for primary categories.

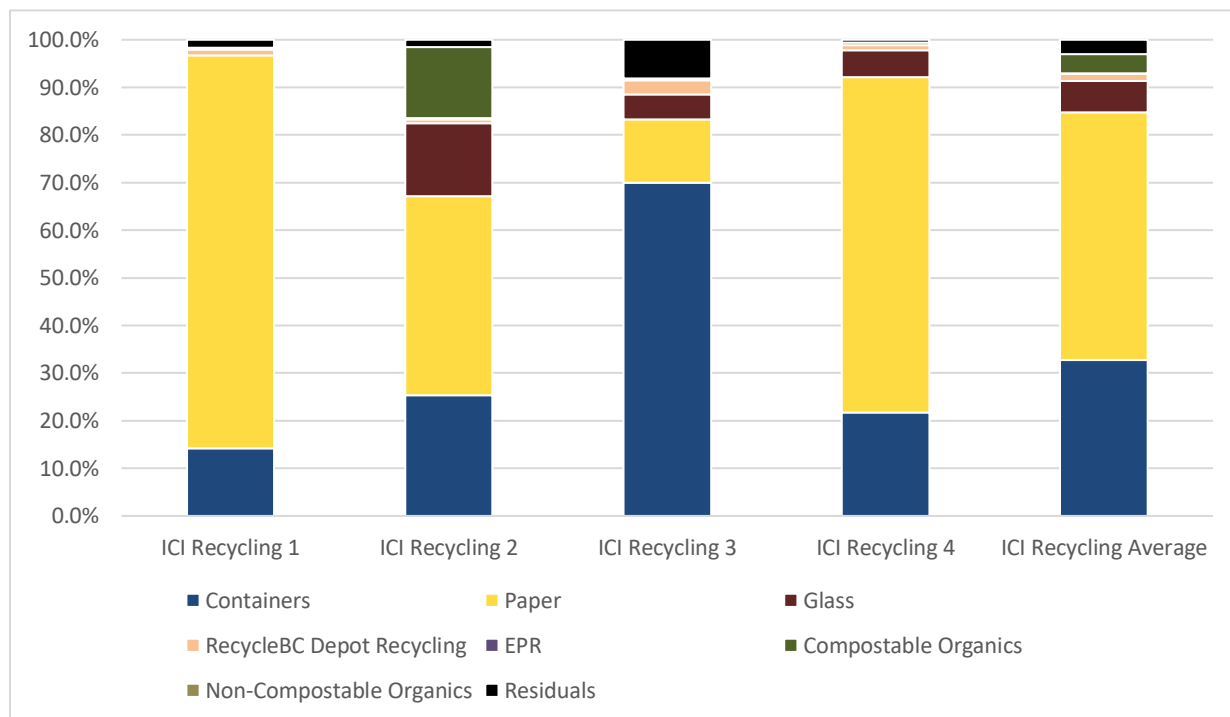


Figure B-19. ICI Recycling Results by Sample and Overall Average

Table B-11. ICI Recycling Results by Sample and Overall Average

	ICI Recycling 1	ICI Recycling 2	ICI Recycling 3	ICI Recycling 4	ICI Recycling Average
Containers	14.2%	25.3%	70.0%	21.8%	32.8%
Paper	82.5%	41.8%	13.3%	70.3%	52.0%
Glass	0.0%	15.4%	5.2%	5.6%	6.6%
RecycleBC Depot Recycling	1.3%	0.7%	2.9%	1.1%	1.5%
EPR	0.0%	0.3%	0.0%	0.0%	0.1%
Compostable Organics	0.4%	15.0%	0.5%	0.6%	4.1%
Non-Compostable Organics	0.0%	0.0%	0.0%	0.0%	0.0%
Residuals	1.7%	1.5%	8.1%	0.6%	3.0%
Total	100%	100%	100%	100%	100%

Organics

Only two of the four ICI facilities (ICI 3, ICI 4) used in the study separately collected organic waste on site. The two samples weighed a total of 65.30 kg, an average of 32.65 kg. Both samples were largely compostable organics, with the material from the ICI 3 sample sorted almost entirely into this material category (96.6%). ICI 4 was also largely compostable organics (88.1%), but also residuals (6.4%). The breakdown of primary categories of each of the two sub-samples is illustrated in **Figure B-20** and **Table B-12** provides the overall data for primary categories.

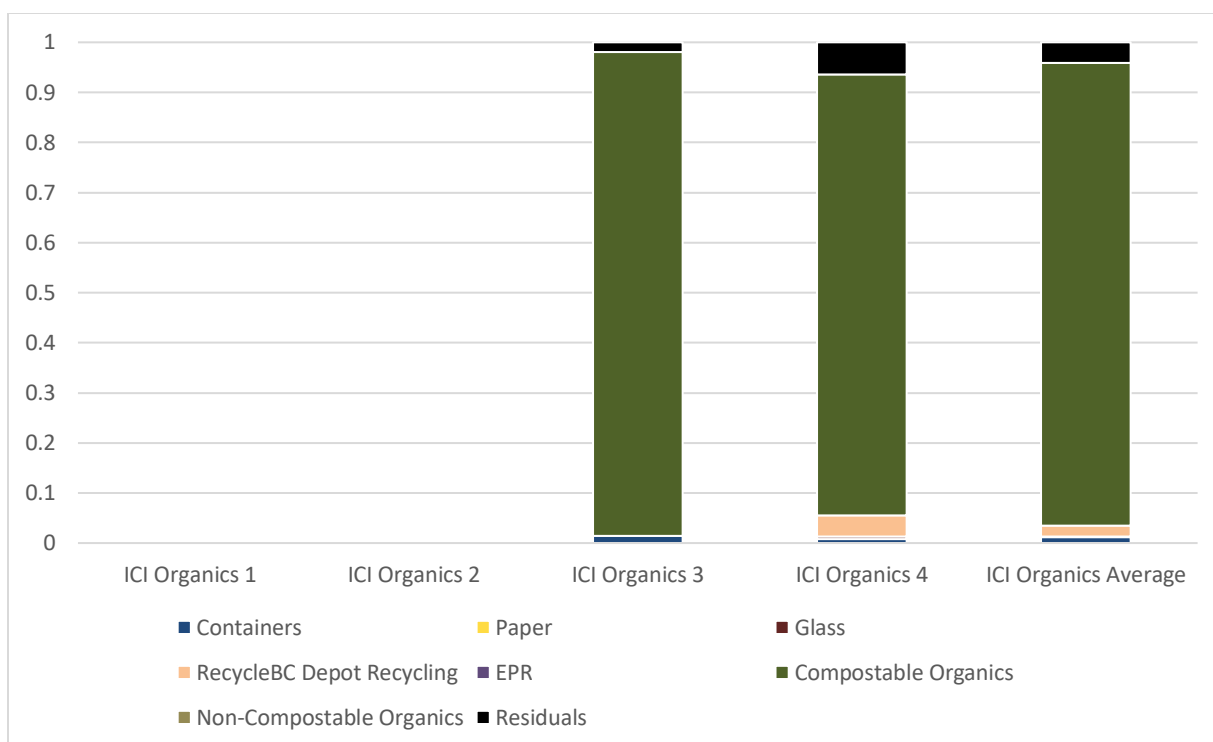


Figure B-20. ICI Organics Results by Sample and Overall Average

Table B-12. ICI Organics Results by Sample and Overall Average

	ICI Organics 1	ICI Organics 2	ICI Organics 3	ICI Organics 4	ICI Organics Average
Containers	-	-	1.4%	0.8%	1.1%
Paper	-	-	0.0%	0.0%	0.0%
Glass	-	-	0.0%	0.4%	0.2%
RecycleBC Depot Recycling	-	-	0.0%	4.3%	2.1%
EPR	-	-	0.0%	0.0%	0.0%
Compostable Organics	-	-	96.6%	88.1%	92.4%
Non-Compostable Organics	-	-	0.0%	0.0%	0.0%
Residuals	-	-	1.9%	6.4%	4.2%
Total	-	-	100%	100%	100%

Overall Waste Composition

The average garbage composition from the four ICI facilities indicated that only 15% of the waste was actual residual or non-compostable organic waste. Compostable organics (61.2%) and paper (12.8%) were the largest streams, by weight. In the recycling samples, paper averaged 52.0% of the material sampled, while containers average 32.8% and glass averaged 6.6%. The two organics samples were largely compostable organics (92.4%), residuals (4.2%) and RecycleBC depot material (2.1%). The detailed average composition for the garbage, recycling and organics stream is provided in **Figure B-21** to **Figure B-23**.

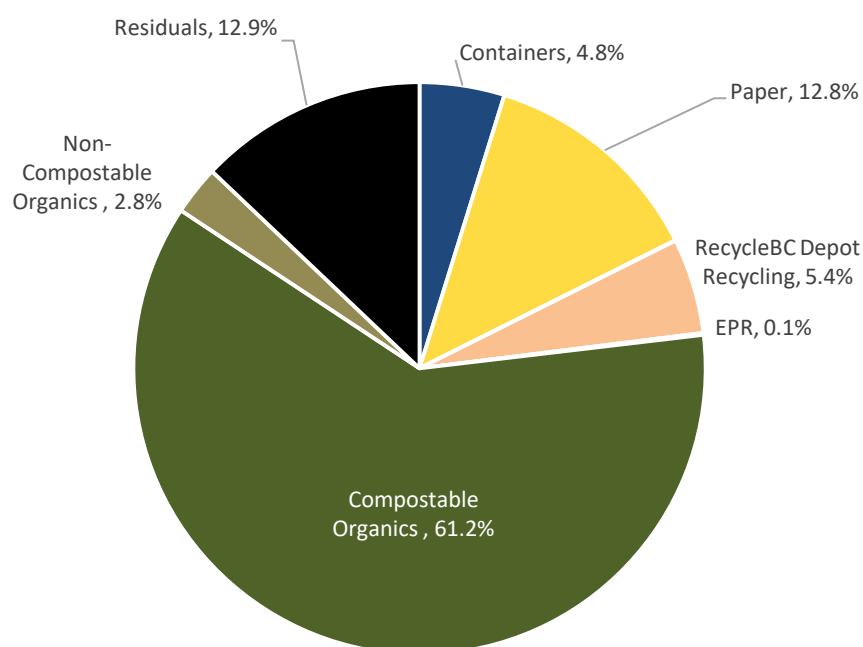


Figure B-21. ICI Average Garbage Composition

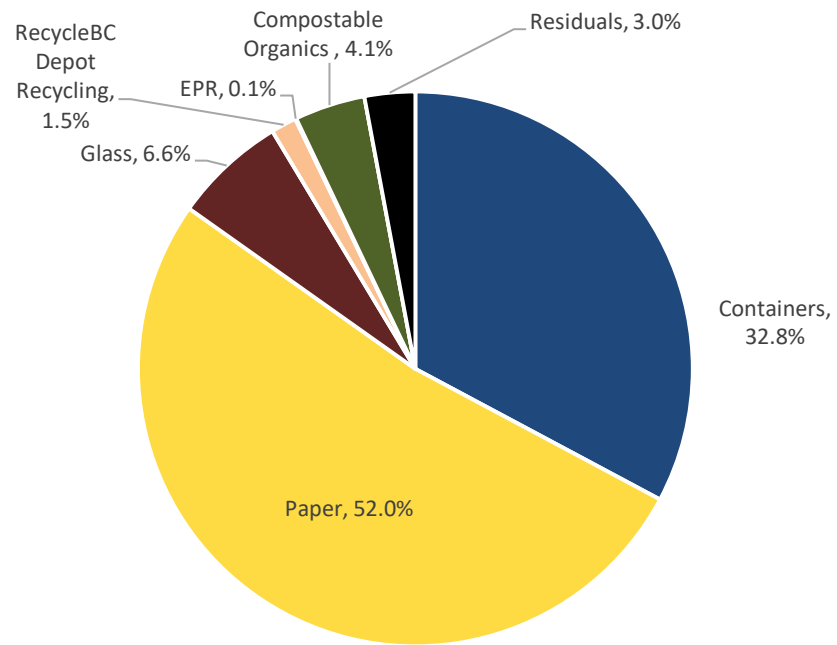


Figure B-22. ICI Recycling Average Composition

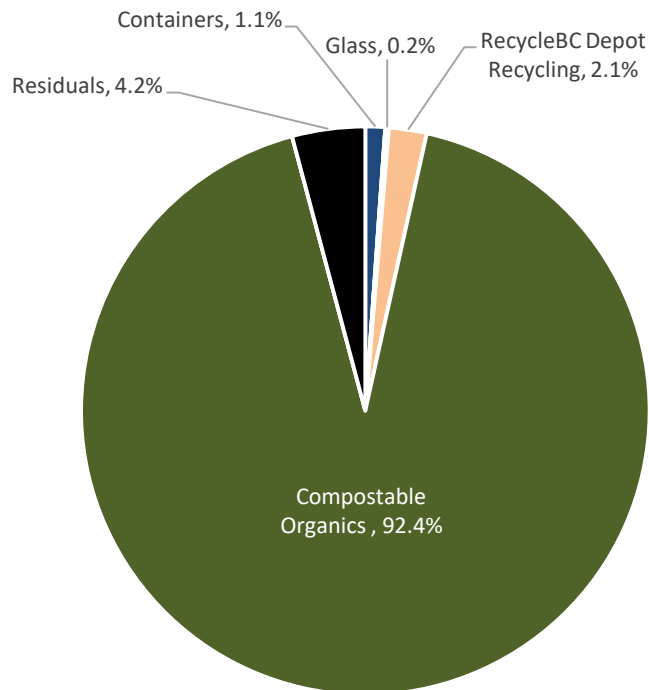


Figure B-23. ICI Organics Average Composition

Comparison to the 2014 Baseline Audit

Waste audit results from the recent audit were compared to the results from the baseline 2014 waste audits. In the 2014 study, only one sample from each SF waste stream was audited, two samples from each MF waste stream and one sample of ICI waste. Audit categories were amalgamated as closely as possible; however a direct comparison could not be directly completed as a result of policy change from 2014-2019.

Single-Family Sector Comparison

In the 2014 study, one sample from each SF waste stream was audited. There were a number of observed differences in the results between the two audits. Significant differences include the increase in compostable organics in the garbage increasing from 26% in 2014 to 33.6% in 2019. The containers recycling stream saw a decrease in contamination, decreasing from 40% of the material to 16.4% in 2019. The glass stream also observed a decrease in contamination from 22% in 2014 to only 3.3% in 2019. The paper recycling and organics streams were largely similar between the two survey years.

Table B-13 provides the results for this comparison. It should be noted that 2014 may not add to 100% due to rounding of numbers, as values were taken directly from the finalized 2014 report.

Table B-13. SF Waste Composition - 2014 vs 2019 Comparison

	2014 SF Garbage	2019 SF Garbage	2014 SF Containers	2019 SF Containers	2014 SF Paper	2019 SF Paper	2014 SF Glass	2019 SF Glass	2014 SF Organics	2019 SF Organics
Containers	10%	5.2%	60%	83.6%	2%	1.4%	2%	0.1%	0%	0.1%
Paper	9%	6.0%	8%	2.6%	92%	92.7%	1%	0.1%	0%	0.0%
Glass	0%	1.2%	7%	0.7%	2%	2.9%	78%	96.7%	0%	0.0%
RecycleBC Depot Recycling	7%	8.5%	3%	4.4%	0%	0.6%	19%	0.1%	0%	0.1%
EPR	-	1.2%	-	0.2%	-	0.0%	-	0.0%	-	0.0%
Compostable Organics	26%	33.6%	1%	0.7%	1%	1.6%	0%	0.2%	100%	99.1%
Non- Compostable Organics	-	4.6%	-	0.1%	-	0.0%	-	0.1%	-	0.3%
Residuals	50%	39.6%	19%	7.7%	2%	0.7%	0%	2.6%	0%	0.3%
Total	102%	100.0%	98%	100.0%	99%	99.9%	100%	99.9%	100%	99.9%

Note: numbers in table may not add up to 100% due to rounding

Multi-Family Residential Sector Comparison

There are some observed differences in the material composition of the evaluated garbage samples between the two audits. There was slightly more divertible materials in the garbage stream in 2019 compared to 2014. Residuals in the garbage decreased by approximately 6% between 2014 and 2019, while compostable organics increased slightly by approximately 1.5%. Residuals in the recycling stream decreased by approximately 4% (7% to 2.8%) from 2014 to 2019. The percent composition of the recycling also varied between the two survey years, which may be a result of the different buildings audited for each survey year. As mentioned above, there was no multi-family organics sample in 2014. **Table B-14** provides the overall data for the primary categories.

Table B-14. MF Waste Composition - 2014 vs 2019 Comparison

	2014 MF Garbage	2019 MF Garbage	2014 MF Recycling	2019 MF Recycling
Containers	7%	7.9%	30%	13.0%
Paper	9%	9.0%	49%	64.7%
Glass	2%	2.8%	14%	17.8%
RecycleBC Depot Recycling	5%	5.4%	1%	1.0%
EPR	-	0.8%	-	0.3%
Compostable Organics	38%	40.4%	0%	0.5%
Non-Compostable Organics	-	1.6%	-	0.0%
Residuals	38%	32.2%	7%	2.8%
Total	99%	100.1%	100%	100.1%

Note: numbers in table may not add up to 100% due to rounding

ICI

There are large differences in the composition of the garbage and recycling waste streams observed between the two audits (which may be attributed to the facilities audited). The amount of compostable organics in the garbage stream increased significantly to 61.2% in the 2019 audit up from 15% in 2014. Residuals in the garbage decreased significantly from 79% in 2014 to only 12.9% in 2019 meaning that over 85% of the waste found in the garbage stream could have been diverted. Changes in these values could be from differing ICI sectors being selected. Contamination in the garbage stream from recyclables had an observed increase, with containers and paper increasing by approximately 4% and 11% respectively.

In the recycling stream, compostable organics increased slightly by approximately 2%; however, residuals decreased by approximately 2%. There was an observed difference in the percent composition of the containers, paper and glass material categories. Differences in the composition of the garbage and recycling between 2014 and 2019 results are likely due to the differences in characteristics in the facilities selected to be audited. As previously mentioned, recycling was collected from only one ICI location, while in 2019 waste was collected from four locations. In 2014, ICI recycling was collected from businesses along the waterfront and the garbage stream was collected from a senior healthcare centre. There was no ICI organics sample audited in 2014. **Table B-15** provides the overall data for the primary categories.

Table B-15. ICI Waste Composition - 2014 vs 2019 Comparison

	2014 ICI Garbage	2019 ICI Garbage	2014 ICI Recycling	2019 ICI Recycling
Containers	1%	4.8%	77%	32.8%
Paper	2%	12.8%	5%	52.0%
Glass	0%	0.0%	9%	6.6%
RecycleBC Depot Recycling	2%	5.4%	4%	1.5%
EPR	-	0.1%	-	0.1%
Compostable Organics	15%	61.2%	2%	4.1%
Non-Compostable Organics	-	2.8%	-	0.0%
Residuals	79%	12.9%	5%	3.0%
Total	99%	100.0%	102%	100.1%

Note: numbers in table may not add up to 100% due to round

Appendix C

Detailed Project Population and Waste Generation Growth

Table C-1: Detailed Projected Population at Historic Growth

Year	Population Growth ¹		
	SF	MF	Total
2018	10,263	9,689	19,952
2019	10,354	9,775	20,130
2020	10,446	9,862	20,309
2021	10,539	9,950	20,489
2022	10,633	10,039	20,672
2023	10,728	10,128	20,856
2024	10,823	10,218	21,041
2025	10,920	10,309	21,229
2026	11,017	10,401	21,418
2027	11,115	10,493	21,608
2028	11,214	10,587	21,801
2029	11,314	10,681	21,995
2030	11,414	10,776	22,190
2031	11,516	10,872	22,388
2032	11,618	10,969	22,587
2033	11,722	11,066	22,788
2034	11,826	11,165	22,991
2035	11,931	11,264	23,196
2036	12,038	11,364	23,402
2037	12,145	11,466	23,610
2038	12,253	11,568	23,820
2039	12,362	11,671	24,032
2040	12,472	11,774	24,246

¹Population projections are taken from 2016 Canadian Census published data and consistent with the projections from the White Rock Official Community Plan.

Table C-2: Detailed Projected Waste Generation

Year	Annual SF Generation (tonnes) ²				Annual MF Generation (tonnes) ²				Annual ICI Generation (tonnes) ³			
	Garbage	Recycling	Organics	Total Waste	Garbage	Recycling	Organics	Total Waste	Garbage	Recycling	Organics	Total Waste
2018 ¹	1,182	799	1,645	3,626	2,051	460	495	3,006	2,731	601	655	3,987
2019	1,193	806	1,660	3,658	2,069	464	500	3,033	2,751	605	660	4,017
2020	1,203	813	1,674	3,691	2,088	468	504	3,060	2,776	611	666	4,053
2021	1,214	821	1,689	3,724	2,106	472	508	3,087	2,800	616	672	4,089
2022	1,225	828	1,704	3,757	2,125	476	513	3,114	2,825	622	678	4,125
2023	1,236	835	1,720	3,790	2,144	481	518	3,142	2,850	627	684	4,162
2024	1,247	843	1,735	3,824	2,163	485	522	3,170	2,876	633	690	4,199
2025	1,258	850	1,750	3,858	2,182	489	527	3,198	2,901	638	696	4,236
2026	1,269	858	1,766	3,892	2,202	494	531	3,227	2,927	644	703	4,274
2027	1,280	865	1,782	3,927	2,221	498	536	3,256	2,953	650	709	4,312
2028	1,292	873	1,797	3,962	2,241	502	541	3,285	2,980	656	715	4,350
2029	1,303	881	1,813	3,997	2,261	507	546	3,314	3,006	661	721	4,389
2030	1,315	889	1,830	4,033	2,281	511	551	3,343	3,033	667	728	4,428
2031	1,326	897	1,846	4,069	2,302	516	556	3,373	3,060	673	734	4,467
2032	1,338	905	1,862	4,105	2,322	520	560	3,403	3,087	679	741	4,507
2033	1,350	913	1,879	4,141	2,343	525	565	3,433	3,115	685	748	4,547
2034	1,362	921	1,896	4,178	2,364	530	571	3,464	3,142	691	754	4,588
2035	1,374	929	1,912	4,215	2,385	534	576	3,495	3,170	697	761	4,629
2036	1,386	937	1,929	4,253	2,406	539	581	3,526	3,198	704	768	4,670
2037	1,399	945	1,947	4,291	2,427	544	586	3,557	3,227	710	774	4,711
2038	1,411	954	1,964	4,329	2,449	549	591	3,589	3,256	716	781	4,753
2039	1,424	962	1,981	4,368	2,471	554	596	3,621	3,285	723	788	4,796
2040	1,436	971	1,999	4,406	2,493	559	602	3,653	3,314	729	795	4,838

¹ 2018 values are actual generation numbers by waste stream provided by the City.

² Annual SF and MF waste generation numbers are consistent with population projections from the White Rock Official Community Plan, approximately 0.89%.

³ Annual ICI waste generation numbers are consistent with employment projections from the White Rock Official Community Plan, approximately 0.75%

Appendix D

Assumptions for Waste Generation Projections and Options Calculations

Table D-1: Summary of the Assumptions used in Generation Projections and Options Calculations for SF, MF and ICI Sectors

Population Growth	SF Waste Generation (kg/person/day)		MF Waste Generation (kg/person/day)		ICI Waste Generation (kg/employee/day)
0.89%	0.97		0.84		1.18
	SF Garbage Disposal		MF Garbage Disposal		ICI Garbage Disposal
	0.32		0.58		0.81
	SF Recycling Generation		MF Recycling Generation		ICI Recycling Generation
	0.21		0.13		0.18
	SF Organics Generation		MF Organics Generation		ICI Organics Generation
	0.44		0.14		0.19

Site	Tip Fee (\$/tonne) ¹		Round trip distance ² (km)	Time for Round Trip (hr) ³	Notes
Surrey Transfer Station	Garbage	\$108.00	26	1.7	-
GFL	Organics	\$105.00	26	1.3	-

Sector	Number of Properties (City Provided)	Number of Units	Number of Units Serviced by City	Approximate Density	Notes
Single-Family	4,038	4,038	4,038	884 households/km ²	4105 units serviced by City including current MF collections
Multi-Family	252	6,265	67	54 locations/km ²	-
ICI	96	-	-	20 locations/km ²	-

¹ Current tip fees (2020).
² One way distance from City centre using Google Maps.
³ Drive time including time for tipping.

Table D-2: Summary of the Assumptions used in Generation Projections and Options Calculations for SF, MF and ICI Sectors (Continued)

SF Assumptions				
1)	White Rock SF/MF Units Serviced		4,105 (4038 SF and 67 MF units)	
2)	Tonnes per year Garbage Collected (2018 data)		1,182	
3)	Tonnes per year Recycling Collected (2018 data)		799	
4)	Tonnes per year Organics Collected (2018 data)		1,645	
MF Assumptions				
1)	Multi-Family Units	1-20 Units	141	252 Units Total
		21-40 Units	72	
		41-60 Units	22	
		61-80 Units	7	
		81-100 Units	6	
		101-120 Units	2	
		121-140 Units	1	
		141-160 Units	0	
		161-180 Units	0	
		181-200 Units	1	
2)	Tonnes per year Garbage Collected	Assumption based on average MF kg/capita 2017 MV recycling and solid waste generation data.		
3)	Tonnes per year Recycling Collected	Assumption based on average kg/capita RecycleBC generation data ¹ .		
4)	Tonnes per year Organics Collected	Assumption based on local waste audit results.		
¹ RecycleBC MetroVancouver Annual Report.				
ICI Assumptions				
1)	Mixed Use Buildings	Included in MF Unit Count	25	92 Units Total
		Not-Included in MF Unit Count	67	
	Commercial Licences	Strata	92	188 Units Total
		Land ¹	96	
2)	Tonnes per year Garbage Collected	Assumption based on average ICI disposal kg/capita 2017 MV recycling and solid waste generation data and White Rock Stats Total Labour Force ² .		
3)	Tonnes per year Recycling Collected	Assumption based on amalgamation of kg/capita 2017 MV recycling and solid waste generation data and local waste audit diversion rates.		
4)	Tonnes per year Organics Collected	Assumption based on amalgamation of kg/capita 2017 MV recycling and solid waste generation data and local waste audit diversion rates.		

¹ RecycleBC MetroVancouver Annual Report.¹ Stand alone businesses that would require their own collection services.² White Rock total labour force is estimated at 9270 employees.

Table D-3: Cart Assumptions for All Streams, Recycling and Compost Only and Garbage Only

Cart Assumptions (All Streams) ¹ Number of Units							Cart Assumptions (Recycling and Compost Only) ¹ Number of Units							Dumpster Assumptions (Garbage Only) ¹ Number of Units		
	Paper Recycling	Container Recycling	Glass Recycling	Compost	Garbage	Total	Paper Recycling	Container Recycling	Glass Recycling	Compost	Garbage	Total	Size	Quantity	Total	
1-20 Units ²	2	1	1	1	6	1,551	2	1	1	1	0	705	3 yard	1	141	
21-40 Units ²	4	2	1	1	12	1,440	4	2	1	1	0	576	6 yard	1	72	
41-60 Units ²	6	3	1	2	16	616	6	3	1	2	0	264	4 yard	2	44	
61-80 Units	8	4	1	3	24	280	8	4	1	3	0	112	6 yard	2	14	
81-100 Units	10	5	1	4	36	336	10	5	1	4	0	120	6 yard	3	18	
101-120 Units	12	6	1	5	48	144	12	6	1	5	0	48	6 yard	4	8	
121-140 Units	14	7	1	6	48	76	14	7	1	6	0	28	6 yard	4	4	
141-160 Units	16	8	1	7	60	0	16	8	1	7	0	0	6 yard	5	0	
161-180 Units	18	9	1	8	72	0	18	9	1	8	0	0	6 yard	6	0	
181-200 Units	20	10	2	9	72	113	20	10	2	9	0	41	6 yard	6	6	
Overall Total						4,556	Overall Total						1,894	Total 3 yard		141
Total of What City Can Collect						3,607	Total of What City Can Collect						1,545	Total 4 yard		44
													Total 6 yard		122	

¹ Cart data assumptions from City of Richmond's Commercial and MF Development Waste Management Design Guidelines.

² Size of MF building that City can collect from.

¹ Cart data assumptions from City of Richmond's Commercial and MF Development Waste Management Design Guidelines.

² Size of MF building that City can collect from.

Appendix E

"Tell Us What You Think" Survey Responses

Survey Report

08 February 2020 - 08 March 2020

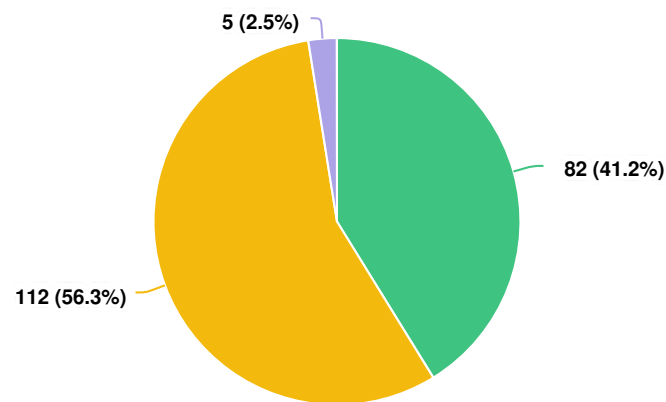
Tell us what you think about Solid Waste Operations in the City White Rock

PROJECT: Solid Waste Operations in the City White Rock

Talk White Rock



Q1 | If you live in White Rock, please indicate your type of residence. If you both live in the City and own/operate a business, y...



Question options

● Single-family household ● Multi-family household ● I don't live in the City but I own/operate a business

(199 responses, 0 skipped)

Q2 How satisfied are you with your current waste collection services?



Optional question (81 responses, 118 skipped)

Q2 | How satisfied are you with your current waste collection services?

Please select one.

Not at all Satisfied : 3



Not Satisfied : 8



Somewhat Satisfied : 12



Satisfied : 23



Very Satisfied : 35



5 10 15 20 25 30 35 40

Q3 What would you like to see done differently, if anything?

Anonymous

2/19/2020 06:27 PM

Automated waste coooe toon and bigger cans

Anonymous

2/19/2020 06:34 PM

The collection has only been getting worse and messier. Recently there has been more trash on the road after garbage days than in previous years

Anonymous

2/19/2020 06:35 PM

Would be lovely to see more business and multi family involvement in yard waste and recycling programs. Possibly the city could mandate that they must use these services.

Anonymous

2/19/2020 09:51 PM

I think the cobbled together pile of containers looks messy. Surrey has 3 containers, they can be sized, 3 clear colors and an automated system. It is crazy that we pay for a separate garbage collection system when we could be buying their service for a much cheaper rate. I am sick of cleaning up all of the Paper and plastic that blows around the laneway because nothing is secured.

Anonymous

2/20/2020 06:49 AM

Provision of garbage cans - similar to Surrey. Also, it would be helpful if all contents of the garbage and organics is actually removed. Oftentimes, we are left cleaning out the bottom of the can - especially the organics. This defeats the purpose of separating waste.

Anonymous

2/20/2020 11:44 AM

Nothing . The people we have here are wonderful . There is never a mess after they have collected the waste .

Anonymous

2/20/2020 02:26 PM

Maybe the universal can system, or perhaps can cleaning services

Anonymous

2/20/2020 05:41 PM

Pick up once a week for house hold garbage.

Anonymous

2/20/2020 08:13 PM

Automated waste collection with single stream recycling.

I live in a condo. I try to recyle but with 4 or 5 bins it is very confusing. I see things in the waste paper bin that am not sure should be there i.e milk cartons. Have gone to the recycle web site and it is not that helpful. Also do not like navigating around the many garbage trucks, collecting waste from many different condos. Very inconvenient.

Anonymous

2/20/2020 09:26 PM

I would like to see single stream recycling

Anonymous

2/21/2020 08:38 AM

Better Bins

Anonymous

2/21/2020 09:01 AM

I previously lived in Burnaby and had standard bins provided by the city. They worked well. But I don't have any complaints about the current system.

Anonymous

Provide large garbage cans like Surrey does

2/21/2020 03:23 PM

Anonymous

2/21/2020 05:11 PM

We are generally really happy with things, but it looks such a mess. I would love to see coordinated bins/recycling/greenwaste made available, even if I have a moderate one time cost associated.

Anonymous

2/21/2020 06:11 PM

would prefer weekly collection of ALL waste

Anonymous

2/21/2020 08:52 PM

Adopt the same system (larger cans) as Surrey

Anonymous

2/21/2020 09:21 PM

Nothing. I think collection of garbage every 2 weeks and recycling & yard waste collection every week is sufficient for a single family house. We make do with that. Except in the spring & fall, yard waste could be reduced to every week. Blue box (& red box) recycling seems to be needed every week.

Anonymous

2/22/2020 09:43 AM

No more separation of recycling accepting of styrofoam

Anonymous

2/23/2020 09:32 AM

would like one company to collect white rock waste. What we have is garbage collection 7 days week way to many trucks on our roads

Anonymous

2/23/2020 11:02 AM

Used to see Semaimoo House volunteers helping out. Appeared to be a constructive contribution for all concerned.

Anonymous

2/23/2020 02:25 PM

I would like to see garbage picked up weekly instead of biweekly. Also , twice this month, our organic shave not been picked up.

Anonymous

2/23/2020 06:31 PM

Nothing. The guys are great.

Anonymous

2/24/2020 10:32 AM

Workers employed by the City collect garbage from all residences. And weekly garbage pick-up

Anonymous

2/24/2020 02:58 PM

Weekly garbage pick up

Anonymous

2/25/2020 10:09 AM

standardized bins

Anonymous

2/25/2020 10:29 AM

Maybe a call-up system like Surrey for occasional very large objects

Anonymous

2/27/2020 12:02 AM

We missed a garbage pickup last week. I called the Engineering line and was told we would be put on a callback list, and the garbage was picked up! Unbelievably great service! Keep it up!

Anonymous

2/28/2020 01:16 PM

Do we need to bag trash -- not recyclable paper, plastics, glass or wet garbage -- the " other stuff", which in our case is mostly kleenex and non-recyclable plastic jar lids or frozen berry bags? We are trying to eliminate single use plastics and wonder if all thT dry matter can't just be dumped as is. Sorry we missed the meeting.

Anonymous

White Rock should collect it's own garbage, there are too many companies

2/28/2020 01:26 PM

coming into the area, causing pollution, noise pollution and conflict. Environmentally speaking this is a disaster not to mention the wear and tear of all those heavy trucks, we just got the trains shut down, it would be much appreciated if we could get this issue contained as well. Plus, the cardboard, kitchen waste and recycling trucks, what complete piece of mayhem. So much of this is unnecessary and redundant. bi-annual free large item pickup offered.

Anonymous

2/28/2020 04:45 PM

Anonymous

2/28/2020 06:06 PM

Weekly garbage. It's gets smelly when we have to wait 2 weeks. If we are out of town, it can be one month between pickups.

Anonymous

2/28/2020 08:14 PM

It would be nice to have a have a transfer station in the community or at least the option to have some larger items picked up curbside.

Anonymous

2/29/2020 11:06 AM

I would like more materials recycled through my building's recycling plan. As is, although I do have many recycling options in my building, I still have to make trips to the Semiahmoo Recycling Depot.

Anonymous

2/29/2020 01:05 PM

And once or twice a year collection of larger waste items which is done in other areas and used to be done here.

Anonymous

2/29/2020 02:46 PM

Very happy with current program

Anonymous

2/29/2020 03:46 PM

Standard White Rock garbage bins, much like the standard blue bins and paper/cardboard recycle bags. (I just answered that without seeing what the next questions were!)

Anonymous

2/29/2020 06:34 PM

At times, pick ups are missed At times, containers and lids are left all over the lane

Anonymous

2/29/2020 08:37 PM

Ability to have a limited amount of larger (old furniture or appliances) removed during the year

Anonymous

3/01/2020 09:22 AM

Garbage pickup weekly and bins that lock for pest control, a recycling bin for all recycling (no need to separate), a compost bin that locks for pest control.

Anonymous

3/01/2020 04:00 PM

Take soft plastics and styrofoam. The people collecting the garbage seem careless at times and have broken my organic bin twice. They sometimes leave allowable things behind for no apparent reason.

Anonymous

3/02/2020 07:00 PM

For the city to pickup garbage from condos uptown. When the service was taken away, condos went solo to find companies to pickup. Meaning it was not co-ordinated that (now) one Street would have 5 or six different companies picking up. Pollution was of gasoline and noise. Garbage collection from these companies could happen early in the morning or late afternoon, 5:30/6pm. Since there are 3 different pickups, garbage/recycle/organic per building it creates a lot of traffic/noise of the trucks. Bring back White Rock garbage/recycle/organic with White Rock.

Anonymous

3/03/2020 10:14 AM

I would like a large bin for mixed recycling and a large bin for composting foods and mixed organics. Also, free pickup of old appliances, etc., available one to three times per year. I see a lot of debris stored on properties because

Anonymous

3/03/2020 10:35 AM

there is no convenient way to recycle or dispose of it. This, in turn, provides a breeding ground for pests.

Back to the way it was for condo owners

Anonymous

3/03/2020 12:51 PM

windy White Rock ... why are we still using plastic yellow bags? Having moved from Surrey, this seems so antiquated. Raccoons can access regular garbage bins. The ones on wheels, raccoons can't open the lids.

Anonymous

3/03/2020 07:30 PM

Weekly pick up.

Anonymous

3/04/2020 08:04 AM

Bigger collection bins

Anonymous

3/04/2020 10:45 AM

Can we have bigger trash cans please? For a family of eight, the cans, especially the black trash can is too small.

Anonymous

3/05/2020 08:56 AM

Would like to see the same collection as city of Surrey with the large bins

Anonymous

3/06/2020 10:18 PM

I'd like the city to stop using a corner of the works yard as a deposit/dumping area for green waste. It attracts large numbers of rats and raccoons to the immediate neighbourhood. Hasn't the city's temporary permit for dumping green waste here expired?

Anonymous

3/06/2020 10:54 PM

lived in South Surrey with standard bin collection. noisy but efficient. main complaint would be the speed of trucks - wow watch out! although it's done quickly.

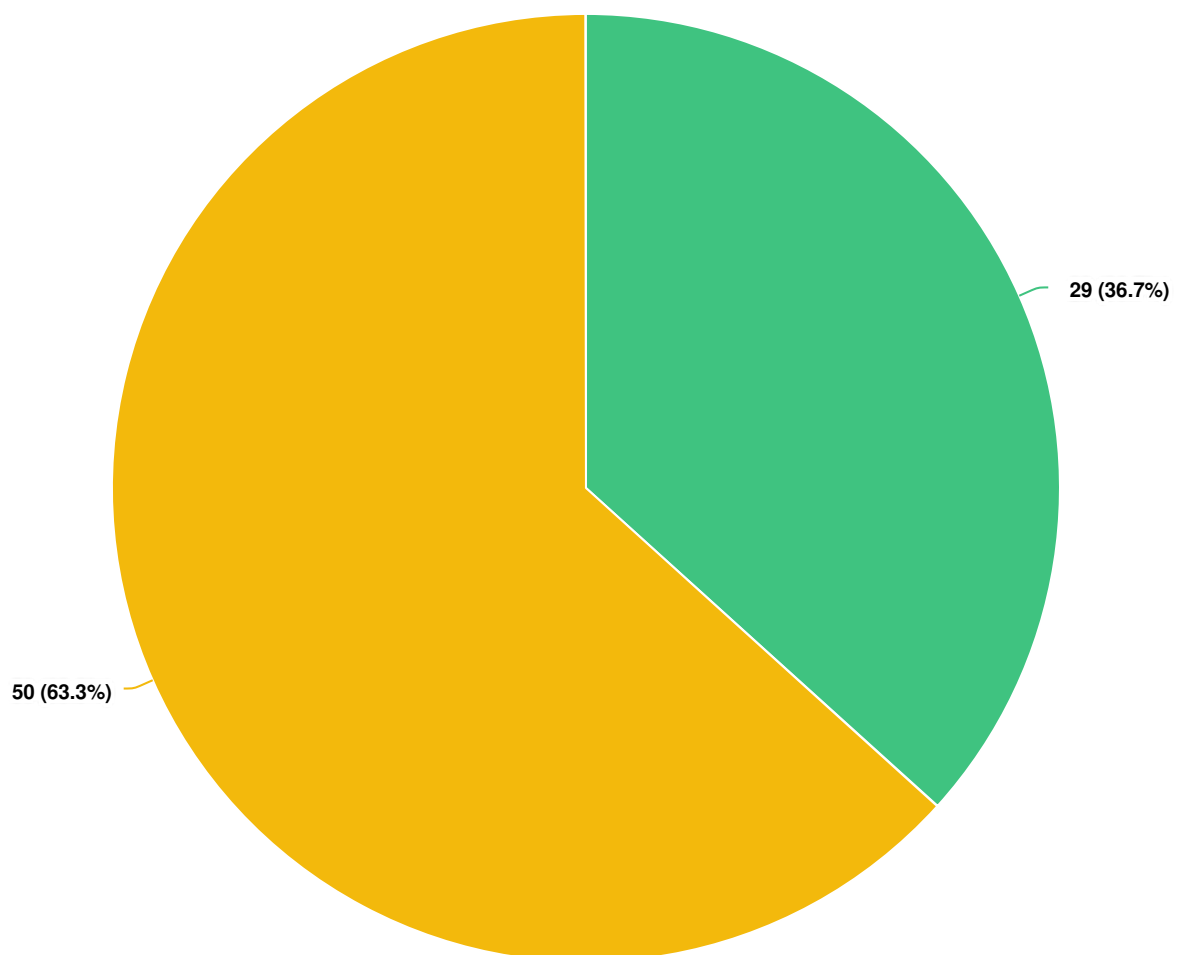
Anonymous

3/07/2020 12:12 AM

Have spring cleaning days much like how Delta has dump days in April.

Optional question (52 responses, 147 skipped)

Q4 What style of waste collection bin do you prefer?

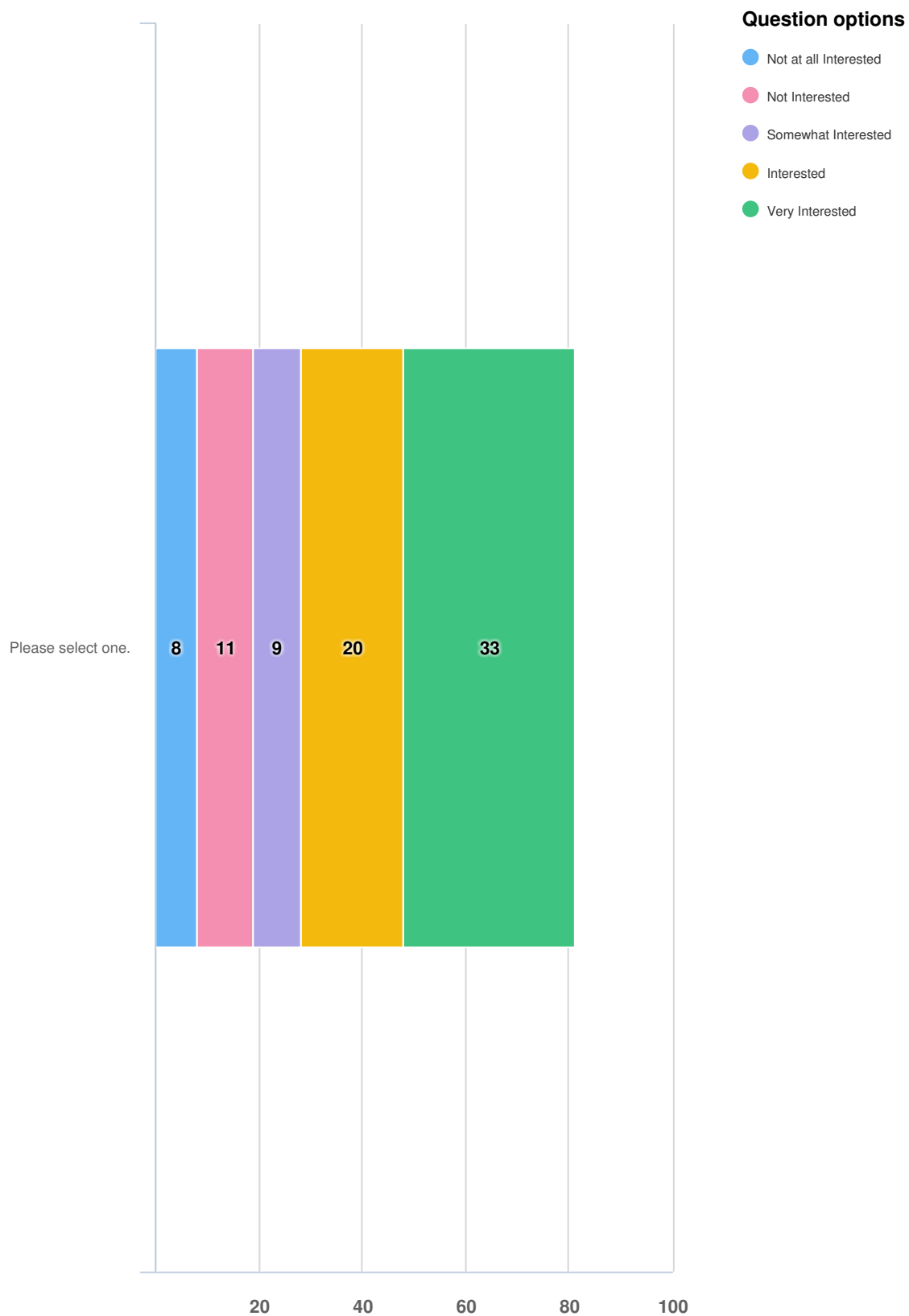


Question options

- Standardized bins purchased through the City for curbside collection
- Bin supplied and chosen by each household for curbside collection

Optional question (79 responses, 120 skipped)

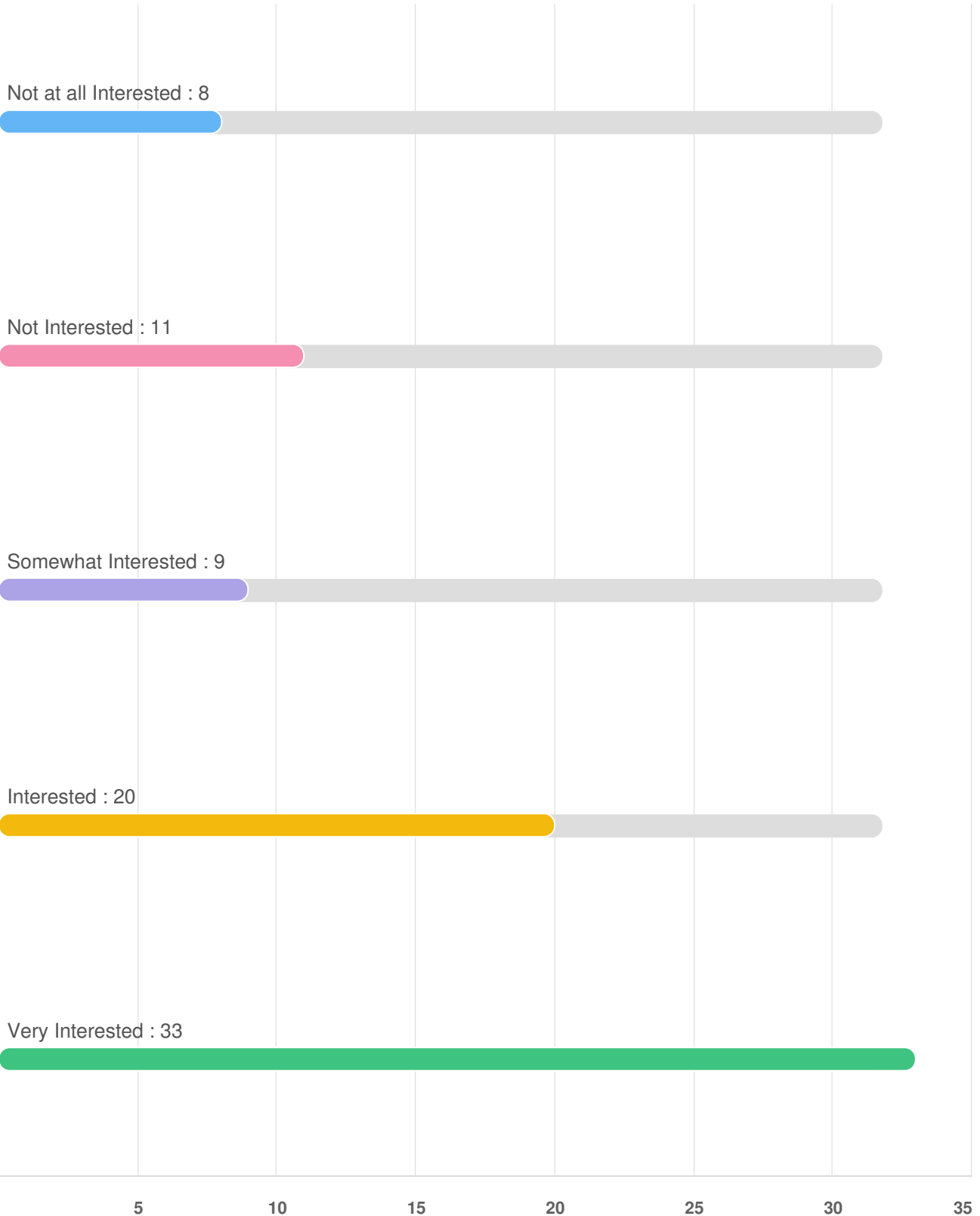
Q5 How interested are you in the City providing a standardized collection bin for Garbage and Organics Collection?



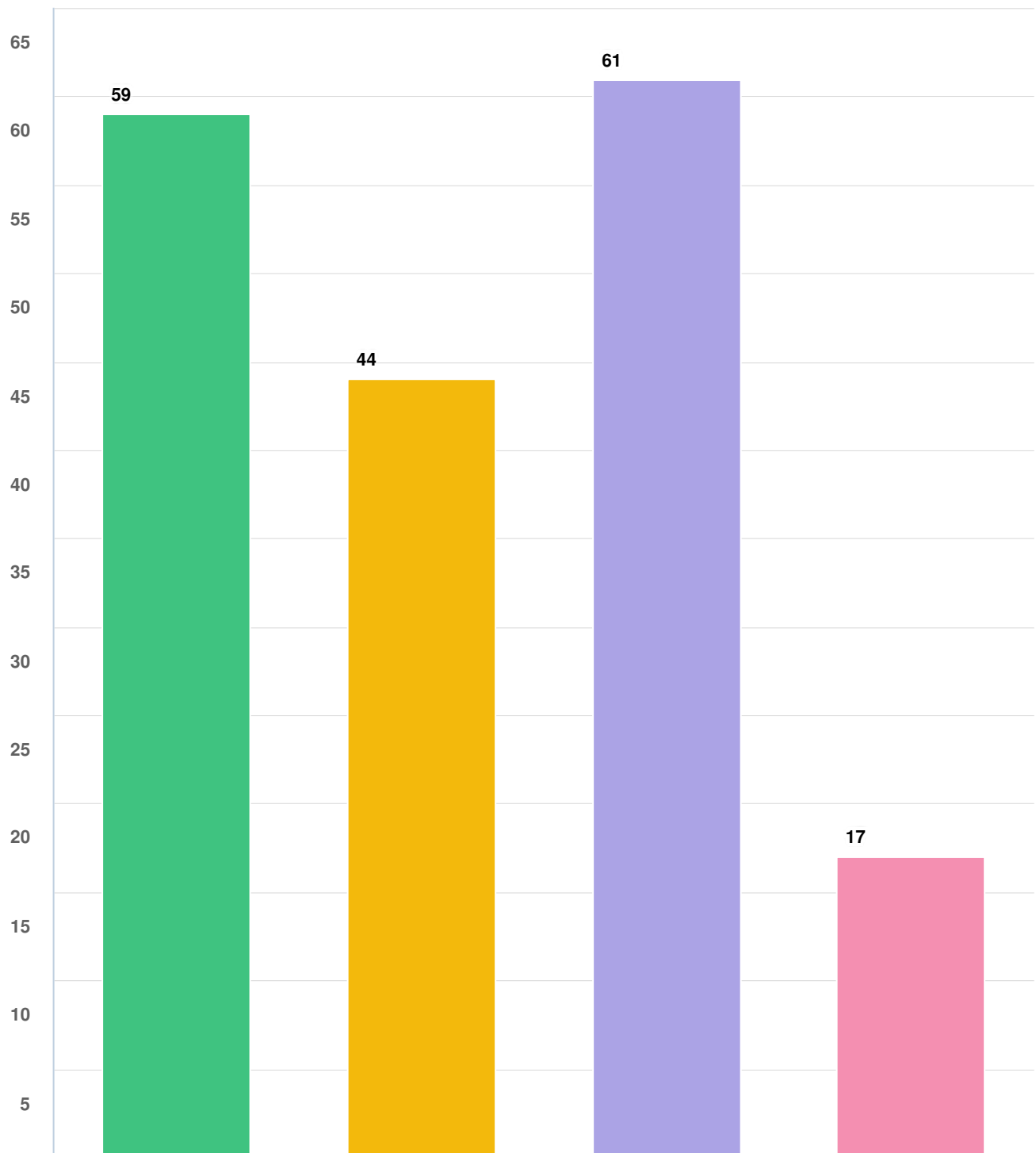
Optional question (81 responses, 118 skipped)

Q5 | How interested are you in the City providing a standardized collection bin for Garbage and Organics Collection?

Please select one.



Q6 What is important to you in a standardized curbside garbage bin? Select all that apply

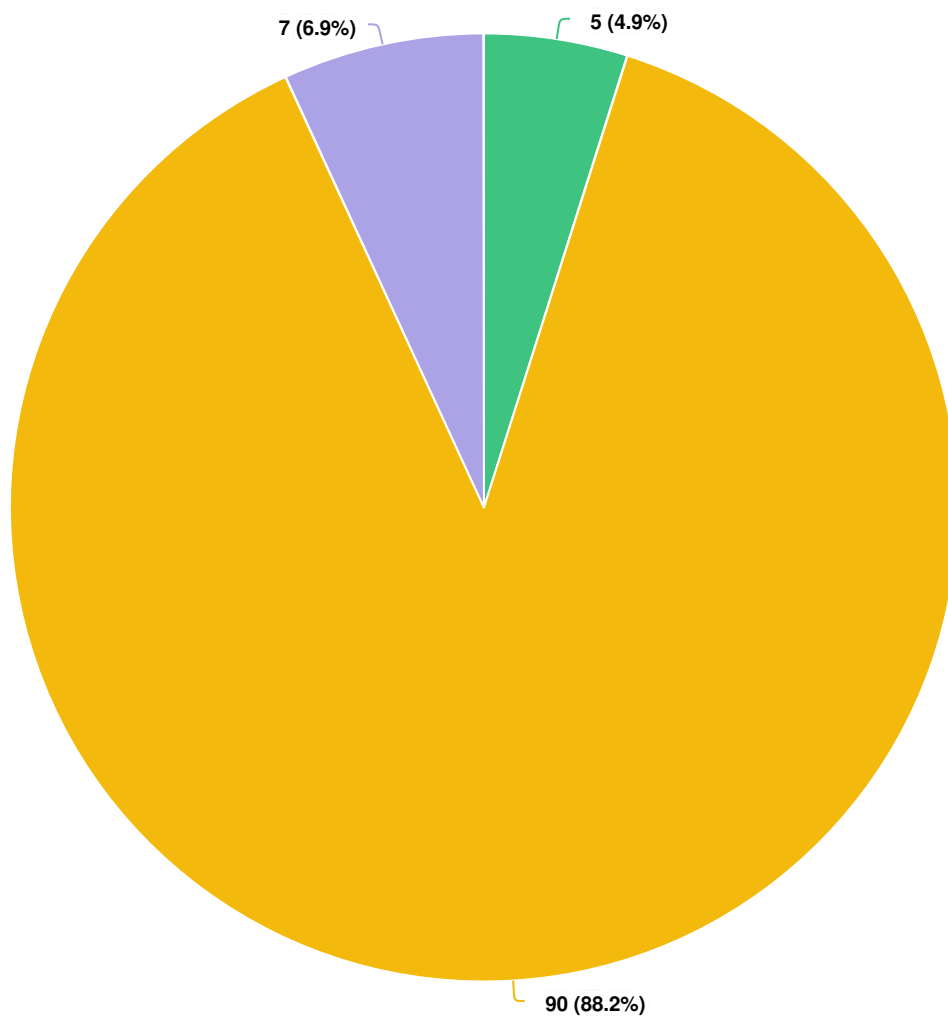


Question options

Other (If you selected other, please explain) Wildlife Resistant Low Cost Wheeled

Optional question (81 responses, 118 skipped)

Q7 Who collects your waste?



Question options

☐ Don't know ☐ Private Hauler ☐ The City

Optional question (102 responses, 97 skipped)

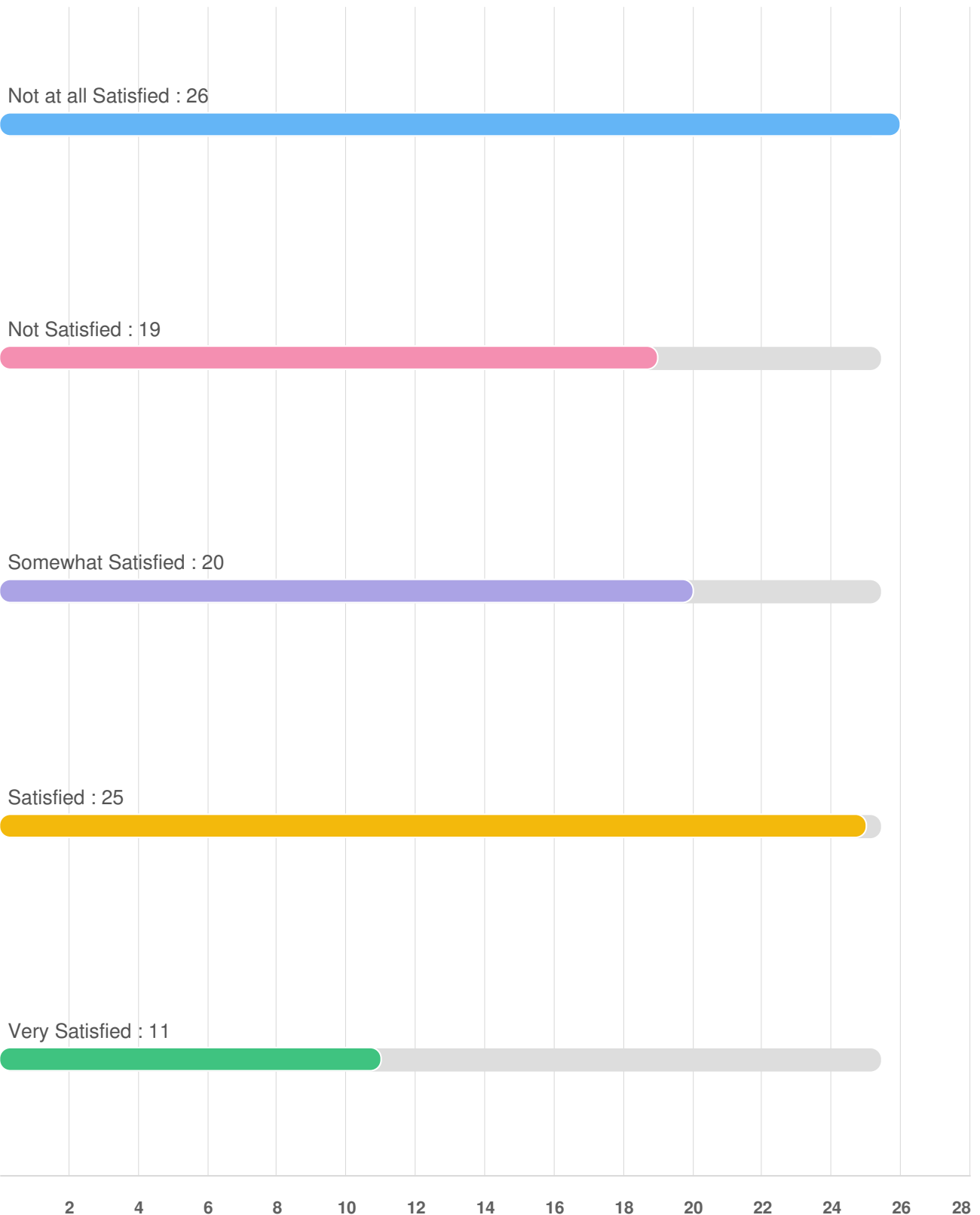
Q8 How satisfied are you with your current waste collection services?



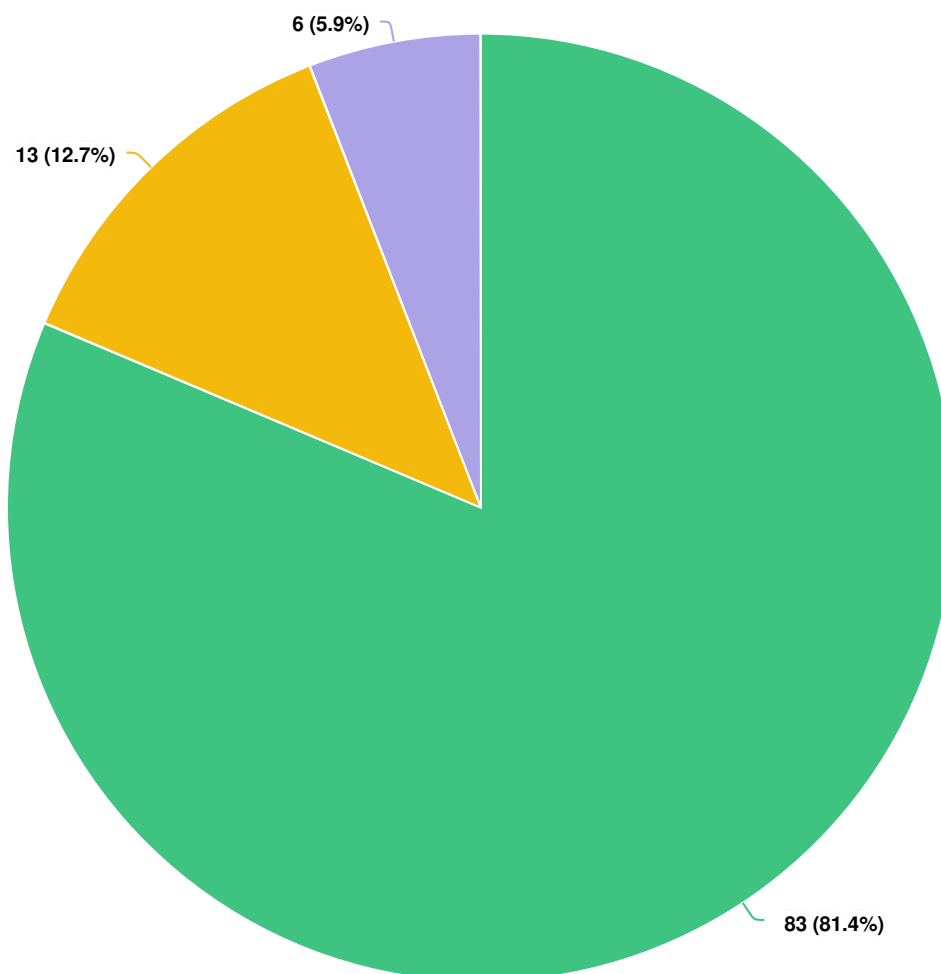
Optional question (101 responses, 98 skipped)

Q8 | How satisfied are you with your current waste collection services?

Please select one.



Q9 Does your building provide educational material on proper waste disposal practices?
(e.g. signs in the garbage room)



Question options

☐ Not Sure ☐ No ☐ Yes

Optional question (102 responses, 97 skipped)

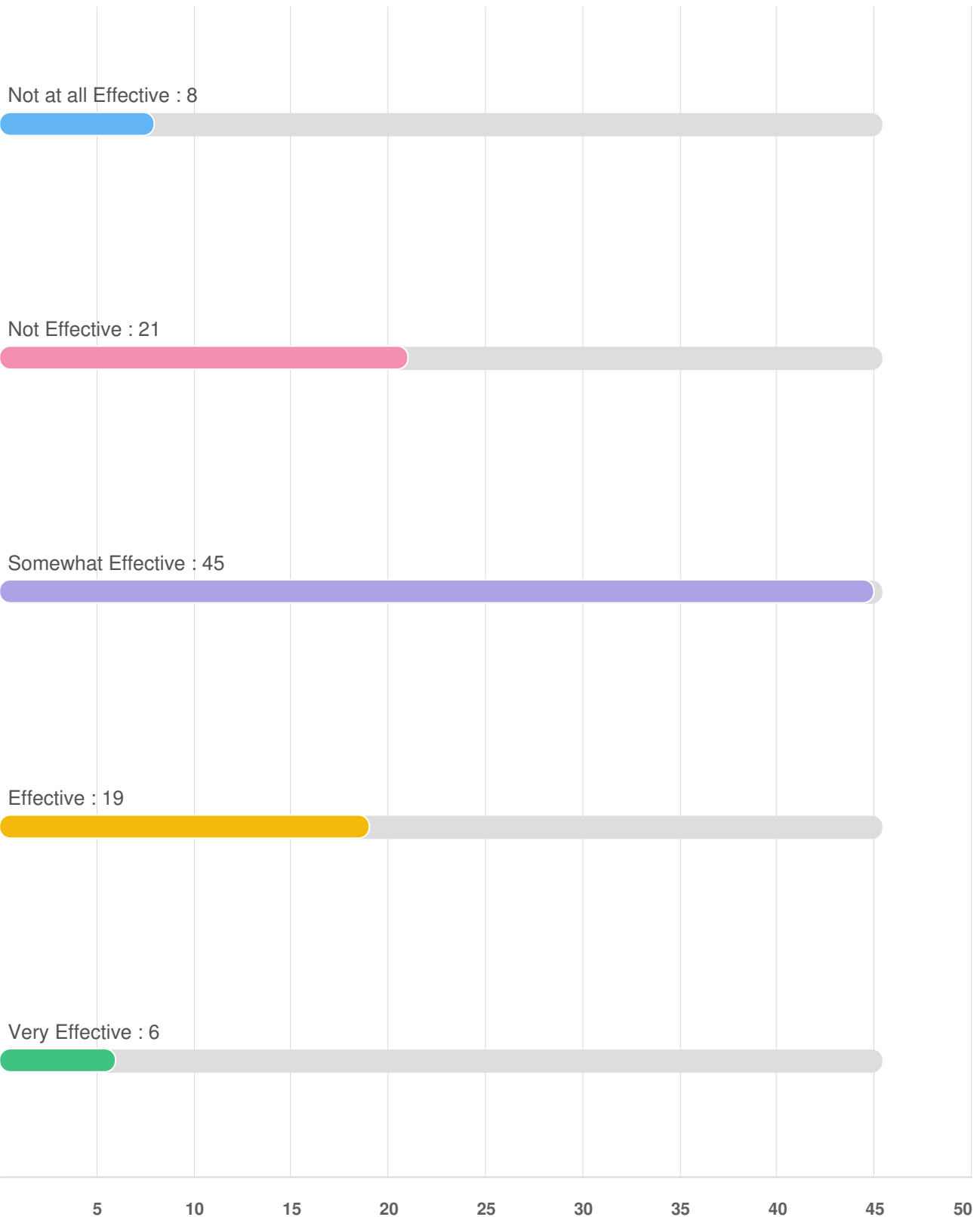
Q10 How effective do you think the educational materials provided in your waste collection area are?



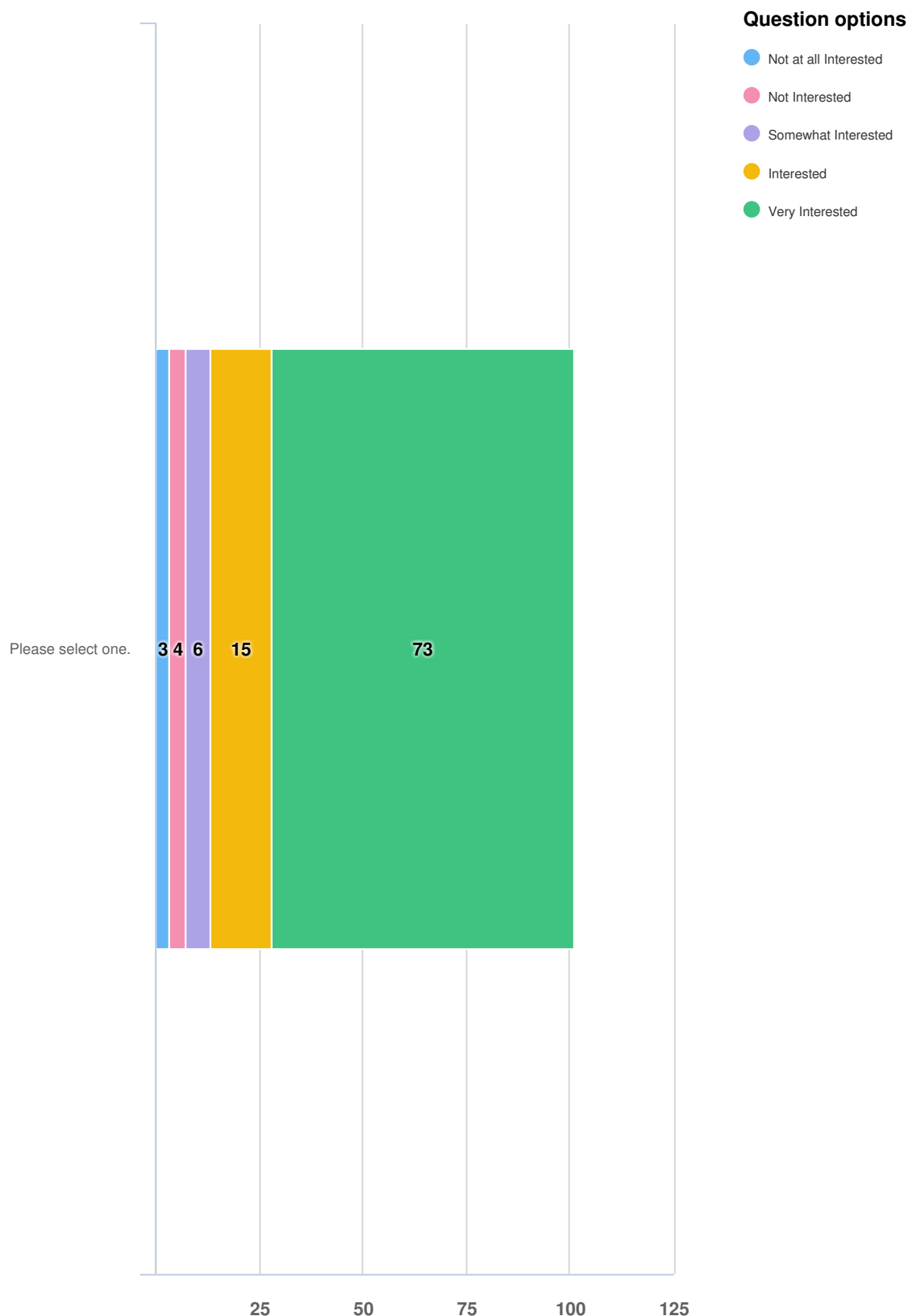
Optional question (99 responses, 100 skipped)

Q10 | How effective do you think the educational materials provided in your waste collection area are?

Please select one.



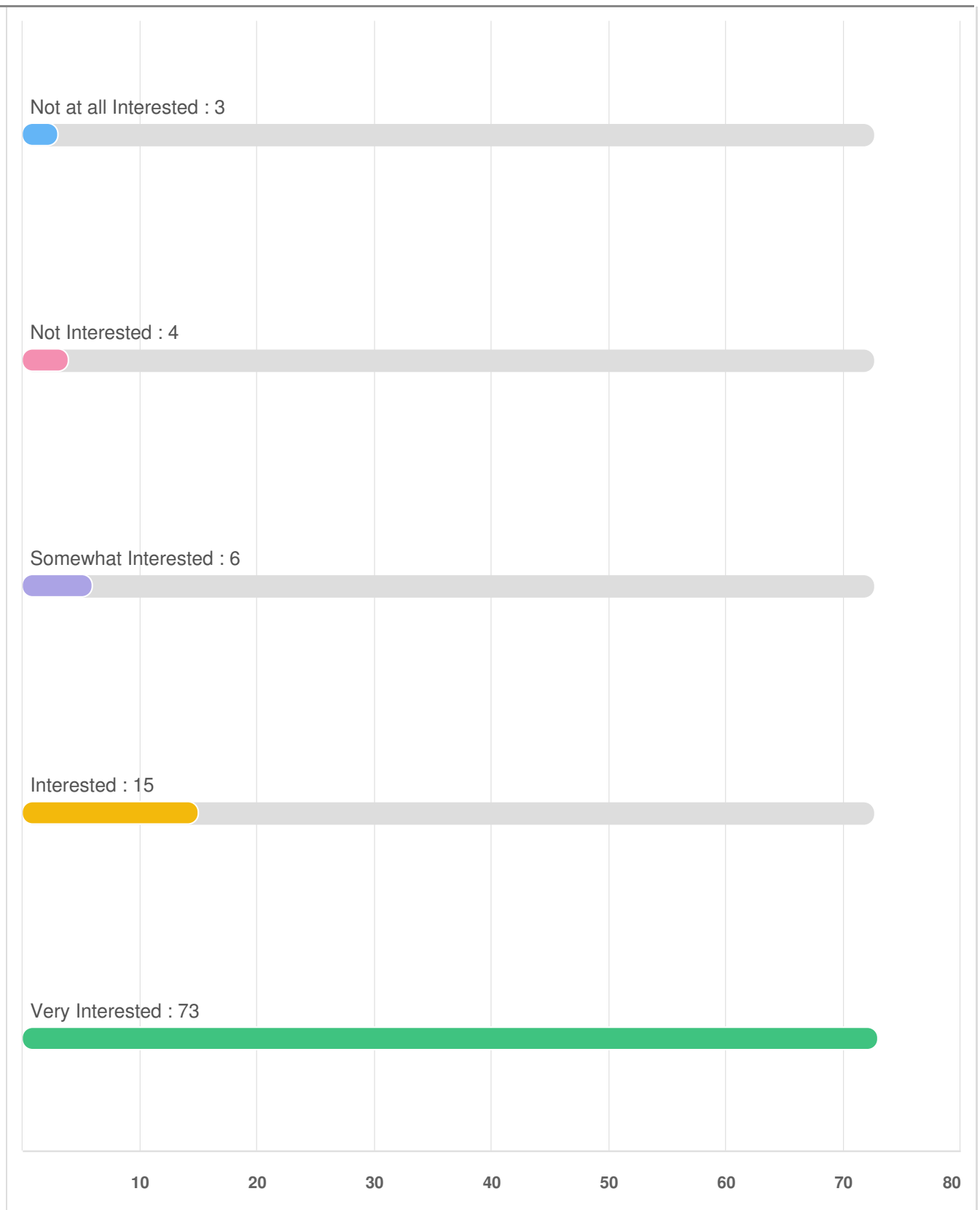
Q11 How interested are you in having the City manage collection services for your building?
(please note this may affect fees, collection day and set out requirements)



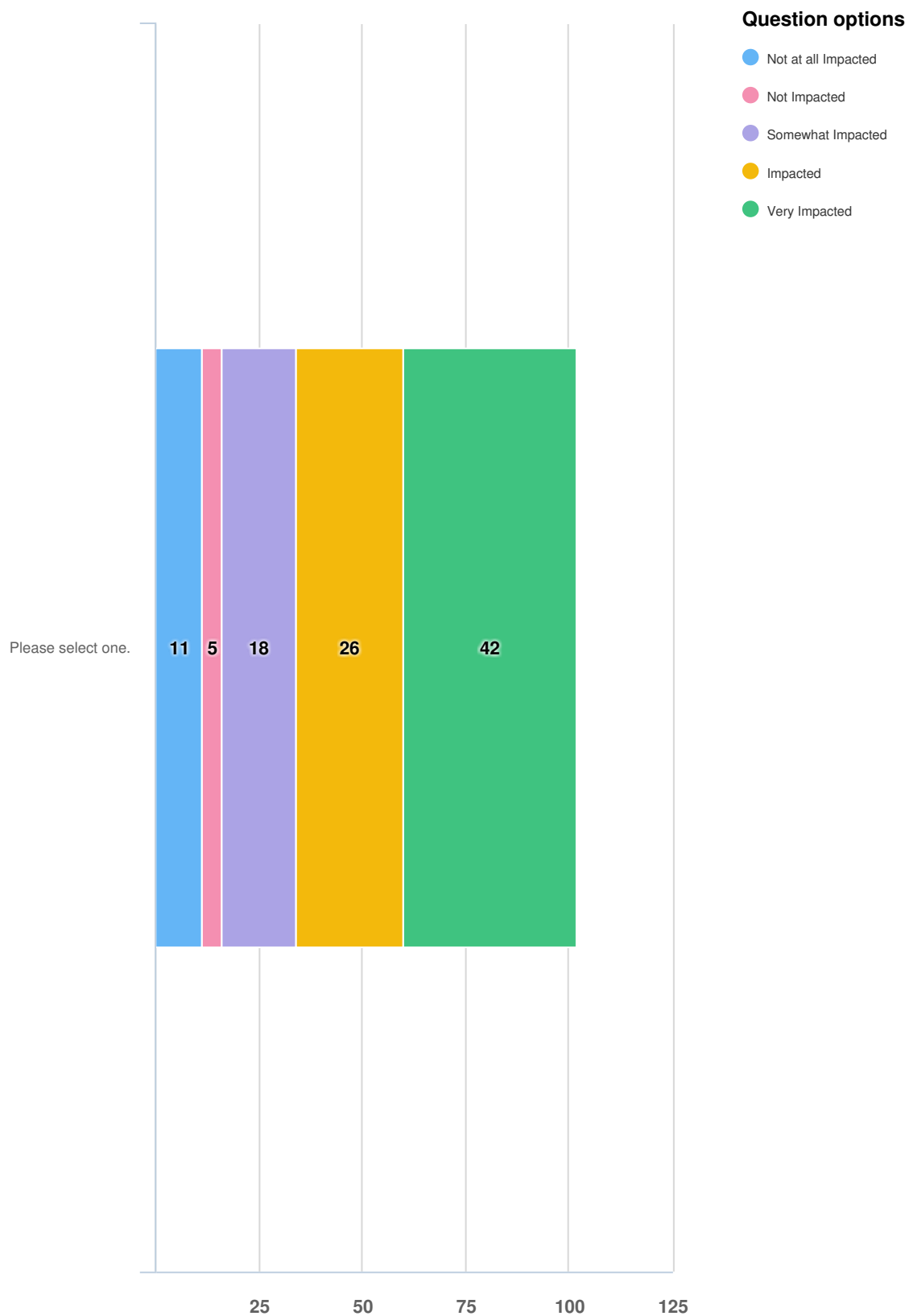
Optional question (101 responses, 98 skipped)

Q11 | How interested are you in having the City manage collection services for your building? (please note this may affect fees, collection day and set out requirements)

Please select one.



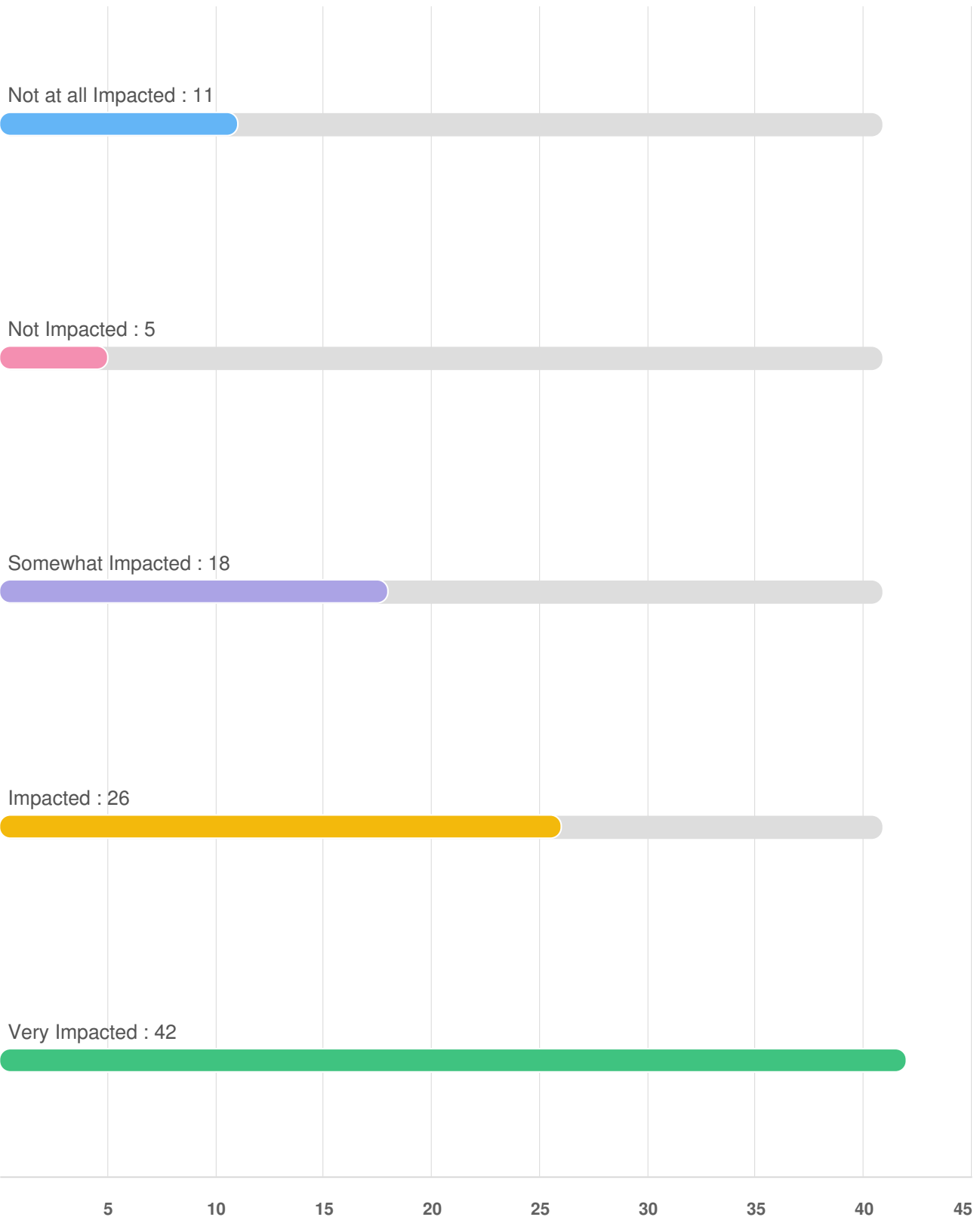
Q12 | Does Hauler Traffic (current number of collection vehicles on the road) impact your day-to-day living?



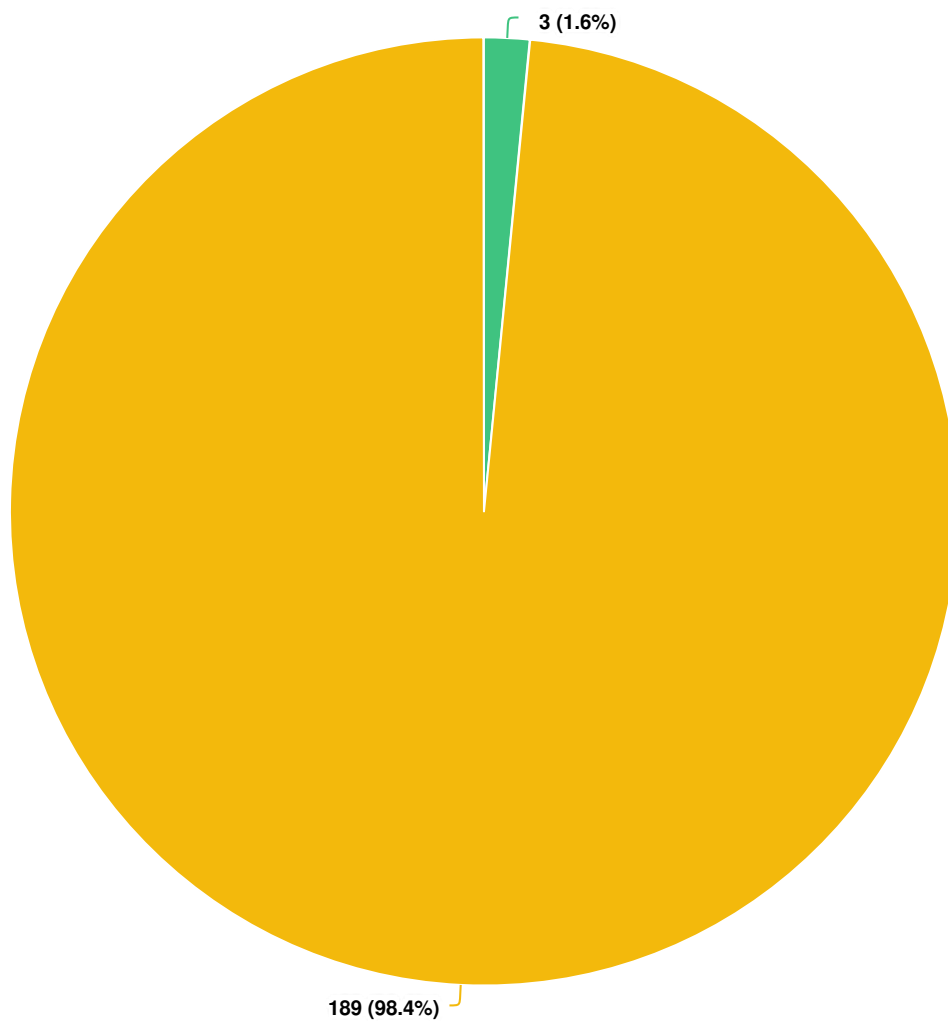
Optional question (102 responses, 97 skipped)

Q12 | Does Hauler Traffic (current number of collection vehicles on the road) impact your day-to-day living?

Please select one.



Q13 Do you own or operate a business in White Rock?

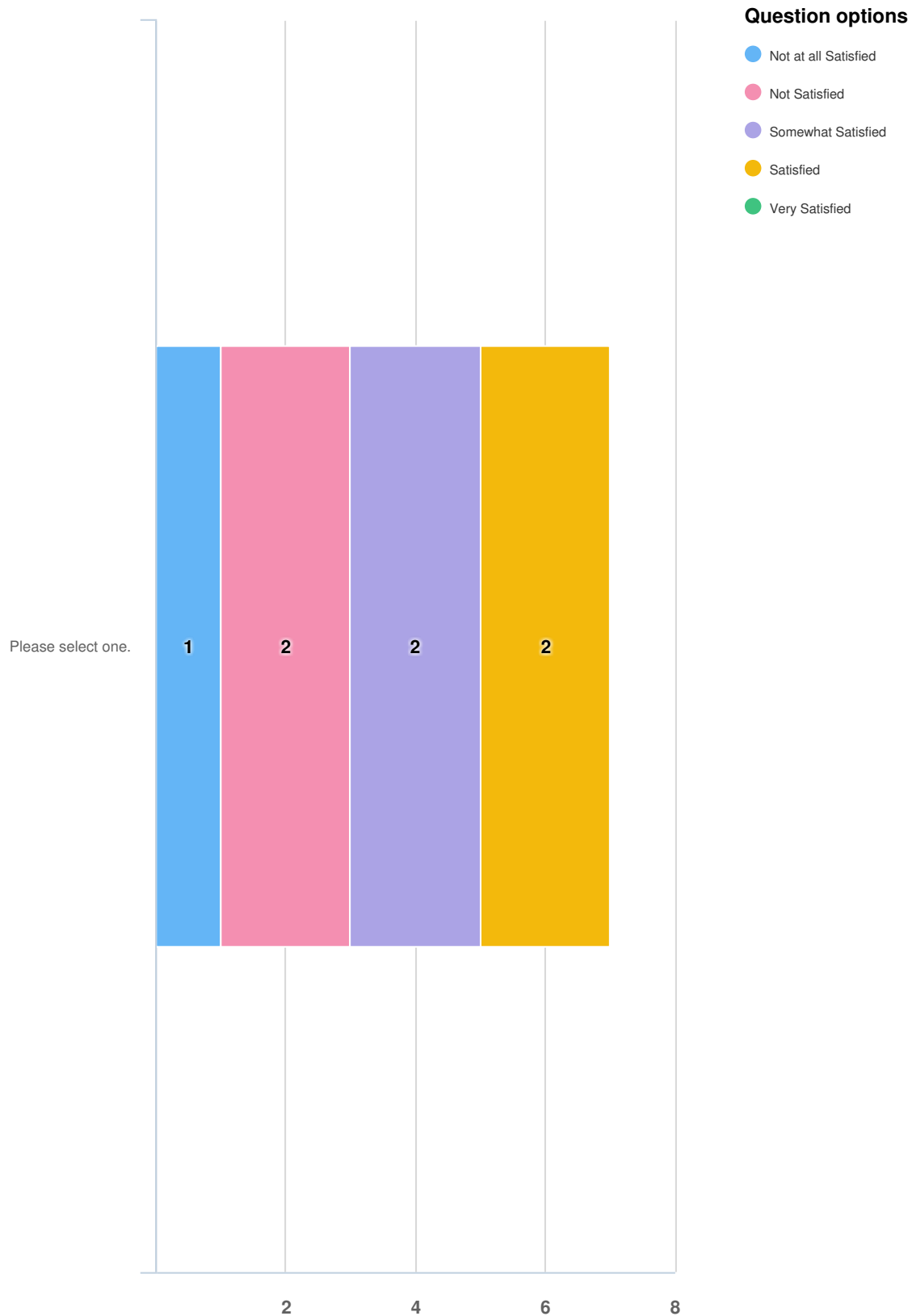


Question options

☐ No ☐ Yes

Optional question (192 responses, 7 skipped)

Q14 How satisfied are you with your current waste collection services?



Optional question (7 responses, 192 skipped)

Q14 | How satisfied are you with your current waste collection services?

Please select one.

Not at all Satisfied : 1



Not Satisfied : 2



Somewhat Satisfied : 2



Satisfied : 2



Very Satisfied : 0

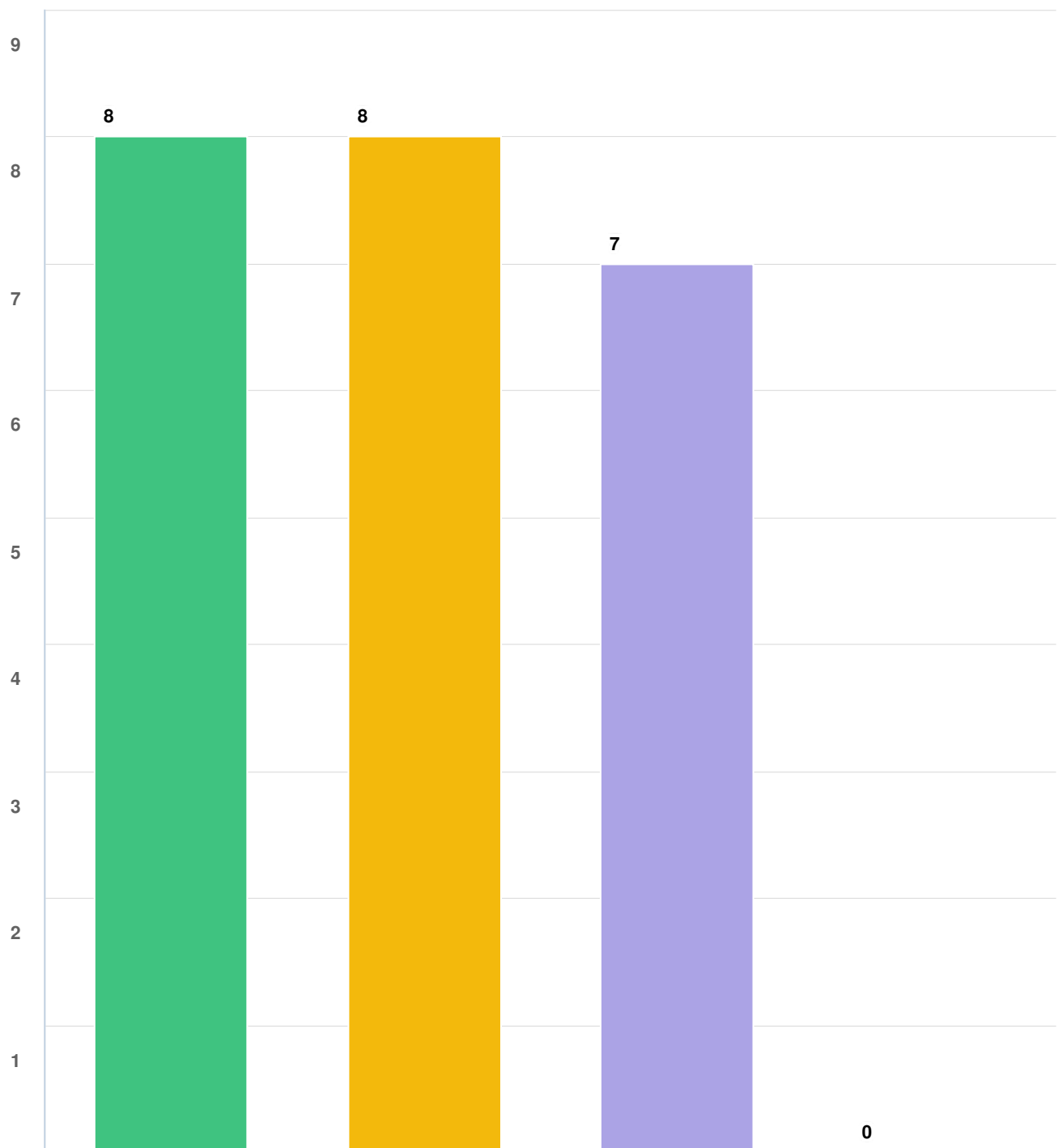


1

2

3

Q15 Which materials are collected for processing/final disposal at your business?



Question options

- Other (If you selected other, please indicate which additional materials are collected) Organics Recycling Garbage

Optional question (8 responses, 191 skipped)

Q16 What would you like to see done differently, if anything?

Anonymous

2/24/2020 04:59 PM

I would like the City to pick up and charge er units in a building

Anonymous

2/24/2020 05:01 PM

Less noise and traffic

Anonymous

2/24/2020 05:06 PM

Collection sites and cost of collections for 3 (20 units) strata's using one site and one cost. Sharing cost of service for collection.

Anonymous

2/24/2020 05:12 PM

Better education of what can go in/can't. Best way to leave things in bin/how. Some common questions from staff: "should i rinse recycling?" "where do compostable plastics go?" "can I put recyclables in plastic garbage bags?"

Anonymous

2/26/2020 04:42 PM

We were forced to accept a commercial option and although the company is good - we pay far more now than we had with the City of WR picking up!

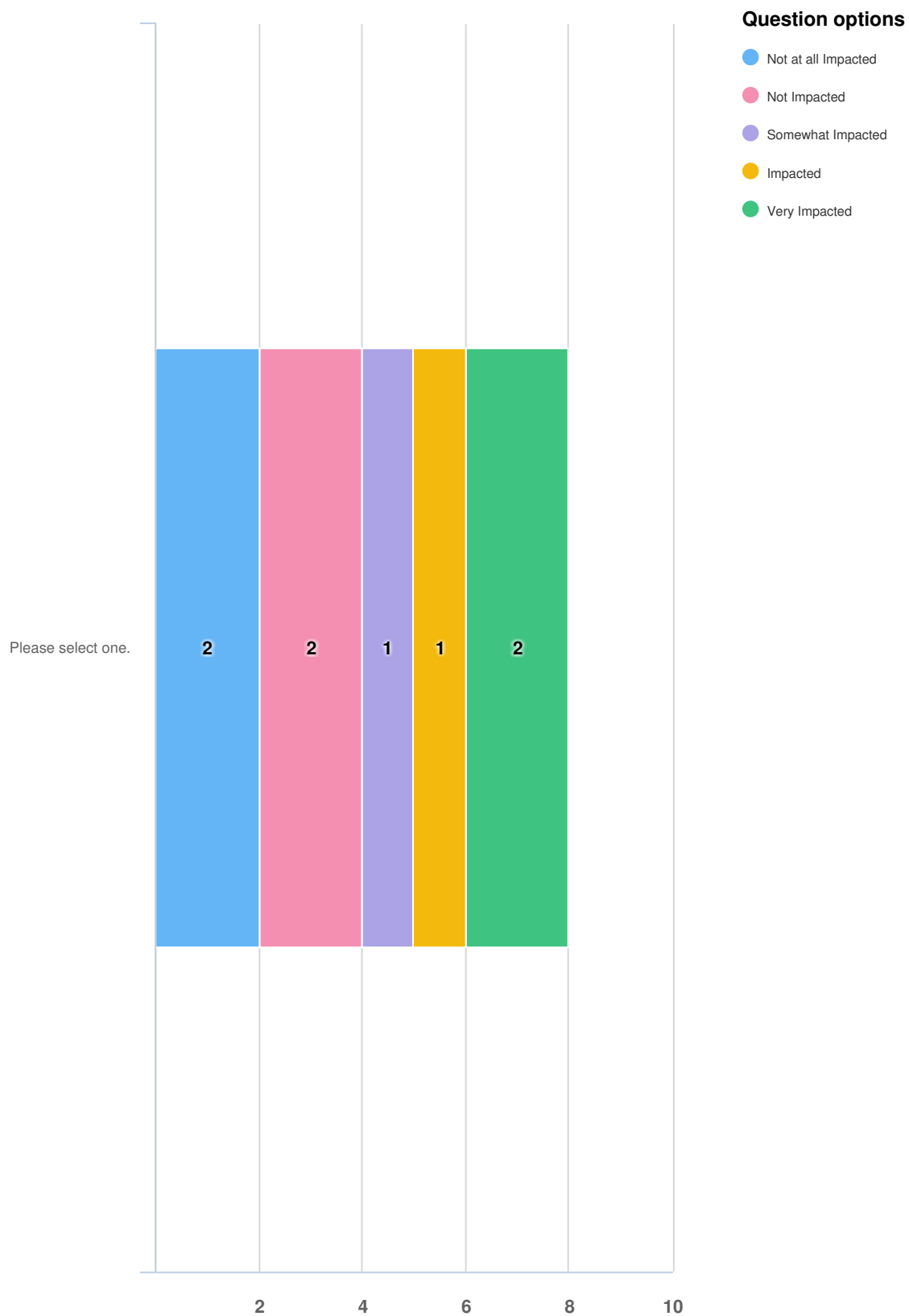
Anonymous

2/28/2020 09:09 PM

Unified waste contract

Optional question (6 responses, 193 skipped)

Q17 Does Hauler Traffic (current number of collection vehicles on the road) impact your customers or day-to-day business?



Optional question (8 responses, 191 skipped)

Q17 | Does Hauler Traffic (current number of collection vehicles on the road) impact your customers or day-to-day business?

Please select one.

Not at all Impacted : 2



Not Impacted : 2



Somewhat Impacted : 1



Impacted : 1



Very Impacted : 2



1

2

3

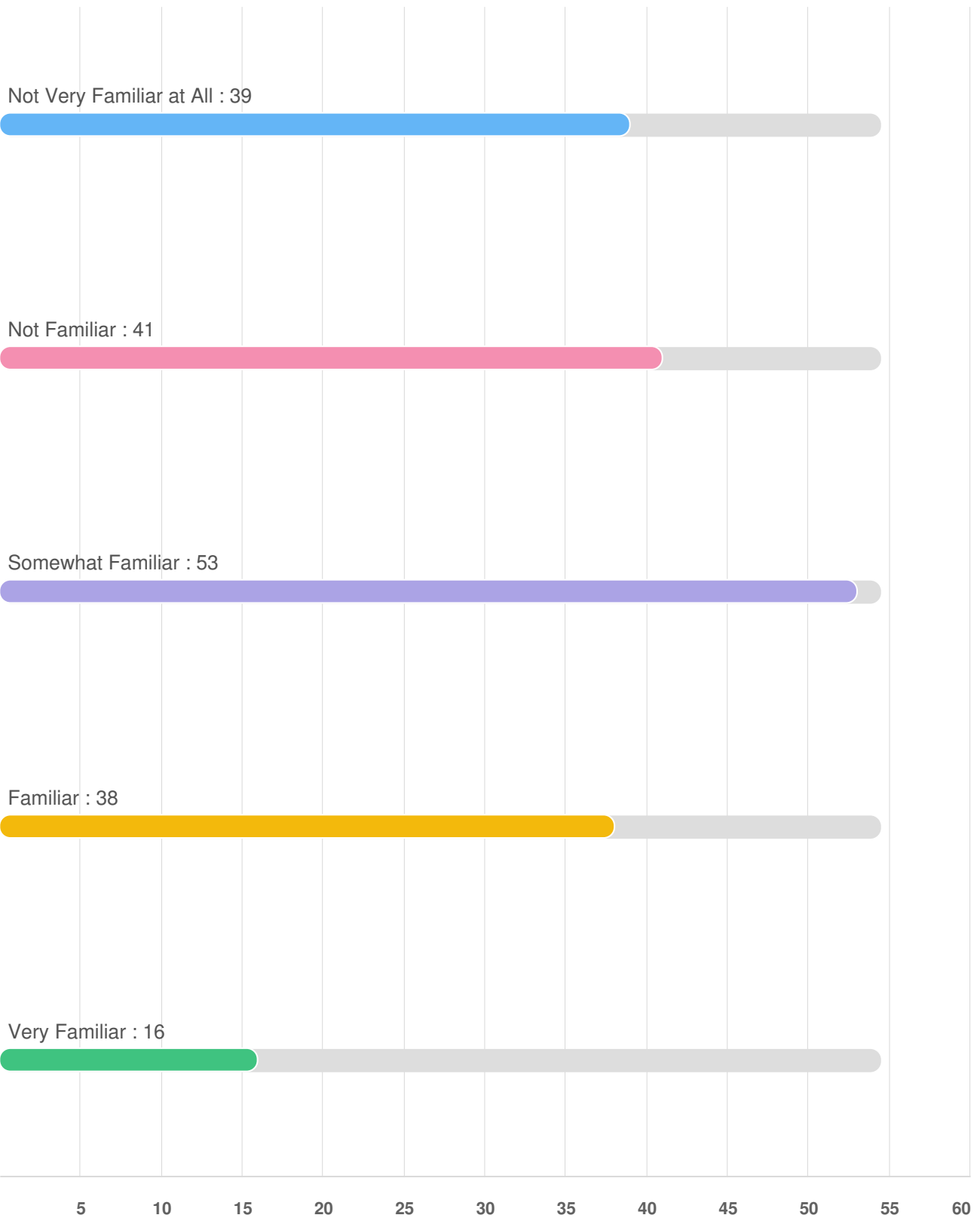
Q18 How familiar are you with the City's Solid Waste Management Bylaw?



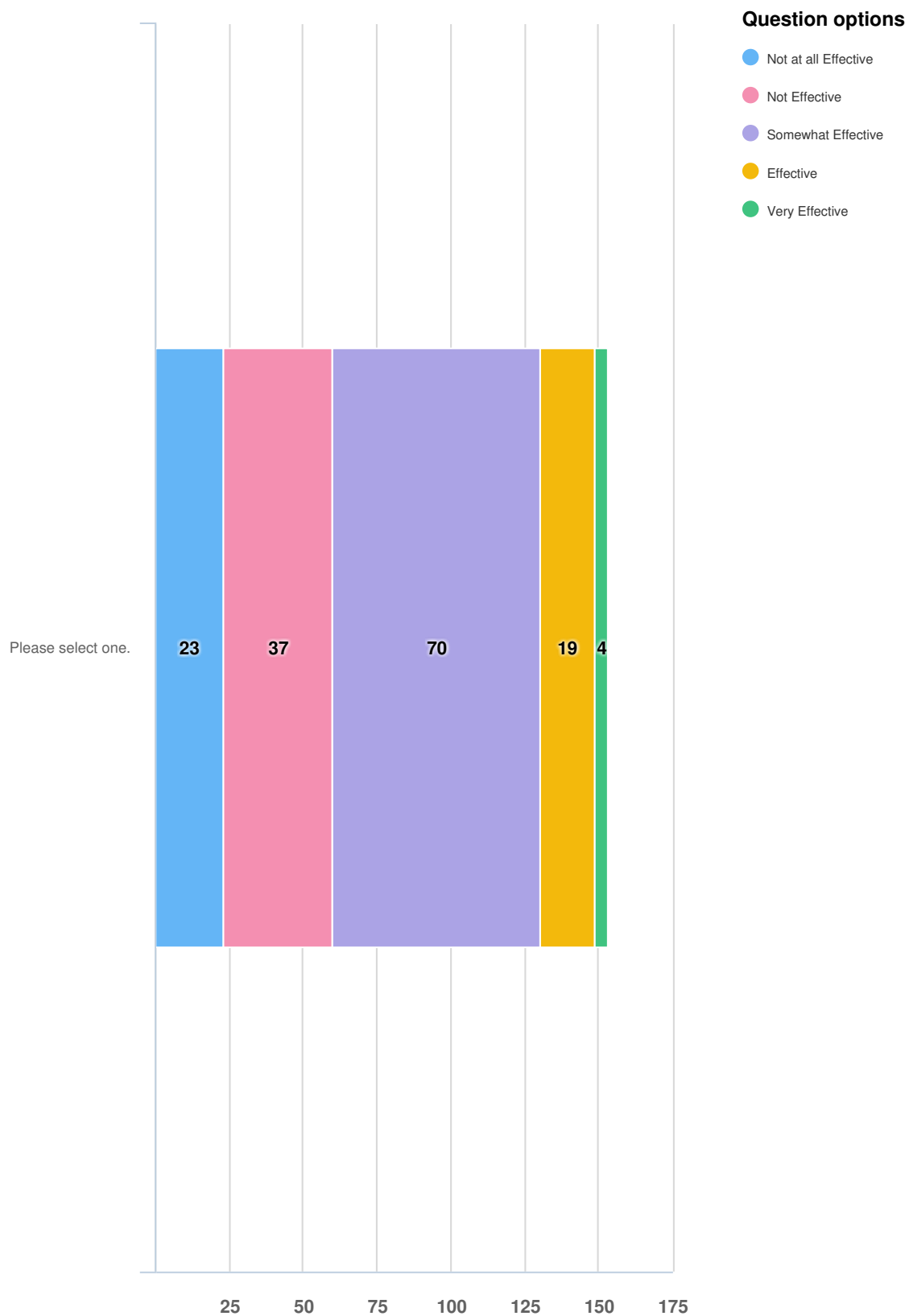
Optional question (187 responses, 12 skipped)

Q18 How familiar are you with the City's Solid Waste Management Bylaw?

Please select one.



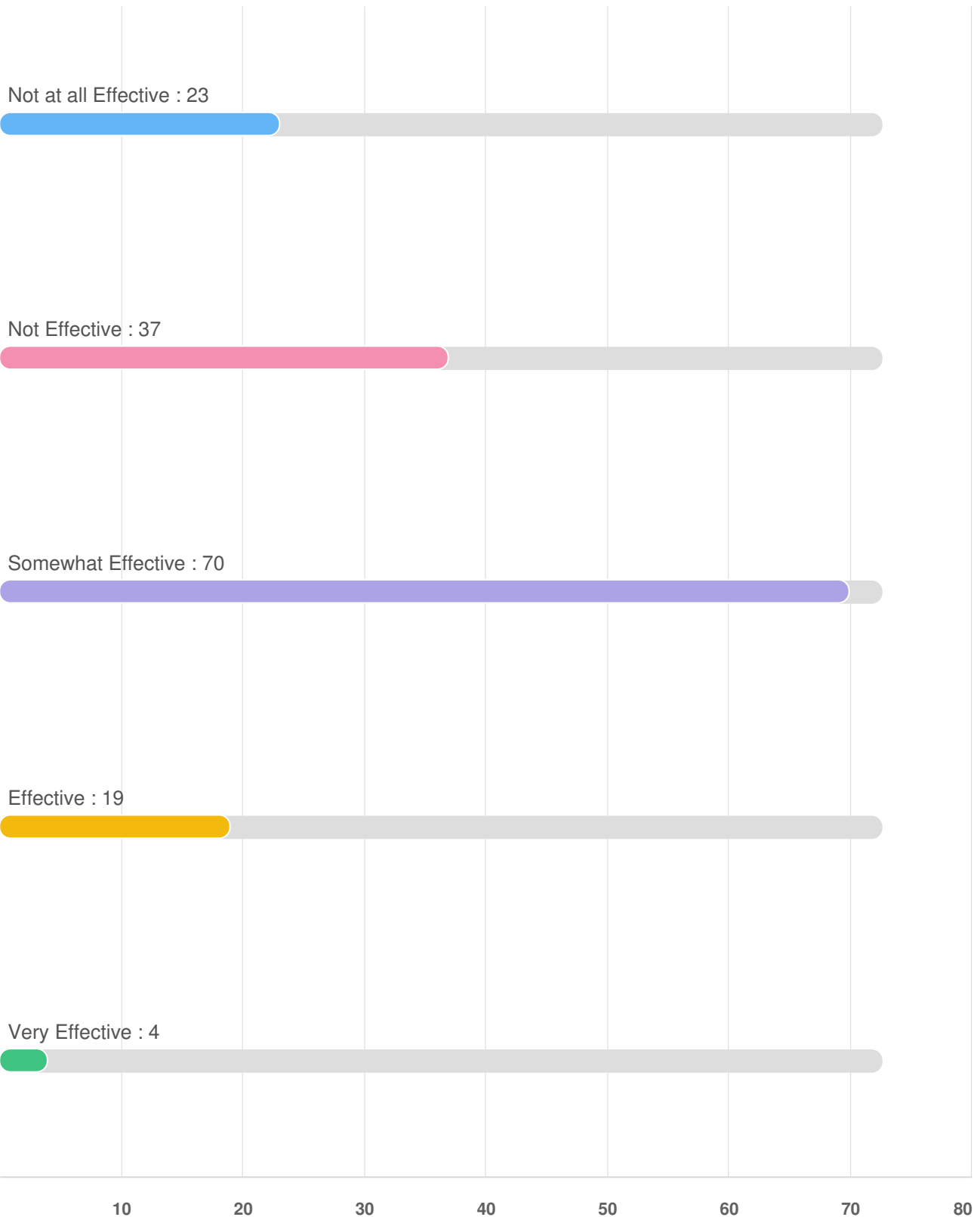
Q19 | The City fines for Solid Waste Bylaw infractions. How effective do you think the City is at enforcing Solid Waste Bylaw Infractions?



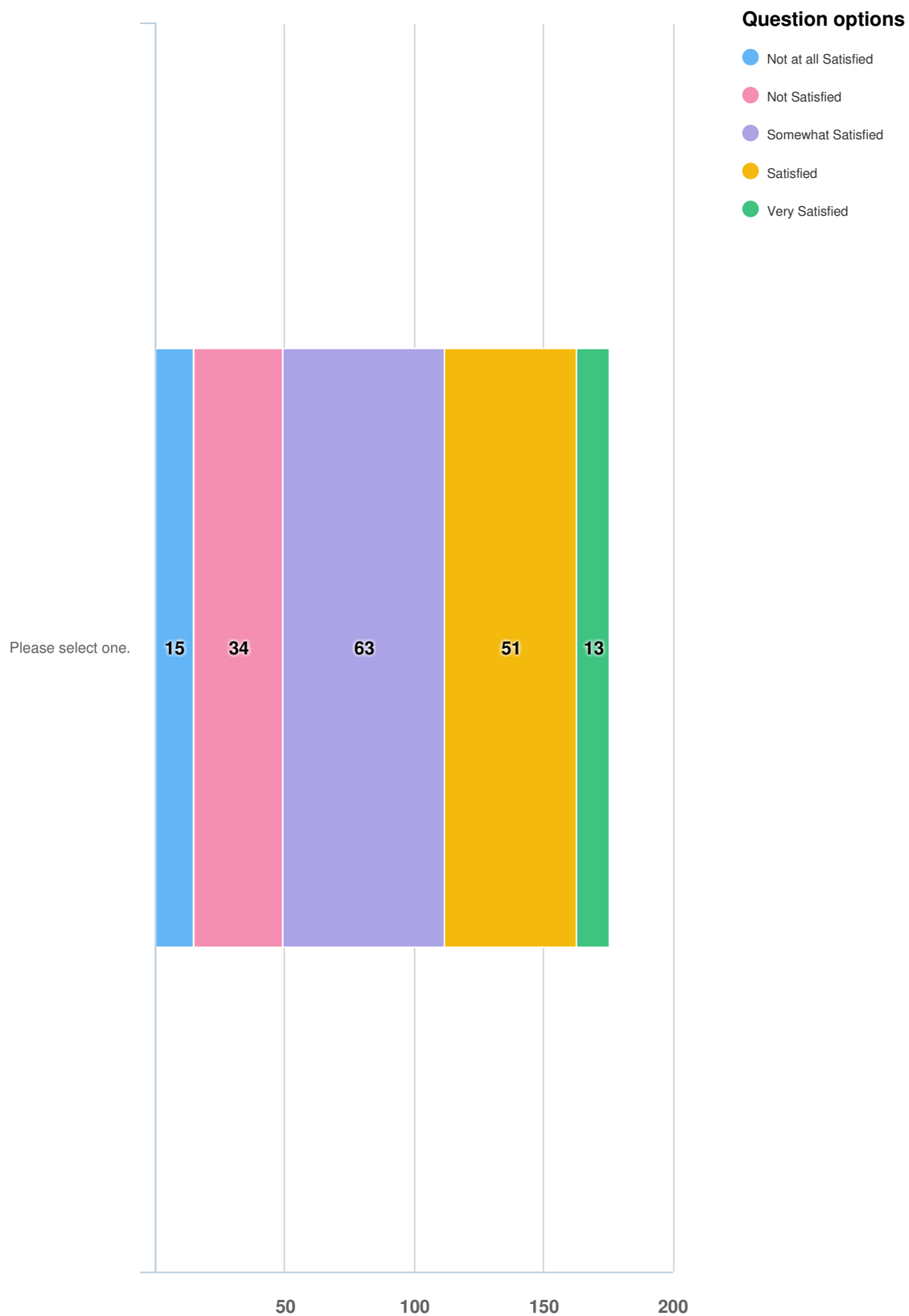
Optional question (153 responses, 46 skipped)

Q19 | The City fines for Solid Waste Bylaw infractions. How effective do you think the City is at enforcing Solid Waste Bylaw Infractions?

Please select one.



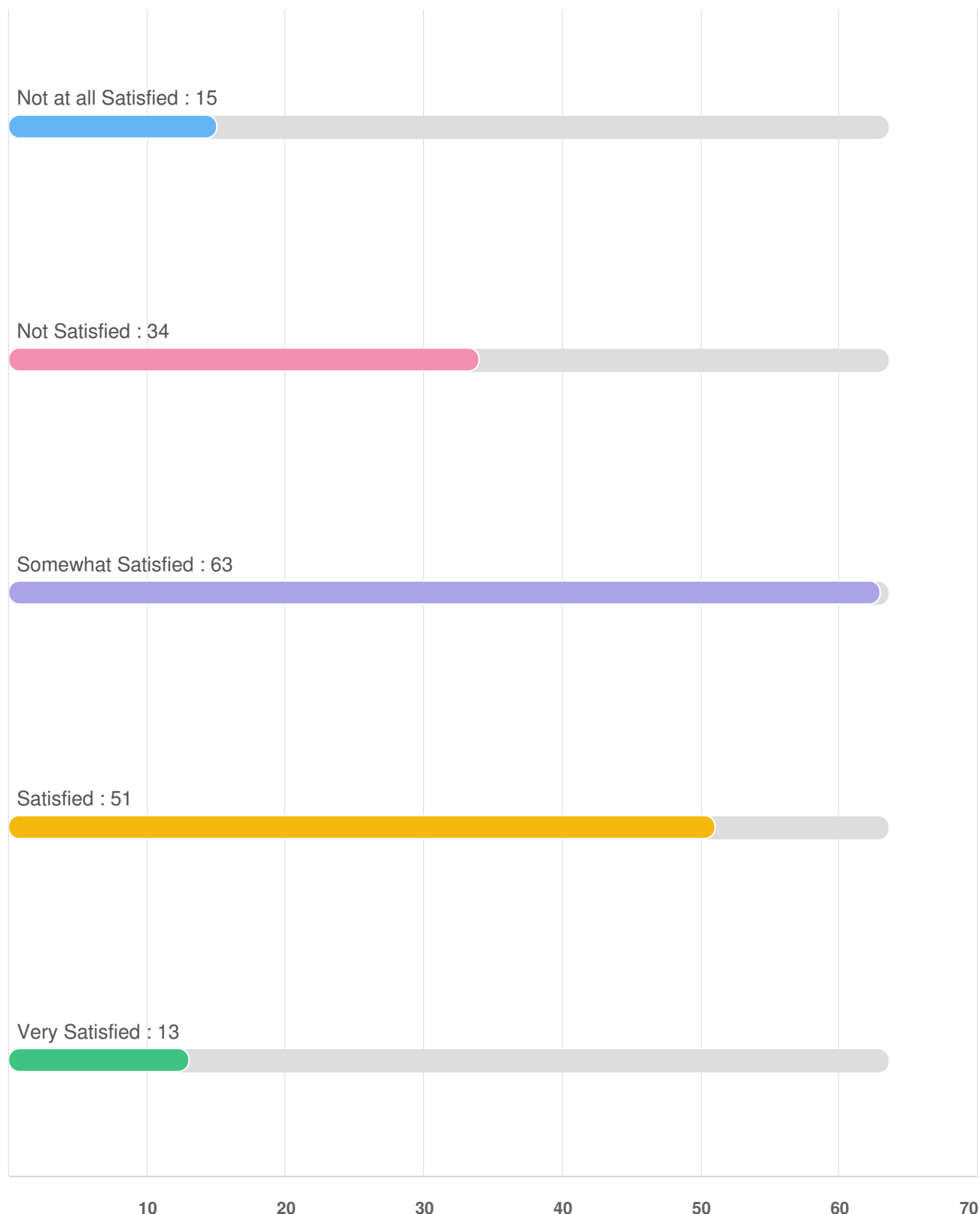
Q20 How satisfied are you with the educational material provided by the City relating to waste collection services?



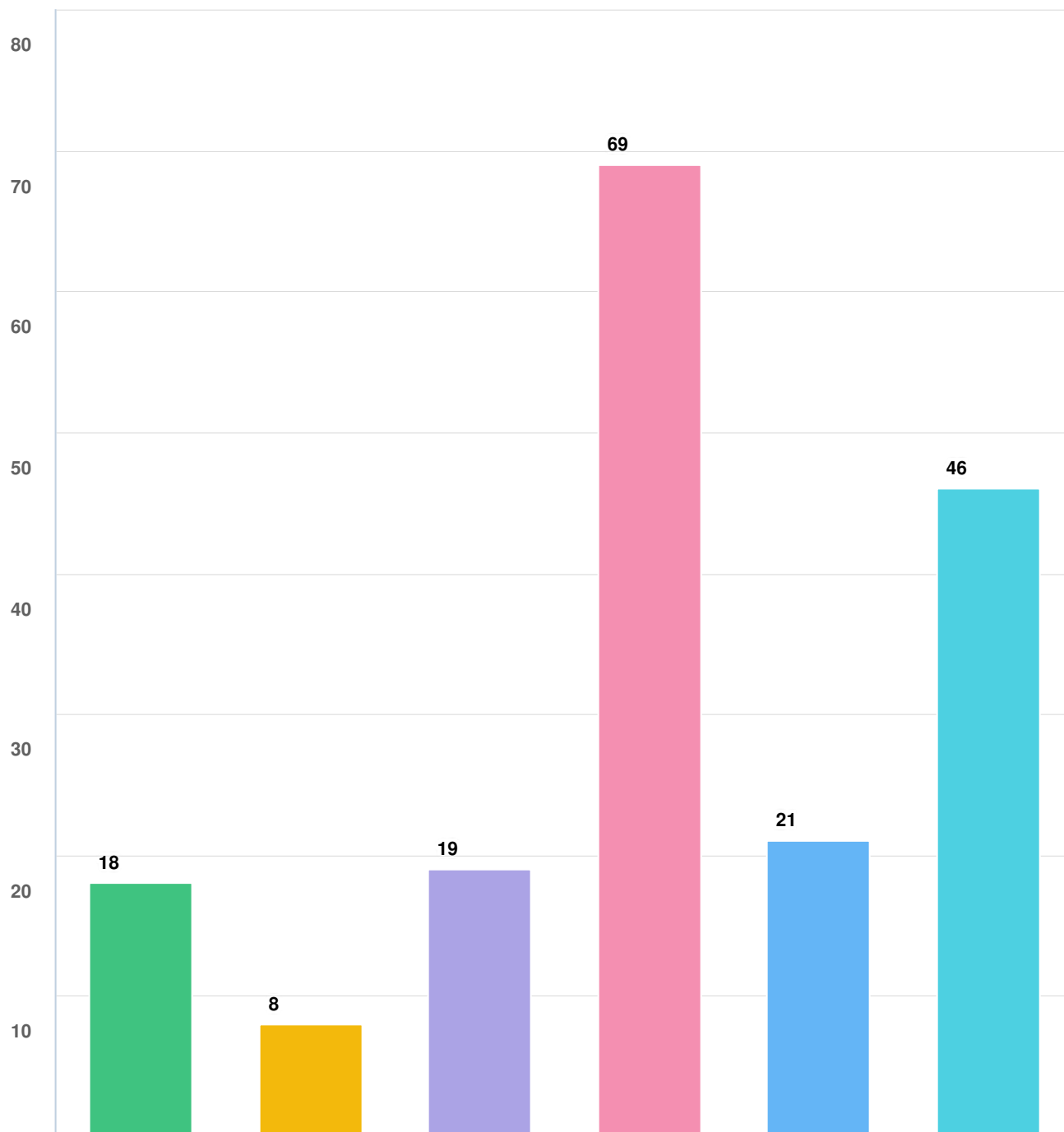
Optional question (176 responses, 23 skipped)

Q20 | How satisfied are you with the educational material provided by the City relating to waste collection services?

Please select one.



Q21 The City has a solid waste app that provides waste collection schedule reminders and a materials search tool for residents. Do you use the “My Schedule” or “Put Waste In Its Place” features in the app?



Question options

- I Was Unaware of the “Put Waste In Its Place” Feature
 ● I Was Unaware of the “Get Reminder” Feature
- No, I don’t use either feature
 ● Yes, I use the Both Features
 ● Yes, I use the “Put Waste In Its Place” Feature, Only
- Yes, I use the “Get Reminder” Feature, Only

Optional question (181 responses, 18 skipped)

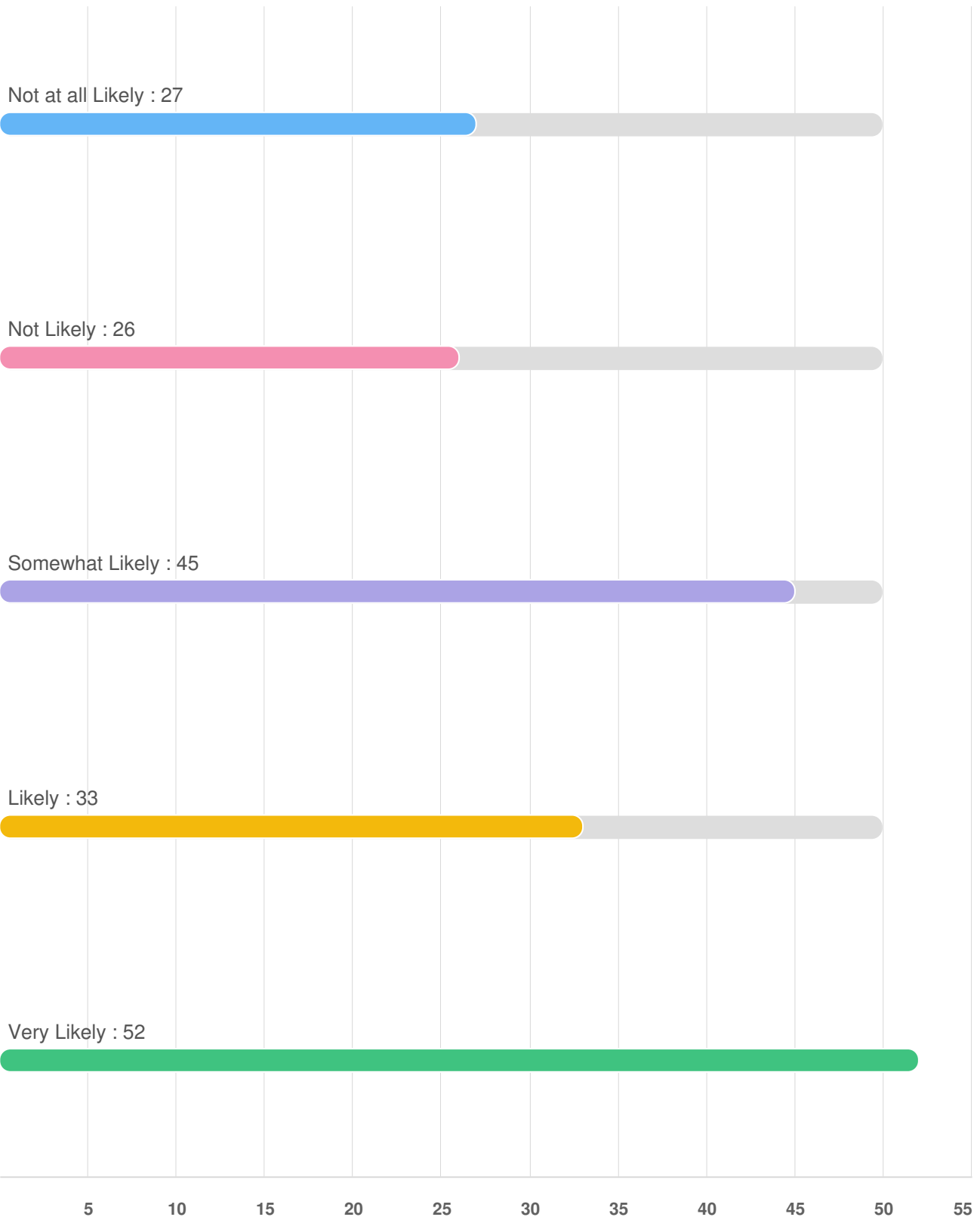
Q22 How likely are you to use the City's solid waste collection app in the future?



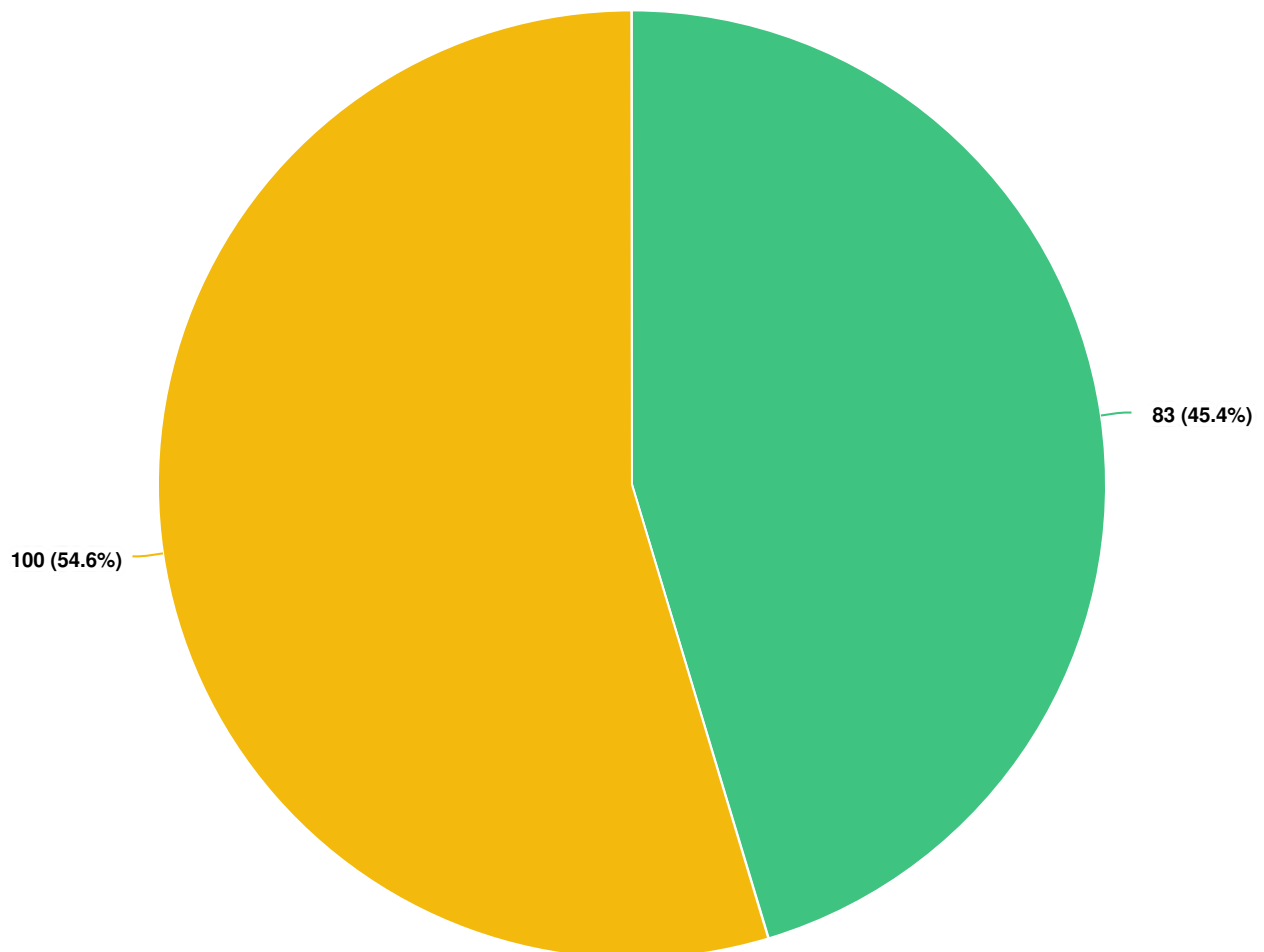
Optional question (183 responses, 16 skipped)

Q22 How likely are you to use the City's solid waste collection app in the future?

Please select one.



Q23 Have you visited the City's solid waste website?

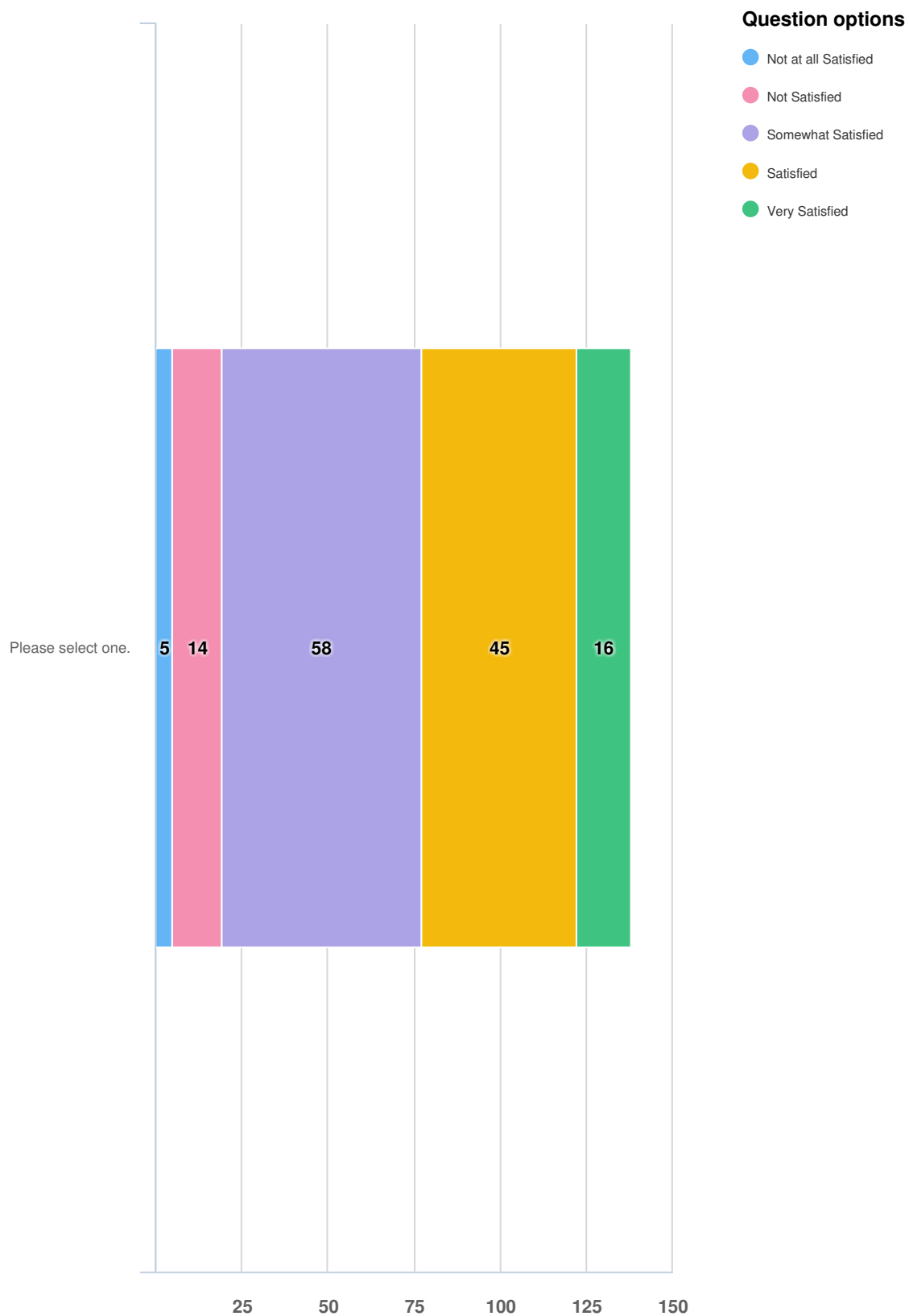


Question options

☐ No ☐ Yes

Optional question (183 responses, 16 skipped)

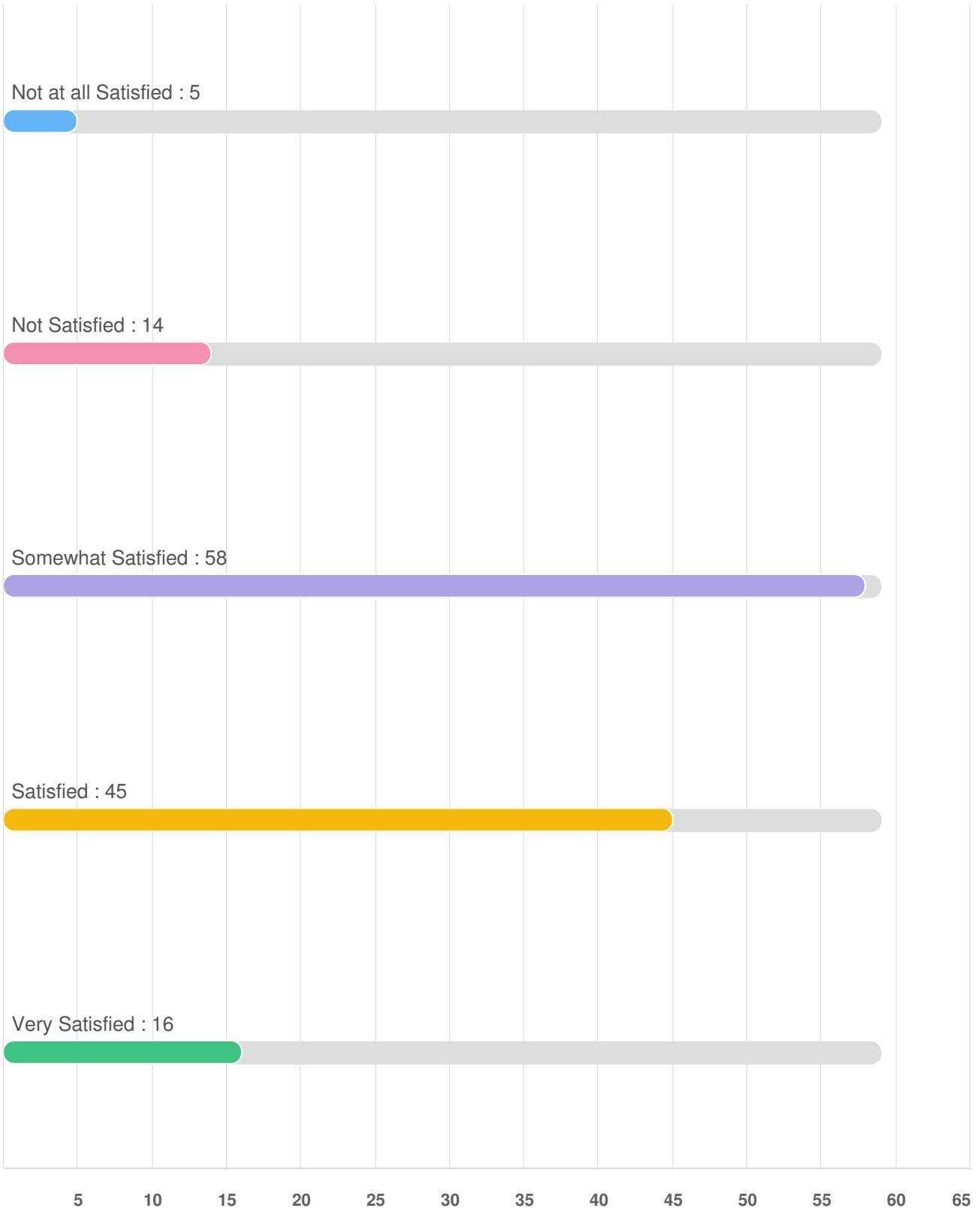
Q24 How satisfied are you with the Garbage, Recycling and Green Can Program section of the City's website?



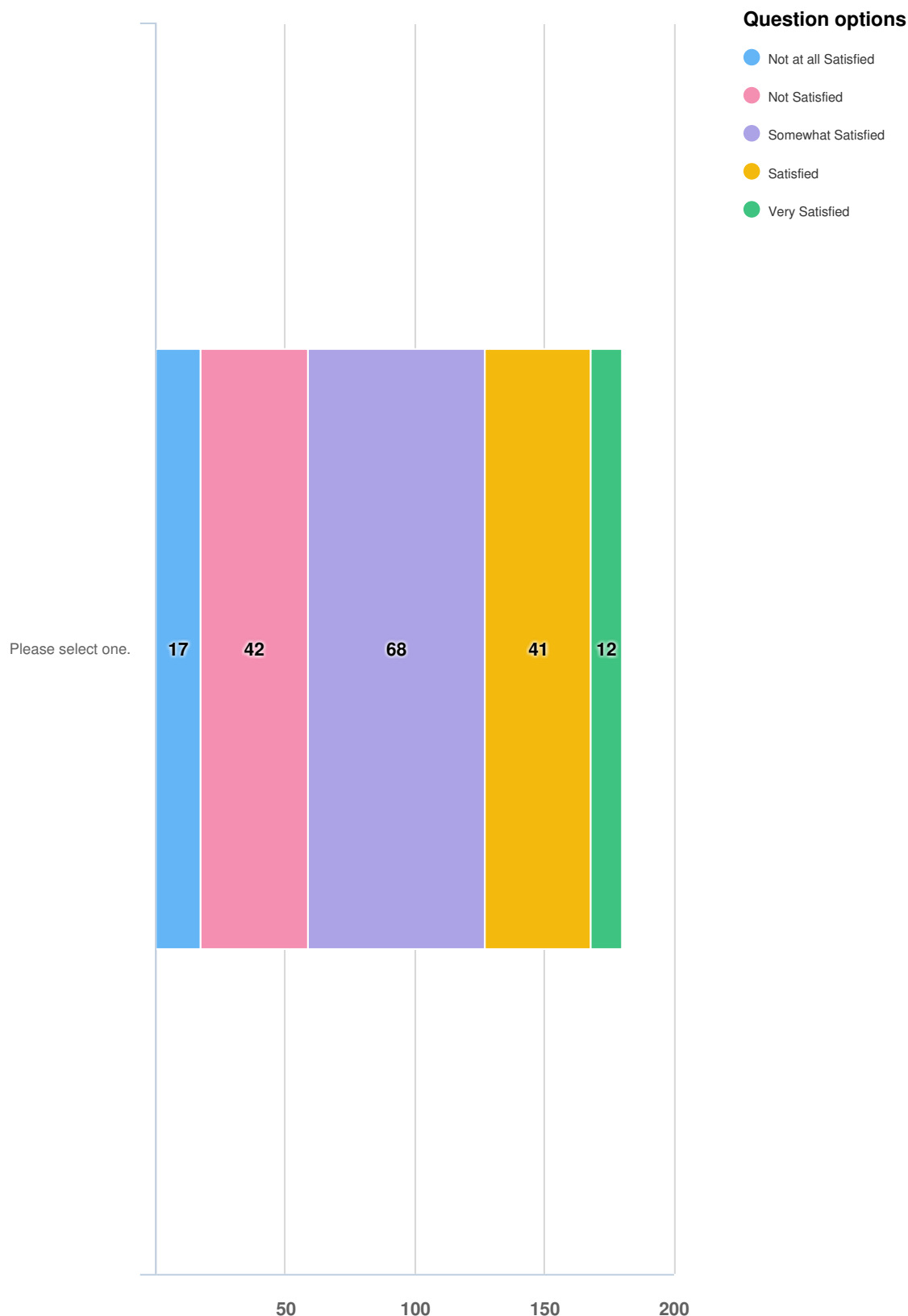
Optional question (138 responses, 61 skipped)

Q24 | How satisfied are you with the Garbage, Recycling and Green Can Program section of the City's website?

Please select one.



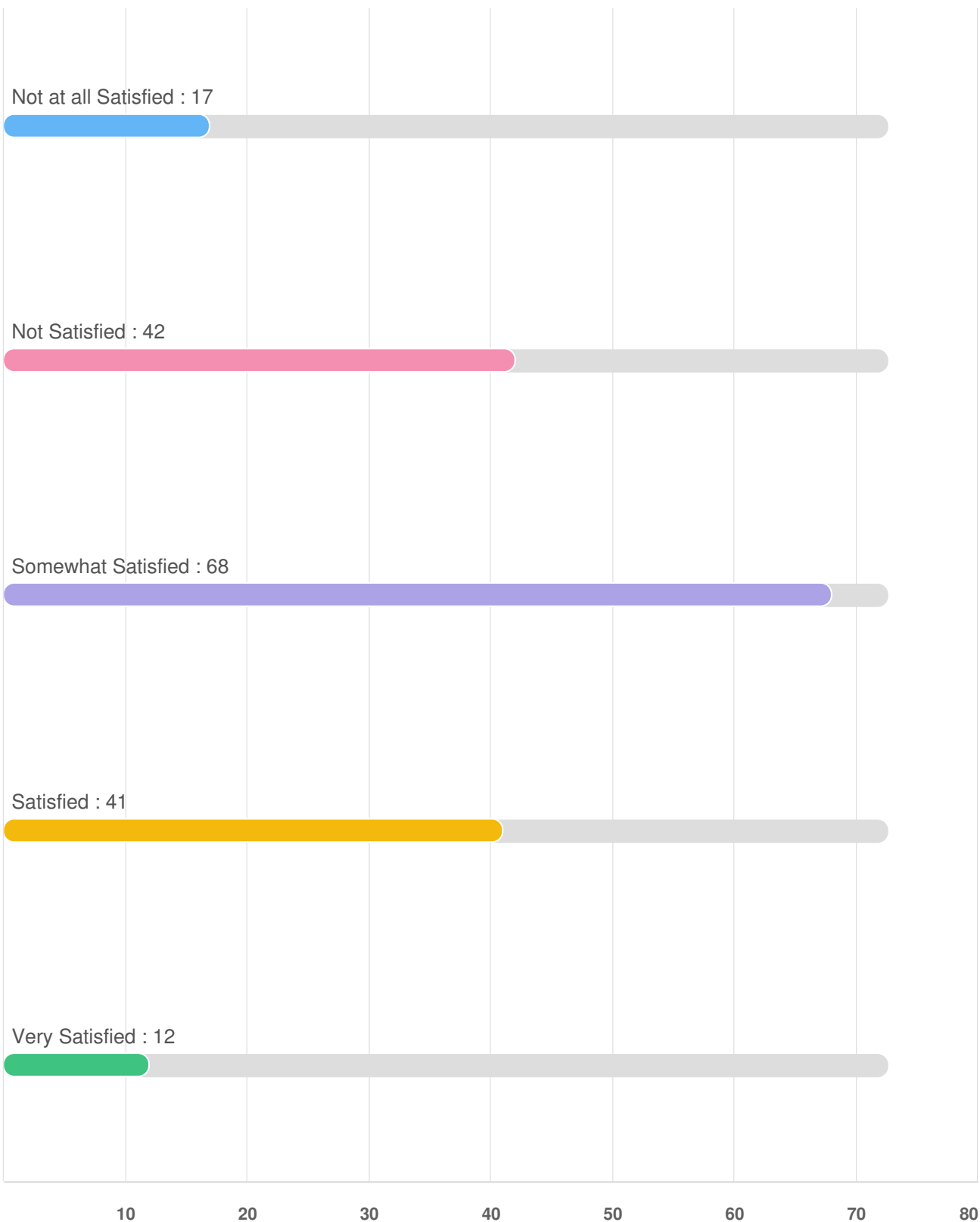
Q25 How satisfied are you with the availability of recycling and green waste bins in public spaces (i.e. On streets, in parks, at the pier)?



Optional question (180 responses, 19 skipped)

Q25 How satisfied are you with the availability of recycling and green waste bins in public spaces (i.e. On streets, in parks, at the pier)?

Please select one.



Q26 | Are there any additional garbage, recycling and green waste services you would like to see in White Rock?

Anonymous

2/19/2020 06:34 PM

Styrofoam collection and soft plastic collection

Anonymous

2/19/2020 06:35 PM

Soft plastic and styrofoam collection

Anonymous

2/19/2020 09:48 PM

The decision of the previous council needs to be reversed when it comes to multi family residences. The frequency of garbage trucks is ridiculous.

Anonymous

2/20/2020 01:58 PM

We would like to see pickup done by one company not the many companies that do it now.

Anonymous

2/20/2020 02:26 PM

Green waste is hard to do because of the dirtiness of the nature. It is unclear what types of bags are allowed and not allowed.

Anonymous

2/20/2020 03:04 PM

I would like to see the City take back the collection(s). This is expensive for condo and the traffic with all the different trucks is dangerous.

Anonymous

2/20/2020 05:47 PM

Automated control arm trucks and with city issued cans like Vancouver Port Coquitlam, New Westminster, Burnaby, Anmore, and Port Moody all use. Also single stream recycling

Anonymous

2/20/2020 08:13 PM

There is an ever increasing number of items which are being accepted for recycling, although it seems more and more difficult to determine where to take everything. It would be ideal if there was one confident location for everything or more items accepted through curbside pick up such as styrofoam

Anonymous

2/20/2020 09:26 PM

More green waste and recycling bins along waterfront

Anonymous

2/20/2020 11:31 PM

Automated lift system and city provided carts

Anonymous

2/21/2020 03:23 PM

More green waste and recycling options in public spaces

Anonymous

2/21/2020 05:11 PM

YES! With most of us not having room to park a pickup truck in apartments and skinny lots, it would be really great to have a monthly or even quarterly "for fee" large item pickup. Perhaps anytime, drop off of certain items at the Keil yard or maybe Buena Vista space. It should be a break-even undertaking, but I just have to walk around the neighbourhood to see piled up old fencing, building materials, broken planters and furniture just piled up next to homes. It would really help with the look and feel of things, and also help with unsightly premises complaints if there was a mechanism in place from the city to help deal with those one-off large item pickups.

Anonymous

I would like the City to revert to picking up condo/townhouse garbage. There

2/21/2020 05:36 PM

are 4 different company trucks picking up garbage on my street three times per week, sometimes four times for the glass. The noise is horrendous and holds up traffic. Life was much quieter when it was only the City trucks on the road.

Anonymous

2/21/2020 09:21 PM

How to best deal with cardboard, plastic (of all kinds), and styrofoam. It seems the handling of these items is questionable in the current recycling program.

Anonymous

2/22/2020 09:43 AM

Depot for cardboard like there used to be at Kent

Anonymous

2/22/2020 06:02 PM

Would appreciate a pickup of large items once or twice a year similar to Surrey's service.

Anonymous

2/23/2020 01:30 PM

Yes, the main reason I'm filling out the survey is regarding there is No Large Item Pick-up. Recently I wanted to get rid of an old chesterfield. I had to pay a rubbish remover \$200 to pick it up and take it to the dump. Langley picks up large household items 4 times a year. Surrey also picks up large items. Why should a White Rock resident not have the same service? I don't have a truck and I am a single senior. I have no way of getting rid of large items unless I pay a rubbish removal company. I am on a fixed income, and cannot afford this. I have asked at the City office re this and they couldn't tell me. Would like to see specific bins for dog waste so the city could compost the waste rather than putting it in our landfills.

Anonymous

2/23/2020 02:25 PM

Yes

Anonymous

2/23/2020 06:31 PM

Anonymous

2/24/2020 10:32 AM

There should be recycle bins at the library. The garbage bins on the street by Totem Park and other beach areas don't have stickers showing where to put recycling, garbage and green waste. Glad there are dog dirt bags Have a phone number on the container for cell users to report overflowing bins in summer particularly along promenade; Have coordinated schedule and less days for private haulers or get city to do apartments again. Have a phone number at the promenade washrooms for cell users to report floods/plugged toilets and lack of paper.

Anonymous

2/24/2020 04:32 PM

Anonymous

2/24/2020 05:06 PM

Allowing example: Three 20 unit strata's to share 1 space for service pick up. Discount price - less trucks on. Not if the same (truck) service company is used already by the strata's.

Anonymous

2/24/2020 05:12 PM

More education on compostable plastics. More enforcement of bylaws - inspector or by feedback on current practice of business and how they can do better. Solid waste collection app needs letter publishing - educational tool. *Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:26 PM

Recycling depot - plastic bags, glass, electronics, large plastic, styrofoam etc.

Anonymous

2/25/2020 10:09 AM

Would like to see more compost/recycle combination garbage in public areas

Anonymous

No, very adequate for single family

2/25/2020 10:14 AM

Anonymous

Cans and bottles are not recycled at the beach

2/25/2020 10:16 AM

Anonymous

Could WR have its own composting system

2/25/2020 10:29 AM

Anonymous

Plastic bag recycling

2/25/2020 10:31 AM

Anonymous

More education. Compostable plastics. Enforcing of Bylaw.

2/25/2020 10:37 AM

Anonymous

Bins are often overflowing at beach. Inadequate signage regarding what to recycle or trash.

2/25/2020 11:03 AM

Anonymous

Education for smokers - non biodegradable and toxic affects fish birds etc. etc.

2/25/2020 11:22 AM

Anonymous

Education on Smoking! Poisonous!

2/25/2020 11:25 AM

Anonymous

Education for smokers - so many butts everywhere and filters are harmful to the fish etc. Perhaps a few tall stands for cigarette butt disposal.

2/25/2020 11:36 AM

Anonymous

More available recycling and green waste bins in public spaces. Same or similar to ones that are used near 16th and Johnston Rd.

2/25/2020 11:42 AM

Anonymous

Street compacting

2/25/2020 12:04 PM

Anonymous

Only get recycling.

2/25/2020 12:12 PM

Anonymous

Clothing recycling

2/25/2020 12:21 PM

Anonymous

No

2/25/2020 12:54 PM

Anonymous

We need more re-cycling/green receptacles in public areas.

2/25/2020 12:59 PM

Anonymous

Yes, get rid of multiple haulers and single source through city or have city contract with one hauler.

2/25/2020 01:07 PM

Anonymous

I need a well written list for where to put what - garbage, recycling, compost. It is confusing.

2/25/2020 01:15 PM

Anonymous

Soft plastic!

2/25/2020 01:17 PM

Anonymous

2/25/2020 01:22 PM

Ruth Johnson Park has virtually nothing south of.

Anonymous

2/25/2020 01:24 PM

We'd like to see City resume garbage collection using competitive bidding to get the best price. Concerned about cost of conversion. *Hard copy received.

Anonymous

2/25/2020 01:26 PM

I would like to see more garbage cans around the city as I walk a lot and pick-up coffee cups, cigarette packs, wrappers, bags etc. and never find a can to put it in so end up carrying it.

Anonymous

2/25/2020 01:35 PM

dangerous waste/styrofoam

Anonymous

2/25/2020 01:52 PM

Bring garbage and recycling collection back in house.

Anonymous

2/25/2020 01:54 PM

More garbage/recycling and green waste bins throughout White Rock.

Anonymous

2/25/2020 01:59 PM

Our strata has 4 blue bins, separates pop and plastic containers for resale and green. 1 glass, 1 metal cans, 1 paper, 1 plastic containers. Plastic for plastic containers.

Anonymous

2/25/2020 02:06 PM

No plastics, used clothing

Anonymous

2/25/2020 02:21 PM

I realize that we will need more education and more involvement within the individual stratas and apt. buildings

Anonymous

2/25/2020 03:32 PM

Recycling week where items are put out and people can come pick them up and what's left the city collects.

Anonymous

2/25/2020 03:36 PM

More bins and more frequent emptying in public spaces. Clear labeling of what goes where.

Anonymous

2/26/2020 01:22 PM

• Plastic Bags • Styrofoam • Packaging Foam There is a misconception that plastic bags are not recycled and ends up in the landfill. I have contacted the Recycling Council of BC and they confirmed that plastic bags are indeed recycled. Many residents, and particularly the elderly, find it difficult to determine whether something is included or not included in our recycling bins. As a result, many things just go to garbage. Every resident has to spend time, energy, and gasoline to drive to different locations to recycle. Is that good for the environment? We have to wash all plastic bags before London Drugs would take them. Is the large use of detergent to wash plastic bags good for the environment? Some one needs to look at the total picture. We've never seen a public green waste bin yet! Go to one company pick up service for all and get us a reduction in cost!

Anonymous

2/26/2020 04:42 PM

Anonymous

2/28/2020 01:26 PM

By law enforcement to fine businesses for not cleaning up loose garbage, raw waste, cooking oil etc on their property, then the garbage flows onto city streets and flies around, not pretty. Also, why is there so much garbage not collected in parks and beach?

Anonymous 2/28/2020 06:06 PM	I would like to see a household collection option for plastic bags etc.
Anonymous 2/28/2020 07:10 PM	More garbage cans at every bus stop, including individual can break down for each type of waste.
Anonymous 2/28/2020 08:43 PM	Back to the way it was,city pickup
Anonymous 2/28/2020 09:44 PM	Large objects pick-up
Anonymous 2/29/2020 11:06 AM	Yes, in buildings like the mall.
Anonymous 2/29/2020 11:48 AM	Need more waste disposal/recycling bins in public places, streets etc !!! Also, it is time for disposal of cigarette butts and dog feces to be addressed. Our streets are being overtaken by cigarette butts in particular!!!!
Anonymous 2/29/2020 02:46 PM	No
Anonymous 2/29/2020 03:46 PM	Would like to see more green/recycle bins visible in the city.
Anonymous 2/29/2020 06:34 PM	schedule pick up for large household items, like Surrey
Anonymous 2/29/2020 08:37 PM	fee based removal of larger items
Anonymous 3/01/2020 11:51 AM	No
Anonymous 3/01/2020 04:00 PM	Pick up styrofoam, soft plastics curb side. Improve recycling and organic bin throughout the city. Provide dog waste bins for the public.
Anonymous 3/02/2020 09:45 AM	Dog waste disposal locations
Anonymous 3/02/2020 11:17 AM	Why should I look at the city waste services if my garbage is managed by private hauler. Garbage management and collection should be a city service.
Anonymous 3/02/2020 01:38 PM	City to go back to picking up garbage and recycling. Our provider seems ok but we have many collection services daily up and down alleyway and street.
Anonymous 3/02/2020 01:40 PM	City of White Rock, please
Anonymous 3/02/2020 01:53 PM	Yes to pickup our garbage, recycling and organics.
Anonymous 3/03/2020 10:13 AM	Provision of bins for new residents

Anonymous

3/03/2020 10:35 AM

All services back to the way it use to be for condo owners

Anonymous

3/03/2020 08:19 PM

More bins, especially green waste, and more explanation of what is acceptable in each bin.

Anonymous

3/04/2020 10:45 AM

As a new comer in White Rock, I'd like to know more information about disposal programs for large items. Some of the information i found online were out of date.

Anonymous

3/04/2020 11:39 AM

There can't be to many !

Anonymous

3/05/2020 08:08 AM

I would like the city to treat condos as individual home owners We pay municipal taxes as well

Anonymous

3/05/2020 08:56 AM

More garbages on the street near business

Anonymous

3/06/2020 07:20 PM

I would like more information for the websites some of this is my responsibility to educate myself

Anonymous

3/06/2020 10:54 PM

possibly trucks and bins like surrey. efficient.

Anonymous

3/07/2020 12:12 AM

More additional garbage and recycling bins in parks and beach side. My wife walks from 16th to the pier and can only say she knows of 2 on her walks.

Anonymous

3/07/2020 09:03 AM

I would like pickup for plastic bags and especially Styrofoam. Currently I have to drive to the recycling depot to dispose of these. I do it, but the other tenants throw them in the garbage.

Optional question (85 responses, 114 skipped)

Q27 Please provide any additional feedback below.

Anonymous

2/19/2020 06:35 PM

Would like to see more multi family, and commercial units should be mandated to have green waste and recycling programs

Anonymous

2/19/2020 09:51 PM

Questions 13 and 18 are one and the same. Please explore a service agreement with the city of Surrey. Our taxes are way too high to be offering such a Cadillac service that looks trashy every week.

Anonymous

2/20/2020 11:11 AM

there are too many garbage trucks polluting the city. why can't we have just city service.

Anonymous

2/20/2020 11:40 AM

It would make sense to have only one waste contractor in the city, less noise, less traffic congestion, and probably less expensive. The previous administration did not consult the residents, just dumped it on us with hardly any notice. Due to the lack of property for waste disposal and equipment parking and servicing it would be best to contract the waste and composting. The highrise frenzy used up all the available property, and infrastructure didn't keep up either.

Anonymous

2/20/2020 02:26 PM

I would love to know better where the recycling goes and how well it is recycled. Can the city ensure us that our efforts for a greener world and a greener White Rock are not in vain?

Anonymous

2/20/2020 05:41 PM

I would like to be able to take recycling to the Kent street yard.

Anonymous

2/20/2020 07:54 PM

Sick to death of private contractors roaring up our streets/ lanes every day if the week. Why can they All not have a designated day? And continue to be concerned re the crosswalk in the 1500 block Martin St. ...on garbage days, the apartments put their big bins out on roadside and I constantly see pensioners peering around them to see if it is safe to use the crosswalk. The bins block pedestrians view.

Anonymous

2/20/2020 09:37 PM

The design of this survey is strange. The initial question says do you live in Single-family household Multi-family household I don't live in the City but I own/operate a business Could it not have said:" do you live in an apartment, condo or multiplex or a single family unit". The first questions sets up the rest of the survey and I misunderstood it thereby filling out the survey twice. I do not think many people in my condo will fill this out. Also a bit difficult to register ... had to fill in the postal code several times before it registered. Do you think that anyone believes that filling out this survey will change the way that the garbage is collected? Can't get people here excited about the increasing condo insurance or increasing density or much else. Good luck with the garbage.

Anonymous

2/20/2020 10:14 PM

As a condominium owner and a taxpayer, I feel garbage collection is an essential service and since our taxes doubled last year it is really unfair that we have to pay private services and single-family dwellings don't. Extremely unfair and not good for people on a restricted income. How dare you do this to us??

Anonymous

2/20/2020 11:31 PM

Non separated recycling

Anonymous

2/21/2020 05:11 PM

1) Just a thanks to the crews, they do a good job for us. 2) Please keep costs from escalating if new programs are undertaken. Our taxes are ballooning already.

Anonymous

2/21/2020 05:36 PM

See above

Anonymous

2/21/2020 06:20 PM

it is sad as i have 2 green bins for food scrap and most people in white rock do not use them at all

Anonymous

2/22/2020 09:43 AM

Time to move on from boxes and bags

Anonymous

2/22/2020 12:49 PM

Green waste should be taken away from the city to a proper facility.

Anonymous

2/22/2020 06:02 PM

The service used for condo apartments has a major drawback. This is the many added vehicles on our streets daily. Often difficult and time consuming to pass these vehicles in the back lanes. Traffic congestion is a major problem and increasing apartment construction will intensify the problem. Too few narrow streets - one lane traffic . No or insufficient parking.

Anonymous

2/23/2020 12:56 PM

The private garbage pick up imposed on strata units has caused complete chaos on the streets.

Anonymous

2/23/2020 01:20 PM

Please revert to the city collecting garbage from businesses and multi-family dwellings. The number of garbage trucks from different collection companies in the city every day is ridiculous and very noisy!

Anonymous

2/23/2020 01:30 PM

I really would like an answer to my question. PLEASE answer my question on your website and/or in the Peace Arch News. I'm sure there are others in White Rock with the same question. Thank you in advance.

Anonymous

2/23/2020 06:31 PM

Green waste at all parks

Anonymous

2/23/2020 09:57 PM

The questions above re the City's program didn't really apply as our complex is serviced by a private contractor....so I wasn't quite sure how to answer. We have a commercial component to our strata that generates a lot of waste. Although it's more expensive for our budget, we have had greater access to waste pick up with the private hauler. I just wish the City would arrange one contract for all of us not using the City's facilities. I understand with the new metro rules, it was not possible for the City to continue picking up the organics etc., but I think the way it was rolled out telling everyone to take a hike and deal with it yourselves was not appropriate. Past council not my favourite folk. I'm not on the strata council any longer so not sure how our council feels, but the above are my personal observations. Thanks.

Anonymous

2/24/2020 04:32 PM

Dog poop disposal information needs to be on waste site; diapers and adult depend disposal information needs to be on city site - care givers never sure and compost bin is not correct place in apartments or single family homes.

Anonymous

2/24/2020 04:59 PM

Have the facts about benefits of sorting correctly. Give Metro Vancouver link on WR site also for more info & re-use, donate etc.

White Rock should never have stopped. I am aware it was the last council. The new Mayor should follow through with his promise from the election he won. *Hard copy received. Entered by City staff 2/24/2020.

Anonymous

2/24/2020 05:01 PM

*Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:06 PM

Great information. Good Feedback regarding questions. Over all very helpful. *Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:19 PM

I am a resident on Blackwood Street and the City's decision to offload waste and recycling has resulted in multiple vehicles daily picking up from the multi-family buildings. This creates pollution in the forms of noise and particularly exhaust gases. GHG's from diesel trucks are especially harmful to human health and the environment so I consider that our City should revert to waste and recycling being under the control of the city thus reducing atmospheric pollution. *Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:21 PM

*Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:26 PM

*Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/24/2020 05:27 PM

*Hard copy received. Entered by City Staff 02/24/2020

Anonymous

2/25/2020 10:09 AM

Better education as to what can go in curbside recycling (ie. soft plastics) and compost/organic bins. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:14 AM

Staff providing the service is very good and always accommodating. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:16 AM

No green waste pick up at the community centre. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:29 AM

The present garbage collectors are doing a great job *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:31 AM

don't use the app but check the website for collection schedule. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:33 AM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:37 AM

Would like to see more education of goals as a city - ie. goal of how much waste per person and an assessment of how they are doing. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:42 AM

Please keep up with recycling and making us aware of what's available. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 10:44 AM

City of WR wants to make a difference regarding climate change. Fewer trucks on the road would be a good place to start. Way too many private and city trucks on the road! *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:03 AM

Garbage and recycling collection in multi-family should be centralized by city on single. Too many trucks on roads crossing paths in multi-family buildings. It would be great to have clear signage for recycling/trash/green bins. More education. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:14 AM

Never know for sure when they are coming. Bin sits outside for days, other people dump their garbage in it. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:22 AM

Please can we W.R. garbage pick-up so we have one service instead of multitudes of smelly, noisy trucks running up and down and polluting the air. Can we be more careful of the environment. Paper pickers please! So much garbage on streets and down by beach. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:25 AM

Singular City pick-up. One service for us all. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:36 AM

I would like to see the City return to be the garbage/recycling collector for all residents in White Rock. We need fewer trucks and some standardization with clear instructions so that we would have less contamination. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:42 AM

*hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 11:45 AM

My condo pays over \$800.00 monthly. Surely it would be less if the City collects. Multiple trucks driving up and down the streets and lanes is very annoying. Thanks for the open house - the City didn't consult last time, just told us it was a done deal - go get a contractor! :(We would love to have the City collect or contract. Less trucks. Less noise. Less expensive. *hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:04 PM

*hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:10 PM

It doesn't reflect well to see a parade of different garbage trucks all over our small city. I have been to the City waste management location and spoke to staff and she was very informed and helpful. Public workshops on food waste education. Sources Food Hub is providing some. Might be good to contact for more info www.sourcesfoodhub.ca Thanks for the opportunity to give feed back. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:12 PM

See white sheet. There is considerable differences between condos and townhomes. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:21 PM

Not enough information to make informed decision. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:22 PM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:25 PM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:27 PM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:54 PM

Cost for collection services is less through our strata fees than we were paying through our property taxes. Organic collection was a hit and miss when City was providing collection service. Private contractor (maple leaf) has been flawless. We are currently on a 5 year contract with maple leaf. No strikes! Hard copy received. Entered by City staff 2/25/2020

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 12:57 PM

Anonymous

2/25/2020 12:59 PM

question 1,2,3 are n/a for me. I would like the City of White Rock to select the top 2 or 3 garbage/recycling companies and employ them. This would cut down on the noise disturbance in our alleyways. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:03 PM

I would like the city to eliminate the number of companies running up and down my street. Our strata has revolution and we are very happy with them. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:04 PM

The noise and pollution from all the different company trucks in our alleyways is very disturbing. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:07 PM

We have too many hauling companies in a single day and week up and down our alleyway. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:09 PM

City needs to take back multi family garbage pick up to reduce the number of trucks on road and have uniform rules - Mayor's election promise!! *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:12 PM

Waste connections invoices for a 12 unit strata have gone from \$288 in October 2018 to \$569 in Jan 2020. - help! *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:15 PM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:17 PM

*Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:19 PM

More recycling bins in public places and at events. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 01:22 PM

Too many other companies invading our alley on too many days. Initially for multiples the city should have used a good negotiator to get an outstanding deal for all condos = the buying power of concentration. Perhaps that could be done now. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

*Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:24 PM

Anonymous

*Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:26 PM

Anonymous

I hope not too much garbage gets infected in a way that makes it not recyclable. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:28 PM

Anonymous

I want the City to take back all solid waste recycling. We have no recourse for bad service, missed pickups, fee increases. Very poor attitude once that contract is signed. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:30 PM

Anonymous

Don't use the app because multi-family. Anything the city can do to reduce the use of plastic would be welcome. If the city could contract with one private hauler so that multi-family buildings could get the most favourable contract, many complaints would go away. Fast escalating prices charged to m-f dwellings and the noise resulting from so many different haulers operating through the week. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:33 PM

Anonymous

*Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:35 PM

Anonymous

It makes no economic or ecological sense to have 3 or 4 trucks a day going up and down the laneways. Think of the pollution and think of the wear and tear on the roads. In addition, these companies do not check to make sure garbage and recycling is being properly sorted. In fact, a couple of residents have told me that they have seen their providers dump all the garbage and recycling compost together. I've not seen this myself, but this would surprise me because when you have companies more interested in profit, it's rather to be expected. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:52 PM

Anonymous

Strata should not be penalized by being a strata and having to pay for privatized garbage. The city should collect for strata as they currently do for single family. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 01:54 PM

Anonymous

No cost info. Dog poop often in garbage containers.

2/25/2020 01:59 PM

Anonymous

Just want White Rock to do the collecting on a specific collection schedule. *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 02:06 PM

Anonymous

*Hard copy received. Entered by City staff 2/25/2020

2/25/2020 02:07 PM

Anonymous

should be one unified carrier for all of White Rock *Hard copy received. Entered by City staff 2/25/2020

2/25/2020 02:21 PM

Anonymous

I currently pay about \$600.00 per year for waste disposal (small 9 unit strata), and it keeps going up due to GVRD changes with waste. We need to do something about garbage from restaurants ie. styrofoam and single use containers thrown into city garbage cans and everyone pays to dispose of it. Having one contractor/municipal company dealing with the waste should be more cost effective then having multiple trucks/companies driving through the

2/25/2020 03:32 PM

Anonymous

2/25/2020 03:34 PM

city daily and definitely more environmentally friendly. *Hard copy received.

Entered by City staff 2/25/2020

Resume municipal collection for multi-family residences. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:36 PM

A single collector would be very beneficial in 1400 Blk George Street, where 3 multi-unit dwellings (including two large condos) will use a single narrow laneway for garbage/recycling pick-up. A planned, coordinated approach will be essential. We need an active PR program promoting recycling and publicizing the penalties for improper waste separation. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:40 PM

How is it the City picks up for single family dwellings while those of us residing in strata have to pay very high privatized rates? We are a small 9 unit townhouse complex not in any way far or equitable. The City should collect throughout or SFD's should also be charged for privatized services. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:41 PM

I live in a townhome complex (9 units) and receive recycling services only from the city. My neighbors on both sides live in the same style of homes and the city picks up all their waste. We need all of these collections done by the city - we have a literal garbage dump in the middle of our complex! *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:42 PM

Thank you for organizing today's open house. The very frequent truck traffic in our alley is very disturbing (noise and pollution) and I hope that we will go back to city collection. *Hard copy received.

Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:44 PM

I think the City's decision to cease collection for multi-family waste was wrong and ill conceived. Preferably we would be very happy if the unionized city workers took back the service to multi-family. A one provider system. They provide the best service of all. All complaints are handled through Operations. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:46 PM

The City should have never gone to private collection for multi-family buildings. This caused obnoxious noise pollution and traffic congestion. *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:48 PM

-cost implication - reality of moving bins to roadside which is uphill - cost of hiring someone to take bins to roadside - more information required to make informed decision ie. cost, operational plan *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/25/2020 03:51 PM

13 garbage trucks drive and operate down our alley 6 days a week. Our apartment overlooks the alley. The noise is frequent and intrusive. Up and down the streets of White Rock, large dumpsters block visibility for pedestrians and drivers, causing dangerous situations 6 days a week. In summer, the terrible smell from the garbage receptacles and trucks makes walking White Rock streets very unpleasant. This occurs 6 days a week. Is this the kind of City we want? If the City hired one company to collect garbage, organics, and recyclables by areas, this would mean garbage receptacles would be put out on only 1 day a week in each area, a huge improvement. *Hard copy received.

Anonymous

2/25/2020 03:55 PM

Entered by City staff 2/25/2020

Recycle trucks in our lane (Prospect/Roper/Johnston):

Mondays Smithrite - 7am & green bin (2) Revolution - 8:49 Waste connection - 9:03 Waste Connection again GFL - 12:30 Maple Leaf - 4:09 AJM - 10:45 Tuesdays Waste connection - 9:10 AJM Disposable - 10:40 another (5) Ridiculous noise and pollution Green bin and large garbage can *Hard copy received. Entered by City staff 2/25/2020

Anonymous

2/26/2020 12:58 AM

I would like for the city to take back/refund stratas for blue bins reqd for previous service but now take up valuable space in u/g parking.

Anonymous

2/26/2020 01:22 PM

LOCAL MODEL FOR CONSIDERATION: The City of Richmond has a very comprehensive recycling program. While it does not take all materials for recycling, it covers quite a large percentage, including plastic bags. It is resident friendly, has excellent hours of operation (including weekends), has very knowledgeable and helpful staff, and is fairly easy to understand. Here is a link to their program.

<https://www.richmond.ca/services/recycling/recyclingdepot.htm>

COMMERCIAL ESTABLISHMENTS: While there are no MacDonald's or Tim Horton's in White Rock, it would make sense if the City of White Rock has a bylaw that requires businesses to recycle. It is always painful to see the plastics and papers thrown into the garbage bins at MacDonald's, etc.

WEBSITE: I have visited the City's Garbage and Recycling Website. I don't know which section is the "Solid Waste Website" you refer to in Question 19 below. You should label your sections in the website consistently.

Anonymous

2/26/2020 04:42 PM

#1 question seems misleading - Yes we like our service provider, but no we weren't satisfied with being forced to find our own service provider. Ours is very accommodating and best prices of those we called but still much costlier than the City proved (and still provides for private residents). #4,5,6 questions - why would we use City "Apps" when we don't have WR City recycle service available to us? *Hard copy received. Entered by City staff 2/26/2020.

Anonymous

2/28/2020 01:16 PM

See query above on bagging or not for general trash.

Anonymous

2/28/2020 07:10 PM

Thanks for reaching out!

Anonymous

2/29/2020 11:48 AM

Cigarette butt disposal recepticals are needed !

Anonymous

3/01/2020 11:51 AM

Don't know why garbage pick-up at businesses particularly are not coordinated and restricted to certain days and times of the week.

Anonymous

3/02/2020 11:17 AM

current system with private hauler is most inefficient and expensive. The first year the cost was somewhat competitive, but now they are all charging the same (competition ???) and cost increases are happening all the time. It is also wrong to have different service from the city depending if you are living in a house, a small multi building or a larger multi building. The city should remember that the tax revenue by area of land is a lot bigger in Condos then

Anonymous

3/02/2020 01:38 PM

house, but house received a better service.

If you want to become responsible for cleaner air - go to a one system. *Hard Copy received. Entered by City Staff 3/2/2020.

Anonymous

3/02/2020 01:40 PM

Weekly 18-20 trucks in our lane, City does not pick up in this area please change this for us! The air pollution - The noise pollution! Hard Copy received . Entered by City Staff 3/2/2020.

Anonymous

3/02/2020 01:53 PM

We need one company for all the condos not 6 different companies that equals 18 trucks a week up and down alley. Would use the app if City collected. Again, we need the City to go back to picking up. We should rename White Rock to Garbage Truck City. *Hard Copy received. Entered by City Staff 3/2/2020.

I live in a condo In Merklin St and on any given day (Mon-Fri) there are at least 3 garbage trucks go up our lane. One (City) would be preferable.

Anonymous

3/02/2020 03:40 PM

Anonymous

3/02/2020 03:52 PM

Some questions need another option, such as "Don't know" for question 10. One should also be able to cancel a choice, not just change it.

Anonymous

3/02/2020 04:50 PM

Want our waste collection discontinued by private haulers. Continuous large truck traffic in the lane way caused by a variety contractors providing service to apartments, scheduled for different days. A nightmare. The previous council instigated this with no public feedback and no concern for the chaos and unbelievable noise created.

Anonymous

3/03/2020 10:35 AM

We are paying tax, yet have been abandoned by city garbage disposal

Anonymous

3/04/2020 08:04 AM

The standings larger bins will accommodate the larger families who currently have to pay extra every week just to set an appropriate amount for the size. This will also help with homes with rental suite as well

Anonymous

3/04/2020 11:39 AM

Right now there are to many trucks on the road. I see the same trucks go up & down the street many times a day all week long.

Anonymous

3/05/2020 08:08 AM

There are far too many trucks in the road for garbage, organics and recycling - on top of construction vehicles If the city would do all the pickups, it would eliminate many of these trucks

Anonymous

3/06/2020 10:18 PM

My neighbourhood is overrun with rats and raccoons, not to mention crows and seagulls. They are specifically attracted to the green waste dumped in the corner of the works yard on Keil St. Please find a permanent solution because the permit for doing this was only supposed to be temporary. It's been years now with no end in sight.

Anonymous

3/07/2020 12:53 AM

Our condo bought a new garbage bin after receiving a letter from City (Paul) saying that our bin was rusting and had a crack at bottom. We paid \$1200.00 for a new bin. Three months later, the city quit services. We had to use the bin provided by the new company. Finally were able to sell our bin for \$500.00 When i complained to Paul his answer was - that the city did not know these changes were coming. This was proven to be false. We were not at all happy with how the City quit collection services.

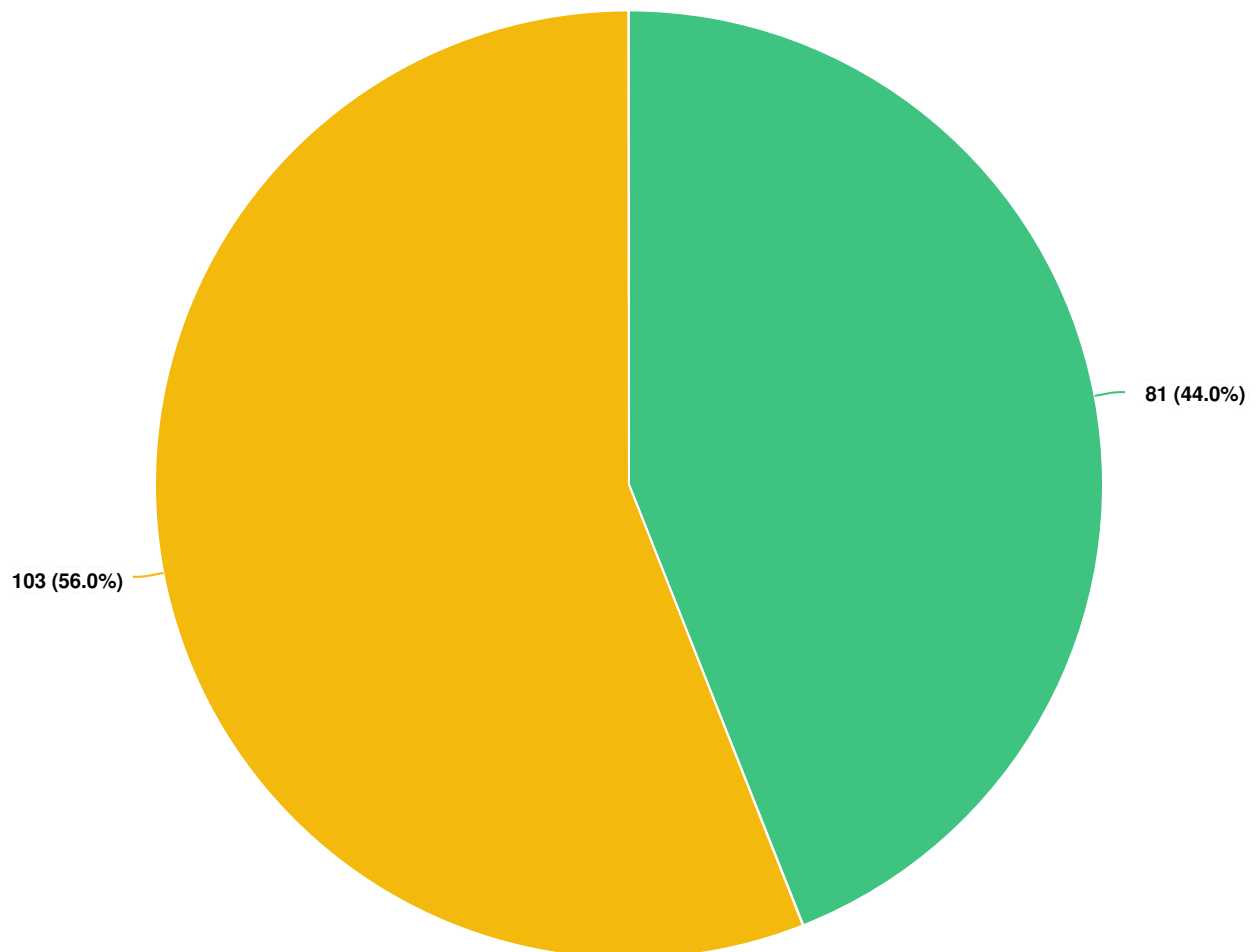
Anonymous

Please don't change to a standardized bin

3/08/2020 03:25 PM

Optional question (108 responses, 91 skipped)

Q28 Have you visited the City's solid waste website?



Question options

☐ No ☐ Yes

Optional question (184 responses, 15 skipped)

Appendix F

Open House Presentation Boards

WELCOME TO THE SOLID WASTE OPEN HOUSE!

BACKGROUND

In mid-2015, the City of White Rock made changes to its delivery of solid waste services. The changes included the privatization of multi-family and commercial solid waste pickup, as well as a transition from cost recovery through property taxes to a user-fee model for single-family homes. Since the transition, public feedback suggested a desire to return to City collection.



WHITE ROCK CITY COUNCIL

Priorities

1. *Solid Waste*

STRATEGIC PRIORITIES



SOLID WASTE REVIEW

White Rock City Council has directed a review of the decision to privatize multi-family and commercial waste pickup after receiving feedback from the community during the strategic priority consultation process. Dillon Consulting was retained to review waste collection services in the City and to get community input on the options that include City collection, or City-managed collection, for multi-family and commercial waste.

WE WANT TO HEAR FROM YOU!

The City is seeking your input to determine whether or not multi-family and commercial waste collection should be provided (or managed) by the City. Your feedback will help the City understand the preferences of residents and business owners regarding solid waste management. This open house is one step in a series of communication pieces aimed at sharing information and gathering community input.

For more information about solid waste and recycling in White Rock, visit www.whiterockcity/waste.

SOLID WASTE REQUIREMENTS

REQUIREMENT

WHERE WE ARE AT?

Results obtained from City of White Rock Waste Audit

ADDITIONAL INFORMATION

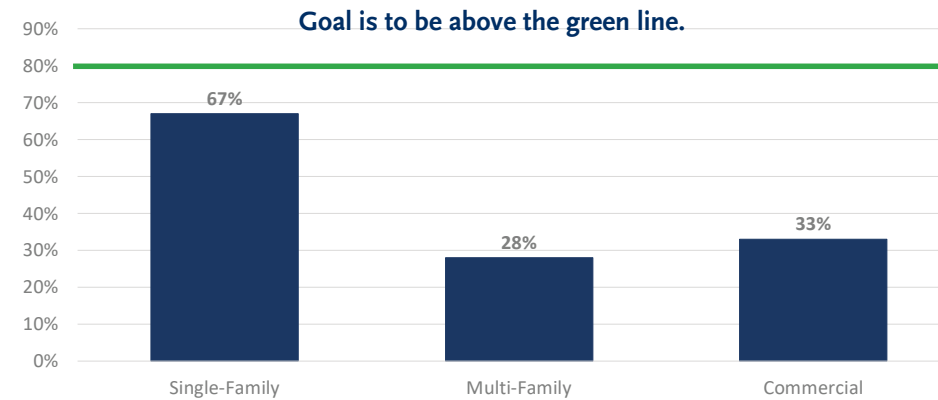
METRO VANCOUVER
80% Waste Diversion by 2020



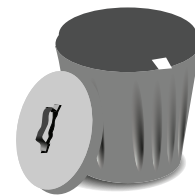
BC PROVINCIAL GOVERNMENT
350 kg/person/year of waste disposal by 2020/2021



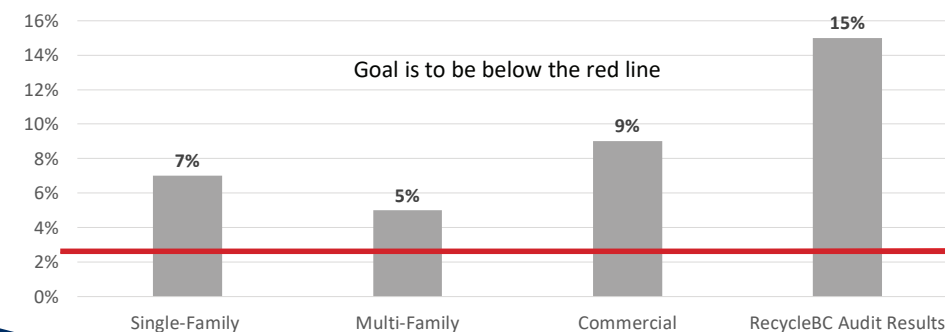
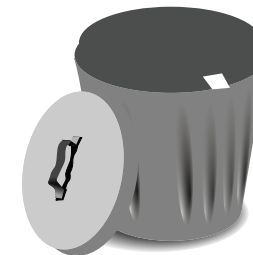
RECYCLEBC (SINGLE-FAMILY HOMES)
3% or less contamination rate threshold for recycling contamination.



GOAL
350 KG / PERSON / YEAR DISPOSED



WHITE ROCK ACTUAL
477 KG / PERSON / YEAR DISPOSED



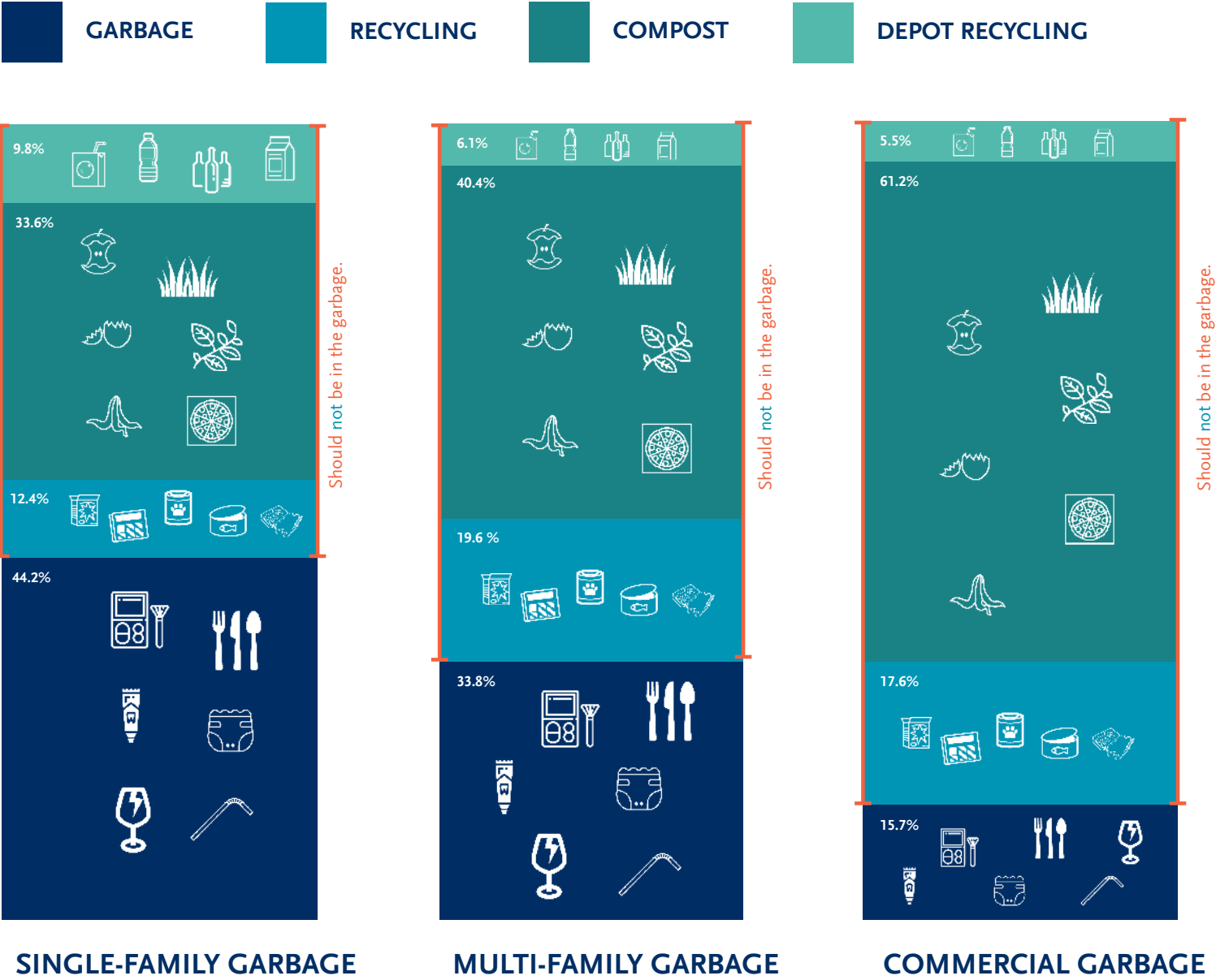
- Garbage is inspected for high percentages of banned materials.
- Loads that arrive at the disposal sites containing more than 5% (by volume) of banned materials are assessed a **50% surcharge**.
- These charges are passed back to the City (and residents).

- City of White Rock needs to use Metro Vancouver Waste Facilities (part of the Integrated Solid Waste Management Plan).
- Capacity for waste disposal dictated by Metro Vancouver and there is a capacity constraint.
- Tipping fees are dictated based on volume.
- **Less waste disposed per person = less \$ paid for disposal overall.**
- Tipping fees increase in January 2020 directly passed to users.

- Recycling is regularly audited by RecycleBC and a report card is provided to municipalities.
- If there are ongoing issues with reaching recycling contamination thresholds, then a municipality can be fined based on the number of contaminated loads and overall tonnage.
- **Fines start at \$5,000 and can be up to \$250,000.**

WHAT IS IN YOUR GARBAGE?

Dillon Consulting completed a waste composition study for the City.
The pictures below show what we are still putting into our garbage cans.



DEPOT RECYCLING

- Includes materials that can be brought to a recycling depot for recycling.

- IE: plastic bags, batteries, electronics, beverage containers, Styrofoam, paint and other hazardous wastes.

KEY TAKEAWAYS:

- All materials that are not “garbage” should be disposed of in another waste stream.
- We can do a lot better when it comes to recycling and composting; and
- The bulk of material we throw in the garbage is compost (food waste and food soiled paper).

RISKS:

- Loads with too much divertible materials (should not be sent to landfill) are subject to fines from Metro Vancouver.
- Increased tipping fees from waste facilities.
- Increased costs for residents when divertible materials are in the garbage stream.

WASTE COLLECTION OPTIONS

CURRENT PRACTICE

SINGLE-FAMILY HOMES

MANUAL WASTE COLLECTION

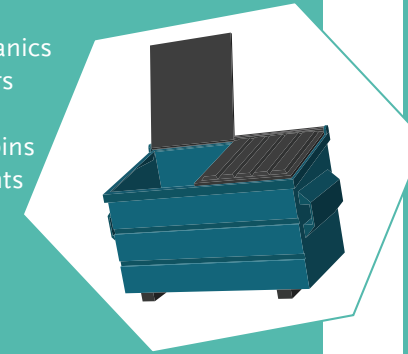
- Garbage, recycling and organics collected
- Driver required
- Manual labour to collect materials
- Allows for multi-stream waste collection and no carts



MULTI-FAMILY BUILDINGS

PRIVATE HAULER COLLECTION

- Garbage, recycling and organics collected by multiple haulers
- Mix of toters and garbage bins based on space requirements
- Multiple contractors/trucks on the road



COMMERCIAL BUILDINGS

PRIVATE HAULER COLLECTION

- Garbage, recycling and organics collected by multiple haulers
- Mix of toters and garbage bins based on space requirements
- Multiple contractors/trucks on the road

FULLY-AUTOMATED WASTE COLLECTION

- Garbage, recycling and organics collected, requires purchase of standardized toters
- Driver required
- Automated "arm" collects waste carts
- Single-stream recycling (typically higher contamination)



CITY COLLECTION (OR A PRIVATE HAULER CONTRACT MANAGED BY THE CITY)

- Garbage, recycling and organics collected by one hauler or City
- Typically all toters (to use the same truck) depending on space availability
- Fewer trucks on the road



CITY COLLECTION (OR A PRIVATE HAULER CONTRACT MANAGED BY THE CITY)

- Garbage, recycling and organics collected by one hauler or City
- Typically all toters (to use the same truck) depending on space availability
- Cannot always collect from large generators
- Fewer trucks on the road

ALTERNATIVE PRACTICES

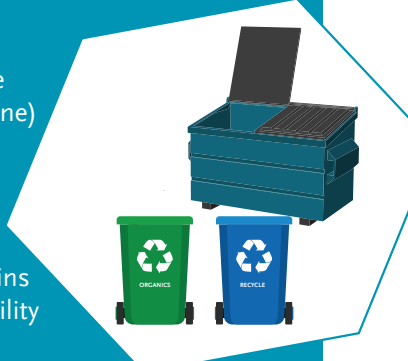
SEMI-AUTOMATED COLLECTION

- Garbage and organics collected semi-automatically, requires purchase of standardized toters
- Driver and labourer collects waste carts for garbage and organics
- Recycling collected manually (multi-stream - typically less contamination)



MIXED CITY/PRIVATE HAULER COLLECTION

- Garbage collected by private hauler (can be multiple or one)
- Recycling and organics collected by City
- Mix of toters and garbage bins depending on space availability
- Likely fewer trucks on the road



MIXED CITY/PRIVATE HAULER COLLECTION

- Garbage collected by private hauler (can be multiple or one)
- Recycling and organics collected by City
- Mix of toters and garbage bins depending on space availability
- Likely fewer trucks on the road

HOW DOES WHITE ROCK COMPARE TO OTHER MUNICIPALITIES?



Population (2016)	19,952	517,887	58,612	33,551	52,898	25,888
Population Density (2016) (persons/km²)	1,751	1.637	2,009	1,296	4,465	2,534
Distance to Transfer Station	26 km	13 km	9 km	6 km	9 km	11 km

Does the City Collect this Waste?

= YES

Sector	Garbage	Recycling	Organics	Garbage	Recycling	Organics	Garbage	Recycling	Organics	Garbage	Recycling	Organics	Garbage	Recycling	Organics	Garbage	Recycling	Organics
Single-Family	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Multi-Family	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Commercial	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Does the City have a Waste Contract or Municipal Collection?

Single-Family	Municipal - Manual Collection	Contract - Automated Collection	Municipal - Automated Collection	Municipal - Automated Collection	Municipal - Manual Collection	Contractor - Manual Collection
Multi-Family	Does not Collect	Contract - Recycling and Compost	Municipal (must apply) - Recycling and Compost	Municipal - Recycling and Compost. Garbage by application	Does not Collect	Does not Collect
Commercial	Does not Collect	Does not Collect	Municipal (must apply) - Recycling and Compost	Municipal - Recycling and Compost. Garbage by application	Does not Collect	Does not Collect

Annual Collection Fees

Single-Family	\$333/year	\$290/year	\$216/year	\$592/year	\$253/year	\$198/year
Multi-Family	*	\$40/unit	\$15/unit	\$197/year	*	*
Commercial	*	*	\$184/cart set	\$546/year	*	*

* dependant upon waste hauler contracts.

NEXT STEPS

We want to hear what you think about single-family, multi-family and commercial waste pickup in White Rock.
Please complete the brief survey at www.whiterockcity.ca/waste.

Deadline for online feedback submission:
midnight on **Friday, Jan. 31, 2020.**

Scan the QR Code with your smart phone to link to the web site.



Appendix G

High-Level Summary of Service Scenarios

Table G-1: High-Level Summary of Service Scenario 2 to 4 for MF and ICI Sectors

Scenario	Sub-Scenario	Description and Considerations	New Equipment Required	Fleet Size	Staffing Requirements	Waste Stream	Estimated Weekly Tonnage	Weekly Number of Stops ^{1,2}	Daily Number of Stops	Disposal Facility
Status Quo	-	City waste management services (garbage, recycling and organics collection) are provided to 4,038 SF households and 67 MF locations. Collection for City facilities (museum, library, City Hall, Operations Yard, Community Centre, Kent Street Activity Centre, Centennial Arena and Centre for Active Living) is contracted to GFL Environmental Inc. (formally Smithrite), while MF locations not serviced by the City and all ICI facilities must employ private waste collection services.	Replace existing vehicles with similar non-compacting units	Currently 5 non-compaction units (1x garbage, 2x organics, 2x recycling)	5 current staff (1x garbage, 2x organics, 2x recycling,)	SF Garbage	22.73	2053	513	Hauled to City Works Yard to stockpile then transferred to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct hauled to Urban Impact in Richmond
						SF Organics	31.63	4105	1026	Hauled to City Works Yard to stockpile then transferred to a GFL Facility in Delta
						MF Garbage	39.45	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						MF Recycling	8.84	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						MF Organics	9.52	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						ICI Garbage	52.51	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						ICI Recycling	11.55	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
1	A	Collection Optimization and Reduction of Double Handling of Materials - No Toters - SF garbage and organics collected using new compacting waste collection vehicles; - Recycling collected same as status quo; - No addition of toters; - MF and ICI remain as status quo	2 new compacting organics trucks 1 new compacting garbage truck	5 units (3 new compacting trucks, 2 trucks recycling)	No additional staff	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	N/A	N/A	Status Quo
						MF Recycling	8.84	N/A	N/A	
						MF Organics	9.52	N/A	N/A	
						ICI Garbage	52.51	N/A	N/A	Status Quo
						ICI Recycling	11.55	N/A	N/A	
						ICI Organics	12.60	N/A	N/A	
	B	Collection Optimization and Reduction of Double Handling of Materials - Standardized Toters -SF garbage and organics collected using new compacting waste collection vehicles; - Recycling collected same as status quo; - Purchase of toters for garbage and organics collection for all SF households and eligible MF buildings; - MF and ICI remain as status quo	2 new compacting organics trucks 1 new compacting garbage truck Toters for garbage and organics for all SF homes	5 units (3 new compacting trucks, 2 trucks recycling)	Unknown, dependant on vehicle type. (1 – 2 staff per truck dependent on vehicle type and whether swamper required)	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	N/A	N/A	Status Quo
						MF Recycling	8.84	N/A	N/A	
						MF Organics	9.52	N/A	N/A	
						ICI Garbage	52.51	N/A	N/A	Status Quo
						ICI Recycling	11.55	N/A	N/A	
						ICI Organics	12.60	N/A	N/A	

Scenario	Sub-Scenario	Description and Considerations	New Equipment Required	Fleet Size	Staffing Requirements	Waste Stream	Estimated Weekly Tonnage	Weekly Number of Stops ^{1,2}	Daily Number of Stops	Disposal Facility
2	A	Expanded Service Model - City Collection from MF and Commercial Facilities that can be Serviced in a Similar Manner³ - SF same as Scenario 1B - All MF and ICI facilities that can be serviced by toters will be collected by the City - MF collection will need to be separate from SF and ICI collection if the City wants the RecycleBC incentive for MF tonnage - Significant work would need to be completed to understand current waste management contracts with private haulers and when MF and ICI customers would be able to sign on to City programs - Spacing issues regarding toters required for all 3 streams - particularly garbage - Space constraints for fleet required at PW Yard	Same as Scenario 1B, however includes: 2x garbage - 1x ICI, 1x MF 2x organics - 1x ICI, 1x MF 2x recycle - 1x ICI, 1x MF	11 units (5 units for SF and 6 units for MF/ICI)	Unknown, dependant on vehicle type. (1 – 2 staff per truck dependent on vehicle type and whether swamper required)	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	252	50	Direct haul to Surrey Transfer Station
						MF Recycling	8.84	252	50	Direct haul to Urban Impact
						MF Organics	9.52	252	50	Direct haul to GFL
						ICI Garbage	52.51	96+67 = 163	33	Direct haul to Surrey Transfer Station
						ICI Recycling	11.55	96+67 = 163	33	Direct haul to Urban Impact
						ICI Organics	12.60	96+67 = 163	33	Direct haul to GFL
	B	Expanded Service Model - City Collection from <u>all</u> MF and Commercial Facilities - SF same as Scenario 1B - All MF and ICI facilities will be collected by the City - MF collection will need to be separate from SF and ICI collection if the City wants the RecycleBC incentive for MF tonnage - MF recycling will need to be multi-stream (currently varies based on waste hauler) - Front-end-load waste collection vehicle required - Significant work would need to be completed to understand current waste management contracts with private haulers and when MF and ICI customers would be able to sign on to City programs - Purchase of front-end bins of different sizes will be required - Space constraints for fleet required at PW Yard	Same as Scenario 1B, however includes: 2x organics - 1x ICI, 1x MF 2x recycle - 1x ICI, 1x MF 1x shared front-end for garbage	10 units (5 units for SF and 5 units for MF/ICI)	Unknown, dependant on vehicle type. (1 – 2 staff per truck dependent on vehicle type and whether swamper required)	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	252	50	Direct haul to Surrey Transfer Station
						MF Recycling	8.84	252	50	Direct haul to Urban Impact
						MF Organics	9.52	252	50	Direct haul to GFL
						ICI Garbage	52.51	96+67 = 163	33	Direct haul to Surrey Transfer Station
						ICI Recycling	11.55	96+67 = 163	33	Direct haul to Urban Impact
						ICI Organics	12.60	96+67 = 163	33	Direct haul to GFL
3		Expanded Service Model - City Managed Contractor for MF and Commercial Facilities - SF same as Scenario 1B - All MF and ICI facilities will be collected by a singular waste hauler under contract with the City - MF collection will need to be separate from SF and ICI collection if the City wants the RecycleBC incentive for MF tonnage - MF recycling will need to be multi-stream (currently varies based on waste hauler)	N/A	Same as Scenario 1B	1 staff to manage contract/oversee new MF/ICI coming onto program as contracts expire.	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	252	50	Collected by one private hauler for entire City and disposed at a facility of their choice
						MF Recycling	8.84	252	50	
						MF Organics	9.52	252	50	

Scenario	Sub-Scenario	Description and Considerations	New Equipment Required	Fleet Size	Staffing Requirements	Waste Stream	Estimated Weekly Tonnage	Weekly Number of Stops ^{1,2}	Daily Number of Stops	Disposal Facility
		- Significant work would need to be completed to understand current waste management contracts with private haulers and when MF and ICI customers would be able to sign on to City programs				ICI Garbage	52.51	96+67 = 163	33	Collected by one private hauler for entire City and disposed at a facility of their choice
						ICI Recycling	11.55	96+67 = 163	33	
						ICI Organics	12.60	96+67 = 163	33	
4	Hybrid Expanded Service Model - City Managed Contract for a Universal Waste Hauler for MF and Commercial Facilities WASTE ONLY, City Collection of MF/ICI Recycling and Organics in Toters - SF same as Scenario 1B - All MF and ICI facilities will have garbage collected by a singular waste hauler under contract with the City (2 streams dropped to private haulers eliminating truck traffic) - MF recycling collection will need to be separate from SF and ICI collection if the City wants the RecycleBC incentive for MF tonnage - MF recycling will need to be multi-stream (currently varies based on waste hauler) - Significant work would need to be completed to understand current waste management contracts with private haulers and when MF and ICI customers would be able to sign on to City programs	Same as Scenario 2B without garbage	9 units (5 units for SF and 4 units for MF/ICI)	1 staff to manage contract/oversee new MF/ICI coming onto program as contracts expire.	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station	
					SF Recycling	15.37	4105	1026	Direct haul to Urban Impact	
					SF Organics	31.63	4105	1026	Direct haul to GFL	
				Unknown, dependant on vehicle type. (1 – 2 staff per truck dependent on vehicle type and whether swamper required)	MF Garbage	39.45	252	50	Collected by one private hauler for entire City and disposed at a facility of their choice	
					MF Recycling	9.00	252	50	Direct haul to Urban Impact	
					MF Organics	9.52	252	50	Direct haul to GFL	
					ICI Garbage	52.51	96+67 = 163	33	Collected by one private hauler for entire City and disposed at a facility of their choice	
					ICI Recycling	11.55	96+67 = 163	33	Direct haul to Urban Impact	
					ICI Organics	12.60	96+67 = 163	33	Direct haul to GFL	

¹ 'Stops' refers the number of homes requiring collection services.

² ICI stops include 67 mixed-use strata properties (ICI and MF) not accounted for in the MF building total. Mixed-use properties were included under ICI as mixed use recycling does not qualify for the RecycleBC incentive.

³ 'Similar manner' refers to units receive collection services by the same type of collection equipment

Appendix H

RecycleBC Incentive Information

RE: RecycleBC Incentive Question

1 message

Mon, Apr 27, 2020 at 1:31 PM

Hi [REDACTED]

Thanks for your questions. Since the City of White Rock and Recycle BC have an active Multi-family SOW, the City can either begin collection from all of the multi-family buildings within the municipal boundaries themselves or choose to hire a sub-contractor that does the collection. It is up to the City to decide whether to perform the work itself or sub-contract out the collection work. Either option would require the City to inform Recycle BC of all of the MF building service details, anticipated start date, and number of households serviced etc., using the template provided. Recycle BC will then review the list to confirm that all of the buildings meet the criteria to begin receiving incentive payments (\$ per household).

As for ICI, it is up to the City of White Rock to manage ICI separately either by doing the collection themselves, contracting out to private company, or allowing each business make collection arrangements themselves. The ICI field in the template is intended for extremely small number of ICI locations (below 2%) and for if/when it is not feasible to extract them from residential routes. Since the City of essentially beginning the process from scratch, the ICI option is not applicable to them.

I hope this helps to provide the answers you need. Please don't hesitate to let me know if you have any further questions or if anything isn't covered.

Thank you.

Kind regards,

[REDACTED]

Collection Coordinator

Recycle BC

[REDACTED]

RecycleBC.ca

-
-
-

From: [REDACTED]
Sent: Thursday, April 16, 2020 12:27 PM
To: [REDACTED]
Subject: Re: RecycleBC Incentive Question

Hi [REDACTED]

Thanks for this!

Given your information below - can you provide details on what the process would look like if the City intended to do a major roll-out for MF collection? Actually we also need to know if this would differ under the following scenarios...

1. City starts to collect from ALL MF units; or
2. City contract a private hauler to collect from ALL MF units (is this permitted? or would the contract need to be handed over to Recycle BC to collect? (As an aside - residents are looking to decrease the number of different haulers on the roads and the amalgamation of one hauler for all streams (waste, recycling and organics) would be for that reason.)

Also - is the ICI acceptance new? How does Recycle BC determine acceptance? So,
under the same scenarios as above - if the City either decides to

- 1 take over collection of ICI recycling, or
- 2 contract out collection of ICI recycling

how does this work?

Thanks for all your help!

[REDACTED]

On Thu, Apr 16, 2020 at 9 31 AM [REDACTED]

thi i good info!

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 16 Apr 2020 at 09:29
Subject: RE: RecycleBC Incentive Que tion
To: [REDACTED]

Hi [REDACTED]

Thanks for your email.

As we have a standing multi family SOW with the City of White Rock, they are currently eligible to expand service to multi residential buildings (5 or more units per building) that is within the municipal boundaries of the City. Recycle BC provides a per household incentive to the buildings that have been reviewed and processed

Please note that you can submit a household change request up to 4 times per year, following the quarterly timeline. However, you do not need to wait until the scheduled dates or Recycle BC’s approval to begin servicing the buildings

We will review the submission in a timely manner and ensure that the household count used to calculate monthly payments are reflected accordingly.

I have attached the template for Recycle BC’s quarterly household baseline update process. Please follow the instructions on the ‘Instructions’ tab and send the completed template to me at [REDACTED].

If the City of planning to do a major roll-out to multi-family buildings, it would be good for us to get the details in advance as this process will be slightly different from the quarterly process I described above. If this is for tracking purposes only, the regular process can be followed.

Please feel free to give me a call if you have any questions or would like to discuss.

Thank you

Kind regards,

[REDACTED]

Collection Coordinator

Recycle BC

[REDACTED]

RecycleBC.ca

From: [REDACTED]
Sent: Tuesday, April 14, 2020 1:51 PM
To: [REDACTED]
Subject: RecycleBC Incentive Question

Hey [REDACTED],

Hope things are well with you! I am working on a Solid Waste Management Operations Review for the City of White Rock and a part of the project is to review the option of having the City collect from Multi-Family buildings. Currently, the City only collects from single-family homes and multi-family under 6 units (there are fewer than 100 of these).

I am wondering what are the requirements for receiving the incentive for multi-family recycling? Since the City does not currently collect from multi-residential buildings, are they eligible?

Thanks so much for your time,

[REDACTED]

--



Please consider the environment before printing this email

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

--

Recycle BC - Curbside, Multi-family and ICI Baseline Update Instructions

This document provides details on the information that all Curbside and Multi-family collectors participating in the Recycle BC program must provide to Recycle BC to confirm the number of households serviced under the program and, if applicable and approved by Recycle BC, the number of Industrial, Commercial, and Institutional (ICI) locations included. The following page outlines the procedure and timelines for submitting Curbside and Multi-family household addition and removals under the program.

All Curbside and Multi-family collectors may add or remove new Curbside households and Multi-family buildings to their collection service under the Recycle BC program, provided the households are located within the existing service area(s) outlined in the relevant Statement of Work with Recycle BC and meet the criteria as outlined in this document. Unless otherwise communicated by Recycle BC permission is not required before starting service to each additional household, though collectors are encouraged to contact Recycle BC if they are unsure whether a household, building or area qualifies. Collectors can determine the timeline for adding households and buildings to collection routes. Likewise, Multi-family collectors can remove buildings from service under the Recycle BC program as required for operational or contractual reasons. Advance approval is required from Recycle BC to begin collecting from any ICI locations or for any additions or changes to ICI locations serviced under the program, with the exception of removal of ICI locations.

Submission Deadlines and Adjustment Timelines (Effective 2019):

To request an adjustment, submit an updated version of the Household Baseline Quarterly Update Template by the applicable deadline. Quarterly submissions are required if any Curbside households, Multi-family buildings or ICI locations have been added or removed from service since the last submission, but are not required if there have been no changes since the last submission. Recycle BC will not remind collectors of this opportunity each quarter. Each family collector is responsible for ensuring any changes are submitted to Recycle BC by the deadlines below, in accordance with the procedures outlined in this document. All changes submitted are subject to review and approval by Recycle BC.

The following table outlines the submission deadlines for collectors and the effective date of the applicable adjustments. Please note that any late submissions made after the scheduled dates below will be made effective the following quarterly date. For example: submissions in February will be made effective April 1.

Deadline for Submission of Household Baseline Quarterly Update Template	Effective Date of Corresponding Curbside and Multi-family Household Baseline and ICI Factor Adjustments	Submission Compulsory or Voluntary by Collector?
January 1 annually	January 1 annually	Compulsory for any collectors that have added or removed households, buildings or ICI locations since last submission
April 1 annually	April 1 annually	Compulsory for any collectors that have added or removed households, buildings or ICI locations since last submission
July 1 annually	July 1 annually	Compulsory for all collectors as annual submission
October 1 annually	October 1 annually	Compulsory for any collectors that have added or removed households, buildings or ICI locations since last submission

*Note: Recycle BC reserves the right to amend these procedures with notice to collectors, including the process of permitting household, Multi-family building or ICI location additions and removals, the timeline for adjustments and the type or format of information required for submission to Recycle BC.

1. General Information

The completion of this tab is required for All Collectors

[Click here to complete the General Information Tab](#)

[>>Back to Top](#)

2. Curbside Household Adjustment Procedure

Curbside Household Baseline Definition - The number of Curbside households receiving Curbside collection in the Service Area(s), including single-family dwellings, buildings with up to four households, and rowhouse complexes with any number of households where each household sets out material separately for individual collection.

As outlined in Attachment 5 to Schedule 2.1(a) Fees - Curbside Statement of work:

(c) For purposes of reporting and determining the number of Curbside Households:

- (i) A single family dwelling is considered one Curbside Household;
- (ii) A laneway house is considered one Curbside Household;
- (iii) A duplex is considered two Curbside Households;
- (iv) A triplex is considered three Curbside Households;
- (v) A fourplex is considered four Curbside Households;
- (vi) A single family dwelling that has been converted into two, three or four residential dwelling units, shall be considered a duplex, triplex or fourplex, as described in (iii), (iv) and (v) respectively, if Contractor recognizes the conversion for utility and/or contract billing;
- (vii) A single family dwelling that has been converted into multiple dwelling units that is recognized by Contractor as a single family dwelling for utility and/or contract billing is considered one Curbside Household; and
- (viii) Each self-contained dwelling unit in a rowhouse or townhouse is considered one Curbside Household if the resident of each unit delivers In-Scope PPP to the Curb for collection in separate Containers.

The completion of this tab is required for all Curbside Collectors

[Click here to complete the Curbside Household Adjustment Form](#)

[>>Back to Top](#)

3. Multi-family Household Adjustment Procedure

Multi-family Household Baseline Definition - The number of households in the Service Area(s) receiving Multi-family collection service (households in complexes with five or more units where all households bring their recycling to a centralized location with shared collection containers).

A Multi-family building...

- >> Must contain five or more households per Multi-family building
- >> Must have a centralized collection location with shared collection containers where each resident deposits their recycling

*If your submission does not fit the criteria above, please provide a detailed explanation under the 'Notes' column

The completion of this tab is required for all Multi-family Collectors

[Click here to complete the Multi-family Household Adjustment Form](#)

3. ICI Baseline Adjustment Procedure

"Industrial, Commercial and Institutional" or "ICI" Location Definition- Any operation or facility other than a Curbside or Multi-family household, including but not limited to commercial facilities such as retail stores or offices located in the street level or lower levels of a Multi-family building and vacation facilities, such as hotels, motels, cottages, cabins and rental, co-operative, fractional ownership, time-share or condominium accommodation associated with sports and leisure facilities (e.g., ski resorts); and, institutional facilities such social or community service organizations and personal or health care facilities located in the street level or lower levels of a Multi-family building and residences at which medical care is provided, such as nursing homes, long-term care facilities and hospices.

The completion of this tab is required for all collectors that wish to collect from ICI Locations on either Curbside or Multi-family collection routes. Inclusion of any ICI Locations is subject to approval in advance by Recycle BC.

[Click here to complete the ICI Adjustment Form](#)

How to Submit

Please submit all completed templates by email to:

Tsung@RecycleBC.ca

Questions?

Please feel free to send an email to Tsung@RecycleBC.ca if you have any questions or comments about this form.

Appendix I

Detailed MF and ICI Survey Results

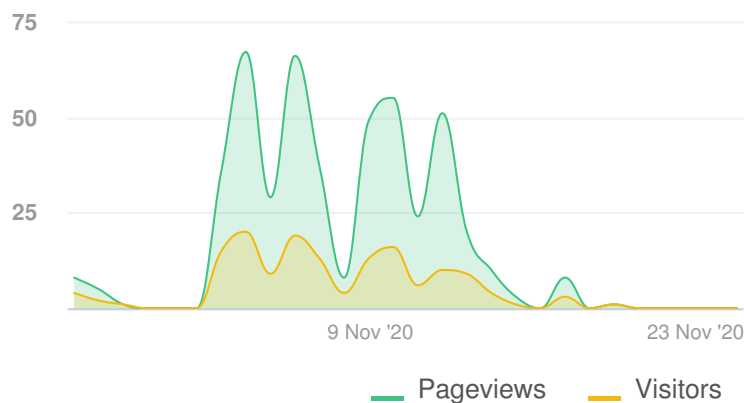
Project Report

04 January 2019 - 23 November 2020

Talk White Rock What's In Your Can?



Visitors Summary

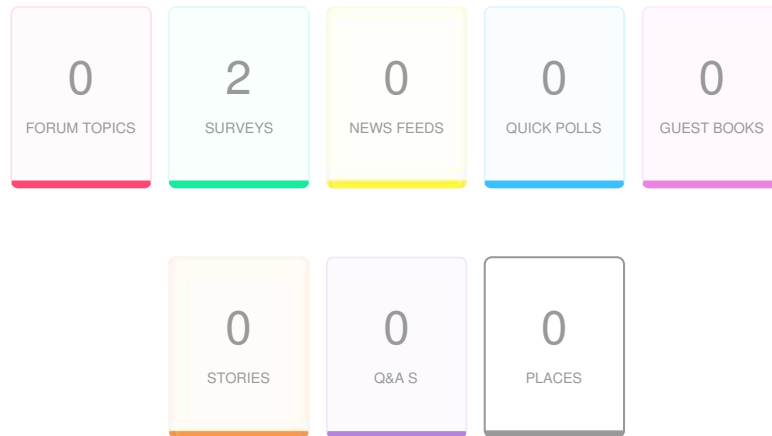


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
169	20	
NEW REGISTRATIONS		
55		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
62	117	141

Aware Participants	141	Engaged Participants	62		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	141				
Informed Participants	117	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	62	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	0	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	60	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	62				

ENGAGEMENT TOOLS SUMMARY



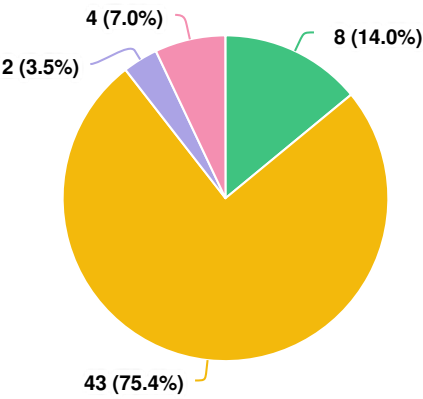
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Multi-Family Waste Survey	Archived	100	53	0	0
Survey Tool	Business Owners Survey	Archived	36	12	0	0

ENGAGEMENT TOOL: SURVEY TOOL

Multi-Family Waste Survey

Visitors	100	Contributors	53	CONTRIBUTIONS	57
----------	-----	--------------	----	---------------	----

Please let us know who is answering this survey

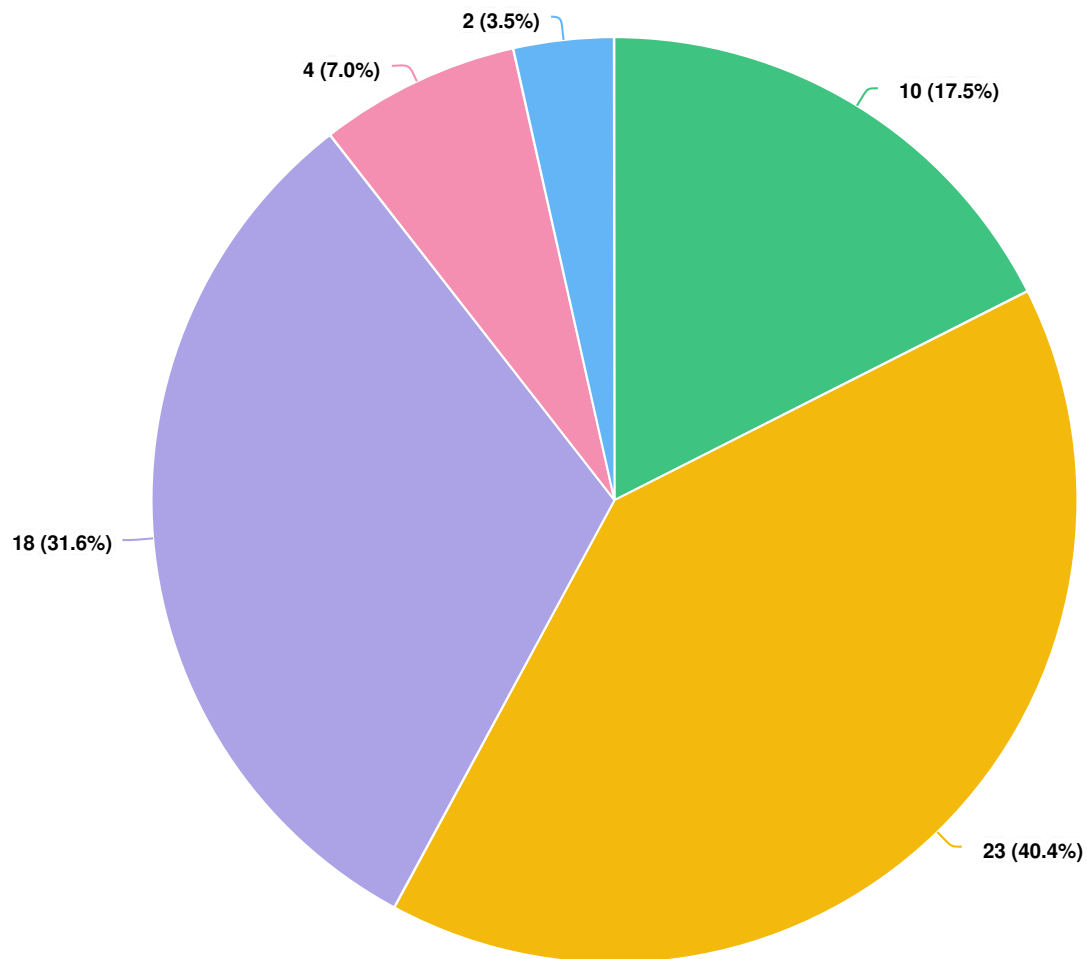


Question options

- Property Manager
- Strata Council Member
- Multi-family Building Resident (not on Strata Council)
- Other (please specify)

Mandatory Question (57 response(s))
Question type: Radio Button Question

How many units are in this building?



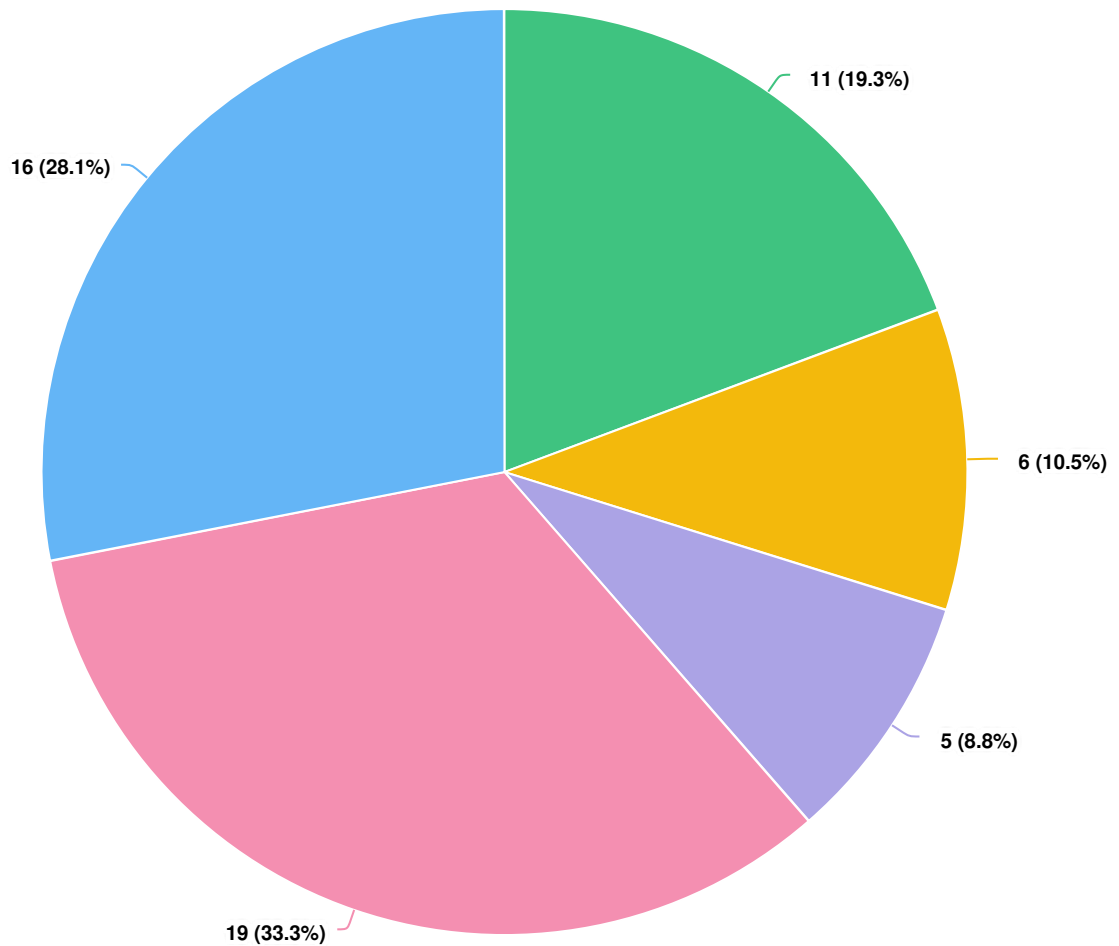
Question options

1- 10 11 - 20 21 - 50 51-100 101-150

Mandatory Question (57 response(s))

Question type: Radio Button Question

What is the monthly charge included in your Strata fees for waste collection services (per unit)?



Question options

☐ < \$15 ☐ \$16 - \$20 ☐ \$21 - \$25 ☐ > \$25 ☐ Unsure

Mandatory Question (57 response(s))

Question type: Radio Button Question

Which services do your current waste hauler provide (select all that apply) :



Question options

☒ Garbage Collection ☒ Recycling Collection ☒ Organics (Food Waste) Collection

Mandatory Question (57 response(s))

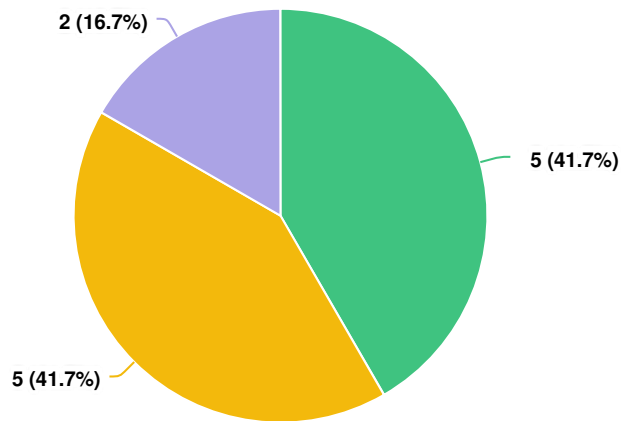
Question type: Checkbox Question

ENGAGEMENT TOOL: SURVEY TOOL

Business Owners Survey

Visitors 36	Contributors 12	CONTRIBUTIONS 12
--------------------	------------------------	-------------------------

Please let us know who is responding to this survey



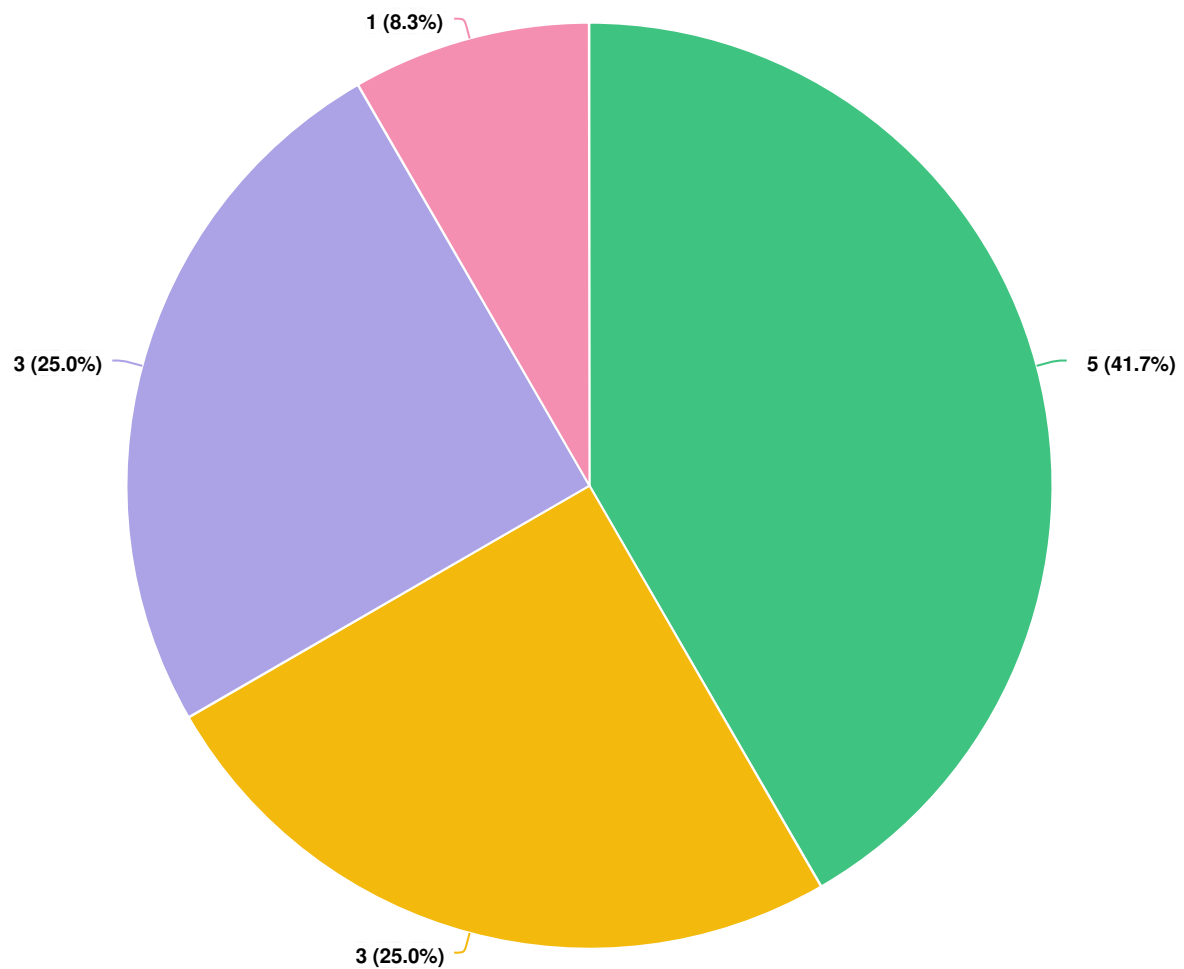
Question options

☒ I am the Business Owner
 ☒ I am a Commerical Property Owner
 ☐ Other (please specify)

Mandatory Question (12 response(s))

Question type: Radio Button Question

Please describe your business type:



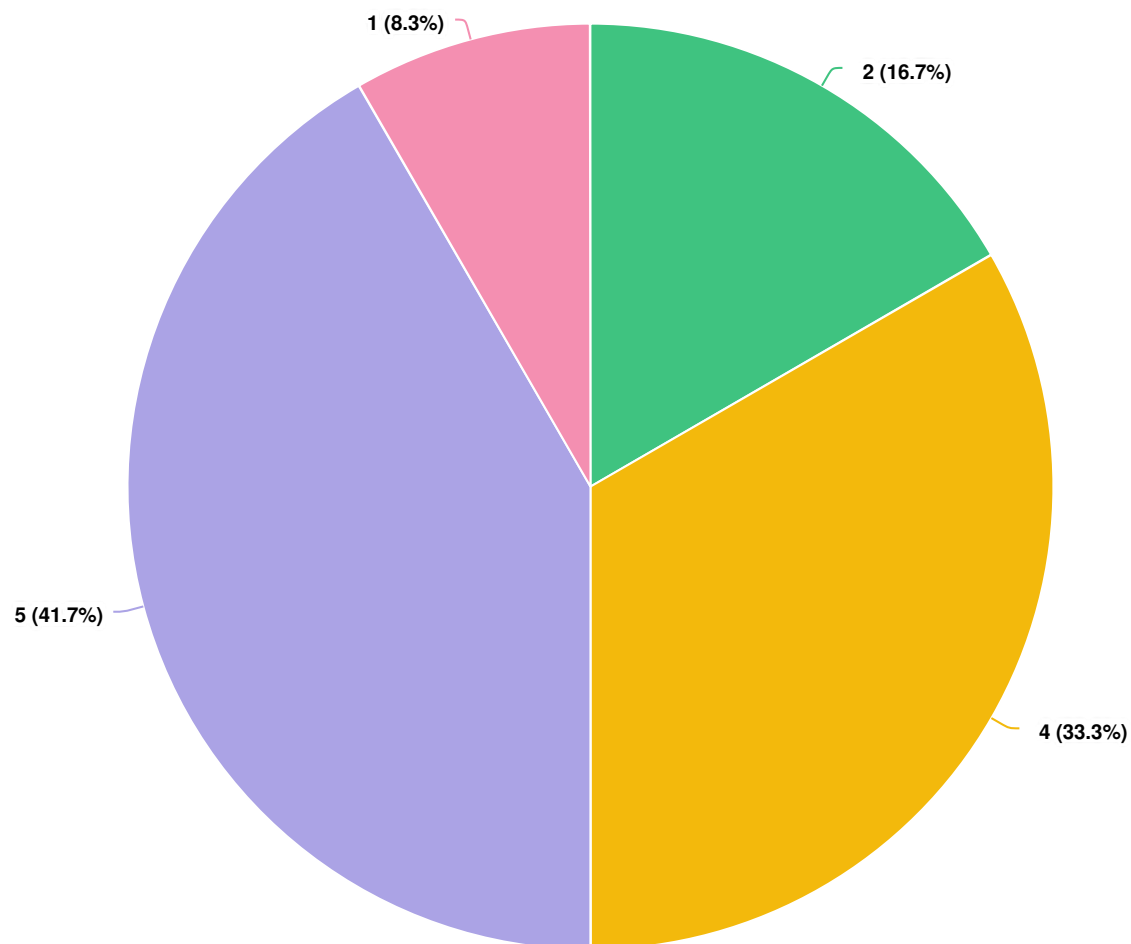
Question options

- Stand-alone building with no other businesses attached
- Business within a business complex
- Business within a mixed-use (business and residential) building
- Other (please specify)

Mandatory Question (12 response(s))

Question type: Radio Button Question

If you are situated in a mixed-use (business and residential) property, please specify how you dispose of waste:



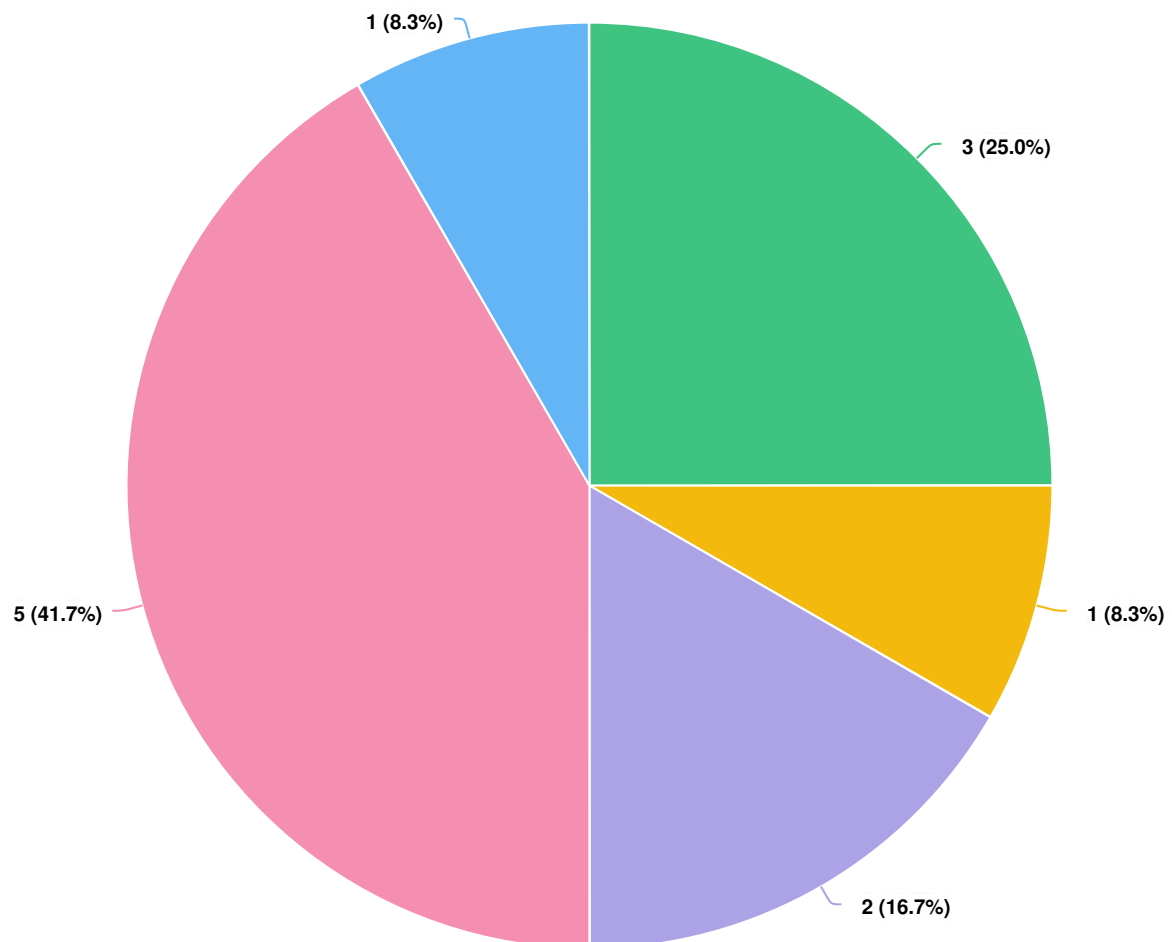
Question options

- ☐ The business shares waste bins with the residential units
- ☐ The business waste bins are separate from residential waste bins
- ☐ Not Applicable (not in a mixed-use building)
- ☐ Other (please specify)

Mandatory Question (12 response(s))

Question type: Radio Button Question

If you are in a mixed-use (business and residential) building, please specify how you pay for waste collection services



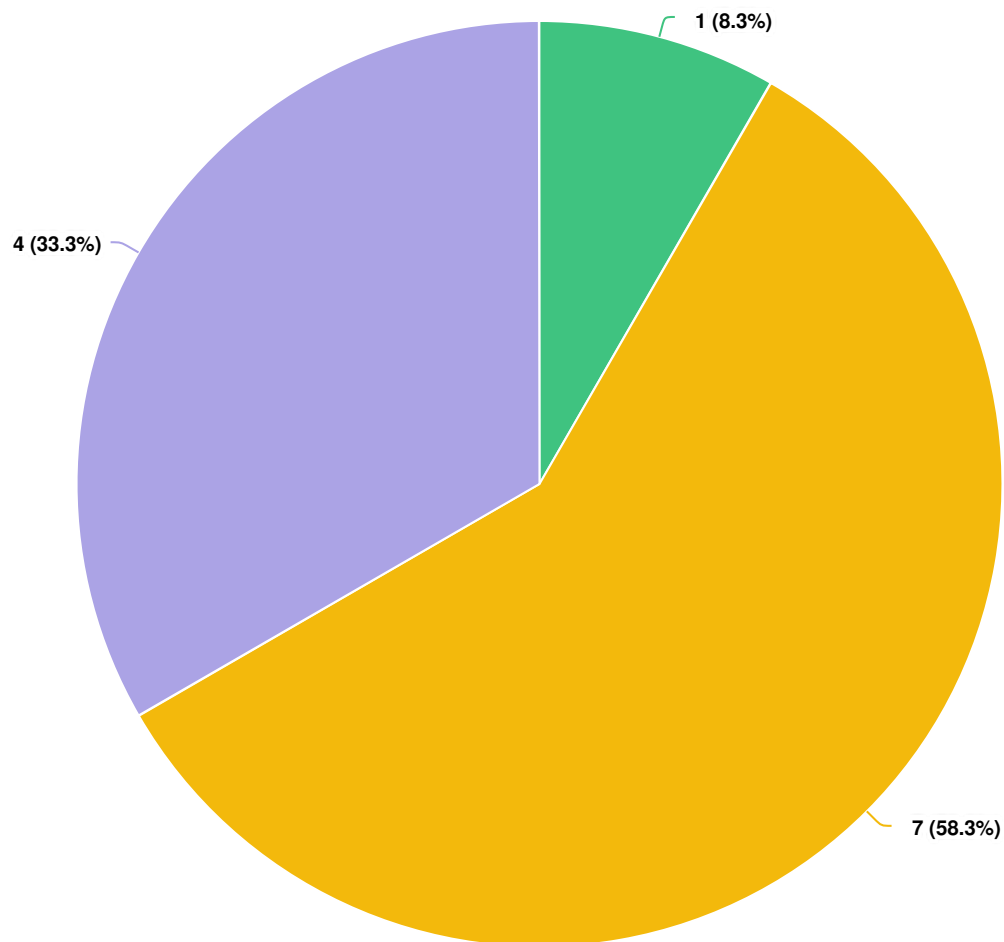
Question options

- The business pays for all waste collection services
- The business and residential units share the cost of waste collection services
- The property owner pays for the waste collection services and it is part of our lease/rent
- Not Applicable (not in a mixed-use building)
- Other (please specify)

Mandatory Question (12 response(s))

Question type: Radio Button Question

What is the average monthly charge included in your lease/rent for waste collection services?



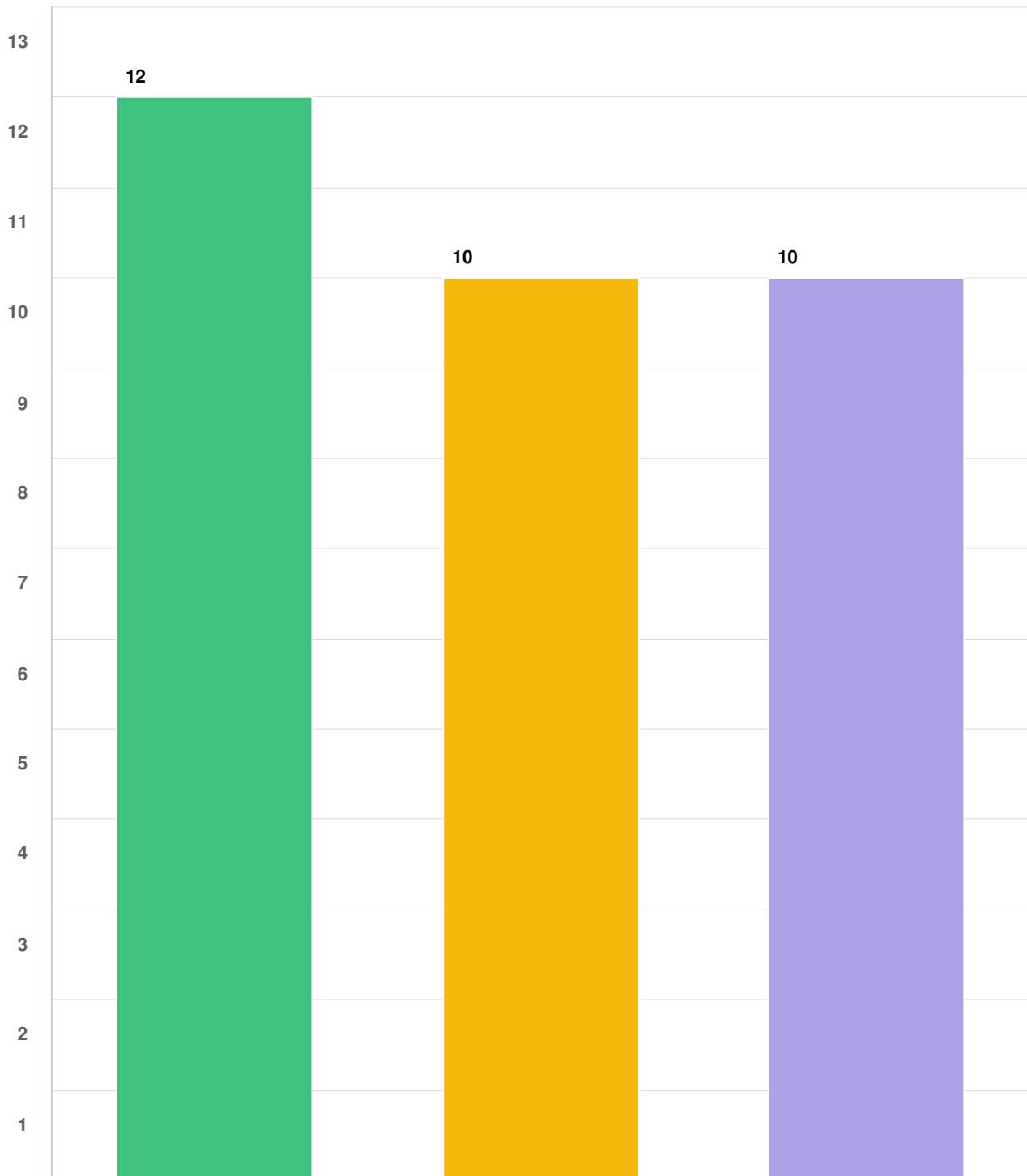
Question options

☐ < \$20 ☐ > \$61 ☐ Unsure/Don't know

Mandatory Question (12 response(s))

Question type: Radio Button Question

Which services do your current waste hauler provide (select all that apply) :



Question options

☒ Garbage Collection ☒ Recycling Collection ☒ Organics (Food Waste) Collection

Mandatory Question (12 response(s))

Question type: Checkbox Question

Appendix J

Utility Rate Model

Name of the Model Run

City of White Rock 2020 Budget Estimate

Solid Waste Services

Prepared By

Consulting Team

Date

14-Jan-21

City of White Rock 2020 Budget Estimate Statement of Revenue Requirements				
	2018 Test Year			
DIRECT OPERATING EXPENSES	Garbage	Recycling	Green Waste	Total
Regular Wages & Benefits ¹	78,260	144,518	143,143	365,921
New FTE to administer contracts ²	33,333	33,333	33,333	100,000
Advertising	660	1,268	280	2,208
Program Supplies (assumed Residents)	460	3,076	460	3,996
Program Contract Costs - Facility Collections	22,502	1,537		24,039
Tipping Fees - Resident Collections	121,178	263	124,070	245,511
Rental of Equipment				0
Contract Maintenance				0
Allocated Vehicle Operating Costs	37,798	83,039	37,798	158,635
Contingency				0
Program Contract Costs - Resident Collection	51,663	22,159	65,342	139,164
Supplies - Facility Collections				0
Tipping Fees - ICI and MF ³	525,624	60,455	122,864	708,943
Operating Costs - ICI MF ³	237,468	365,638	365,638	968,744
Other	0	0	0	0
Sub-total	1,108,946	715,286	892,928	2,717,161
OTHER OPERATING EXPENSES (See Worksheet 3 for Details)				
Allocated Indirect/Administration Cost ⁴	140,804	90,820	113,376	345,000
Vacation Pay Allowance	4,696	8,671	8,589	21,955
WCB Claims Allowance	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Total	145,499	99,492	121,964	366,955
TOTAL EXPENSES WITH ICI AND MF	1,254,446	814,778	1,014,893	3,084,116
LESS OTHER OPERATING REVENUE				
Decal Sales Revenue	4,505			4,505
Sale of Composters				0
Special Events Revenue				0
Chipping and Green Waste Program				0
External Cost Recovery				0
Sale of Recyclables				0
Blue/Red Box Sales			1,905	1,905
Kraft Bag Sales			3,794	3,794
Recycle BC - SF + MF		235,637		235,637
Civic Facilities				0
Other				0
Total	4,505	235,637	5,699	245,841
TOTAL REVENUE WITH ICI AND MF	4,505	235,637	5,699	245,841
REVENUE REQUIRED FROM CUSTOMERS	1,249,941	579,141	1,009,194	2,838,275

Notes:

¹ Wages and benefit costs are based on actual City 2018 costs

² One FTE staff member to administer contract for MF and ICI sectors, SF collections and other SWM City services and programs.

³ Costs are summarized from **Table 30** of the Report.

⁴ Allocated indirect/administrative cost" includes supervisory and management staff, allocated Engineering & Operations Dept and City Hall administrative costs, and annual contributions to the equipment replacement reserve.

City of White Rock 2020 Budget Estimate Breakdown of Other Operating Expenses				
	2018 Test Year			
	Garbage	Recycling	Green Waste	Total
Allocated Indirect/Administration Cost				
Total Allocated Indirect/Administration Cost ¹	345,000			
Total Existing Budget for Each Service	1,108,946	715,286	892,928	2,717,161
% of Total Budget by Service	41%	26%	33%	1
ALLOCATED INDIRECT/ADMINISTRATION COST	140,804	90,820	113,376	345,000
Vacation Pay Allowance				
Total Regular Wages and Benefits	78,260	144,518	143,143	365,921
Vacation Pay Allowance as a Percentage	6.0%	6.0%	6.0%	
Vacation Pay Allowance for Regular Wages	4,696	8,671	8,589	21,955
Total Casual, Student Wages and Benefits	33,333	33,333	33,333	100,000
Vacation Pay Allowance as a Percentage	0.0%	0.0%	0.0%	
Vacation Pay Allowance for Student Wages	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
Other	0	0	0	0
TOTAL VACATION PAY ALLOWANCE	4,696	8,671	8,589	21,955
WCB Claims Allowance				
Year - 2017				0
Year - 2018				0
Average of Previous Two Years				0
TOTAL WCB CLAIMS ALLOWANCE	-	-	-	-

Notes:

¹ Allocated indirect/administrative cost" includes supervisory and management staff, allocated Engineering & Operations Dept and City Hall administrative costs, and annual contributions to the equipment replacement reserve.

² Data is not available

City of White Rock 2020 Budget Estimate Number and Class of Customers with Garbage Collection 2018			
Customer Class	Number of Customers	Generation Ratio¹	Customer Equivalents
Single Family Residential	4,038	1.00	4,038
Single Family Residential with Secondary Suite			0
Residential Strata	6,265	0.53	3,320
Rental Units			0
ICI Customers	163	23.00	3,749
Other			
Other			
TOTAL	10,466		11,107

City of White Rock 2020 Budget Estimate Number and Class of Customers with Recycling Collection 2018			
Customer Class	Number of Customers	Generation Ratio¹	Customer Equivalents
Single Family Residential	4,038	1.00	4,038
Single Family Residential with Secondary Suite			0
Residential Strata	6,265	0.53	3,320
Rental Units			0
ICI Customers	163	23.00	3,749
Other			
Other			
TOTAL	10,466		11,107

City of White Rock 2020 Budget Estimate Number and Class of Customers with Green Waste Collection 2018			
Customer Class	Number of Customers	Generation Ratio¹	Customer Equivalents
Single Family Residential	4,038	1.00	4,038
Single Family Residential with Secondary Suite			0
Residential Strata	6,265	0.53	3,320
Rental Units			0
ICI Customers	163	23.00	3,749
Other			
Other			
TOTAL	10,466		11,107

Notes:

¹ Generation ratio is based on projected 2019 tonnage data.

**City of White Rock 2020 Budget Estimate
Cost of Service per Customer- Garbage
2018**

Total Revenue Required for Garbage from Worksheet 2	\$ 1,249,941
Revenue per Customer Equivalent	112.53

Customer Class	Generation Ratio	Total Annual Revenue for Customer Class	Annual Charge per Customer
Single Family Residential	1.00	\$454,403	\$113
Single Family Residential with Secondary Suite	-	\$0	\$0
Residential Strata	0.53	\$373,656	\$60
Rental Units	-	\$0	\$0
ICI Customers	23.00	\$421,881	\$2,588
TOTAL		\$1,249,941	

**City of White Rock 2020 Budget Estimate
Cost of Service per Customer - Recycling
2018**

Total Revenue Required for Recycling from Worksheet 2	\$ 579,141
Revenue per Customer Equivalent	52.14

Customer Class	Generation Ratio	Total Annual Revenue for Customer Class	Annual Charge per Customer
Single Family Residential	1.00	\$210,541	\$52
Single Family Residential with Secondary Suite	-	\$0	\$0
Residential Strata	0.53	\$173,128	\$28
Rental Units	-	\$0	\$0
ICI Customers	23.00	\$195,472	\$1,199
TOTAL		\$579,141	

**City of White Rock 2020 Budget Estimate
Cost of Service per Customer - Green Waste
2018**

Total Revenue Required for Green Waste from Worksheet 2	\$ 1,009,194
Revenue per Customer Equivalent	90.86

Customer Class	Generation Ratio	Total Annual Revenue for Customer Class	Annual Charge per Customer
Single Family Residential	1.0	\$366,882	\$91
Single Family Residential with Secondary Suite	-	\$0	\$0
Residential Strata	0.5	\$301,687	\$48
Rental Units	-	\$0	\$0
ICI Customers	23.0	\$340,624	\$2,090
TOTAL		\$1,009,194	

Notes:

¹ Generation ratio is based on projected 2019 tonnage data.

City of White Rock 2020 Budget Estimate Projected Cost per Multi-Family Building 2018							
	CIVIC ADDRESS	NAME	RES. UNITS	Garbage	Recycling	Green Waste	Annual Charge for Building
1	Beachview 15110	Beachview Apt	6	357.85	165.80	288.93	812.58
2	Beachview 15140	Kulleana	9	536.78	248.71	433.39	1,218.87
3	Best 1233	Hillside	11	656.06	303.98	529.70	1,489.73
4	Best 1243	Winston Churchill	19	1,133.19	525.05	914.93	2,573.18
5	Best 1255	Ambasssador	23	1,371.76	635.58	1,107.55	3,114.90
6	Best 1327	Chestnut Manor	12	715.70	331.61	577.85	1,625.16
7	Best 1347	NEW	9	536.78	248.71	433.39	1,218.87
8	Best 1367	Larchwood	17	1,013.91	469.78	818.62	2,302.32
9	Best 1447	Monticello Place	26	1,550.69	718.49	1,252.01	3,521.19
10	Best 1467	Bakerview Court	8	477.13	221.07	385.24	1,083.44
11	Best 1481-1487	Townhouses	4	238.57	110.54	192.62	541.72
12	Best 1533	Tivoli, The	36	2,147.11	994.83	1,733.56	4,875.49
13	Best 1575	Embassy, I	57	3,399.58	1,575.15	2,744.80	7,719.53
14	Best 1588	Monterey	82	4,890.63	2,266.00	3,948.66	11,105.29
15	Blackwood 1250	White Sands	26	1,550.69	718.49	1,252.01	3,521.19
16	Blackwood 1371	Bayview Chateau	45	2,683.88	1,243.54	2,166.95	6,094.37
17	Blackwood 1390	Petite Chateau	8	477.13	221.07	385.24	1,083.44
18	Blackwood 1410	Chelsea House	18	1,073.55	497.41	866.78	2,437.75
19	Blackwood 1430	Villa Sunset	15	894.63	414.51	722.32	2,031.46
20	Blackwood 1441	Capistrano, The	23	1,371.76	635.58	1,107.55	3,114.90
21	Blackwood 1442	Blackwood Manor	62	3,697.79	1,713.32	2,985.57	8,396.68
22	Blackwood 1458	Champlaine Manor	18	1,073.55	497.41	866.78	2,437.75
23	Blackwood 1459	Chartwell Manor	38	2,266.39	1,050.10	1,829.87	5,146.35
24	Blackwood 1473	Lamplighter	17	1,013.91	469.78	818.62	2,302.32
25	Blackwood 1480	Villa Solana	20	1,192.84	552.68	963.09	2,708.61
26	Blackwood 1508	Juliana	5	298.21	138.17	240.77	677.15
27	Blackwood 1520	Blue Surf	27	1,610.33	746.12	1,300.17	3,656.62
28	Blackwood 1521	Sandringham	39	2,326.03	1,077.73	1,878.02	5,281.78
29	Blackwood 1550	Blackwood Village	63	3,757.43	1,740.95	3,033.73	8,532.11
30	Buena Vista 15131	Bay Pointe	18	1,073.55	497.41	866.78	2,437.75
31	Buena Vista 15139	Bella Vista	6	357.85	165.80	288.93	812.58
32	Buena Vista 15151	Maxwell Green	9	536.78	248.71	433.39	1,218.87
33	Buena Vista 15150-15162	Cottage Terrace	6	357.85	165.80	288.93	812.58
34	Buena Vista 15169	Presidents Court II	12	715.70	331.61	577.85	1,625.16
35	Buena Vista 15176-78	Beach Pointe	8	477.13	221.07	385.24	1,083.44
36	Buena Vista 15284	Buena Vista Terrace	12	715.70	331.61	577.85	1,625.16
37	Buena Vista 15367	Palms, The	21	1,252.48	580.32	1,011.24	2,844.04
38	Buena Vista 15391	Casa Bella	14	834.99	386.88	674.16	1,896.02
39	Elm 1164	Elm Apt	5	298.21	138.17	240.77	677.15
40	Everall 1434	townhomes	5	298.21	138.17	240.77	677.15
41	Everall 1456	townhomes	9	536.78	248.71	433.39	1,218.87
42	Everall 1466	townhomes	5	298.21	138.17	240.77	677.15
43	Everall 1486	townhomes	5	298.21	138.17	240.77	677.15
44	Everall 1501 (1550)	Evergreen Baptist	84	5,009.91	2,321.27	4,044.97	11,376.15
45	Everall 1531 (1550)	Baptist Manor	110	6,560.60	3,039.75	5,296.98	14,897.34
46	Everall 1552	Everall Court	6	357.85	165.80	288.93	812.58
47	Everall 1569	Seawynd Manor	20	1,192.84	552.68	963.09	2,708.61
48	Everall 1580	Haighton Manor	57	3,399.58	1,575.15	2,744.80	7,719.53
49	Fir 1220	Vista Pacifica	37	2,206.75	1,022.46	1,781.71	5,010.92
50	Fir 1280	Oceana Villa	39	2,326.03	1,077.73	1,878.02	5,281.78
51	Fir 1320	Willows	20	1,192.84	552.68	963.09	2,708.61

	CIVIC ADDRESS	NAME	RES. UNITS	Garbage	Recycling	Green Waste	Annual Charge for Building
52	Fir 1331	Barclay	20	1,192.84	552.68	963.09	2,708.61
53	Fir 1340	Oceana villa (Starlite)	10	596.42	276.34	481.54	1,354.30
54	Fir 1355	Pauline	17	1,013.91	469.78	818.62	2,302.32
55	Fir 1360	La Playa Vista	40	2,385.67	1,105.36	1,926.18	5,417.21
56	Fir 1371	Hillcrest Villa	7	417.49	193.44	337.08	948.01
57	Fir 1378	Chatsworth Manor	12	715.70	331.61	577.85	1,625.16
58	Fir 1448	Dorchester	44	2,624.24	1,215.90	2,118.79	5,958.94
59	Fir 1455	Fir, The	58	3,459.23	1,602.78	2,792.96	7,854.96
60	Fir 1475	White Birch	25	1,491.05	690.85	1,203.86	3,385.76
61	Fir 1544	Juniper Arms	21	1,252.48	580.32	1,011.24	2,844.04
62	Fir 1555	Sagewood Place	36	2,147.11	994.83	1,733.56	4,875.49
63	Fir 1558	Firview	30	1,789.25	829.02	1,444.63	4,062.91
64	Foster 1267	Foster Terrace	21	1,252.48	580.32	1,011.24	2,844.04
65	Foster 1270	Villa Riva	23	1,371.76	635.58	1,107.55	3,114.90
66	Foster 1280	Waterford Place	12	715.70	331.61	577.85	1,625.16
67	Foster 1281	Charter Manor	11	656.06	303.98	529.70	1,489.73
68	Foster 1291	Gettington Square	7	417.49	193.44	337.08	948.01
69	Foster 1321	Crestwood Manor	30	1,789.25	829.02	1,444.63	4,062.91
70	Foster 1331	Kent Mayfair	6	357.85	165.80	288.93	812.58
71	Foster 1341	Cypress Manor	18	1,073.55	497.41	866.78	2,437.75
72	Foster 1368	Kingfisher	31	1,848.90	856.66	1,492.79	4,198.34
73	Foster 1371	Kent Manor	18	1,073.55	497.41	866.78	2,437.75
74	Foster 1437	Wedgewood Pearl	39	2,326.03	1,077.73	1,878.02	5,281.78
75	Foster 1442	W.R. Square II	55	3,280.30	1,519.88	2,648.49	7,448.67
76	Foster 1442	W.R. Square III	46	2,743.52	1,271.17	2,215.10	6,229.80
77	Foster 1461	Foster Manor	20	1,192.84	552.68	963.09	2,708.61
78	Foster 1480	W.R. Square 1	44	2,624.24	1,215.90	2,118.79	5,958.94
79	Foster 1551	Sussex #4	60	3,578.51	1,658.05	2,889.26	8,125.82
80	Foster 1581	Sussex #1	38	2,266.39	1,050.10	1,829.87	5,146.35
81	George 1328	Doral	7	417.49	193.44	337.08	948.01
82	George 1341	Oceanview	36	2,147.11	994.83	1,733.56	4,875.49
83	George 1350	Hillcrest Manor	26	1,550.69	718.49	1,252.01	3,521.19
84	George 1369	Cameo Terrace	18	1,073.55	497.41	866.78	2,437.75
85	George 1378	Franklin Place	26	1,550.69	718.49	1,252.01	3,521.19
86	George 1400	Georgian Place	16	954.27	442.15	770.47	2,166.89
87	George 1440	Georgian Square	16	954.27	442.15	770.47	2,166.89
88	George 1455	Avra NEW	100	5,964.18	2,763.41	4,815.44	13,543.04
89	George 1521	Bayview Place	31	1,848.90	856.66	1,492.79	4,198.34
90	George 1526	Sir Phillip	18	1,073.55	497.41	866.78	2,437.75
91	George 1554	Georgian	17	1,013.91	469.78	818.62	2,302.32
92	Habgood 820	Villa Dardanells	11	656.06	303.98	529.70	1,489.73
93	Johnston 1221	Presidents Court	12	715.70	331.61	577.85	1,625.16
94	Johnston 1426	Saltaire	36	2,147.11	994.83	1,733.56	4,875.49
95	Johnston 1446	Over Com.	4	238.57	110.54	192.62	541.72
96	Johnston 1473	Miramar Phase 2	96	5,725.62	2,652.88	4,622.82	13,001.31
97	Johnston 1493	Above Whaling wall	4	238.57	110.54	192.62	541.72
98	Maple 849	Maple Auto Crt	6	357.85	165.80	288.93	812.58
99	Maple 882	Above commercial	4	238.57	110.54	192.62	541.72
100	Maple 1183	Christina Place	85	5,069.55	2,348.90	4,093.12	11,511.58
101	Marine 14001-47	Ocean Ridge	36	2,147.11	994.83	1,733.56	4,875.49
102	Marine 14435	Roc Sea	8	477.13	221.07	385.24	1,083.44
103	Marine 14485	Apartments	3	178.93	82.90	144.46	406.29
104	Marine 14853	Marine Court	37	2,206.75	1,022.46	1,781.71	5,010.92
105	Marine 14881	Driftwood Arms	22	1,312.12	607.95	1,059.40	2,979.47
106	Marine 14909	Nautica	24	1,431.40	663.22	1,155.71	3,250.33
107	Marine 14965	Pacifica	18	1,073.55	497.41	866.78	2,437.75
108	Marine 15077	Above commercial	4	238.57	110.54	192.62	541.72

	CIVIC ADDRESS	NAME	RES. UNITS	Garbage	Recycling	Green Waste	Annual Charge for Building
109	Marine 15097	Top of the Rock	5	298.21	138.17	240.77	677.15
110	Marine 15117	Sand & Sea	4	238.57	110.54	192.62	541.72
111	Marine 15129	San Juan Terrace	4	238.57	110.54	192.62	541.72
112	Marine 15147	Ocean Villa	6	357.85	165.80	288.93	812.58
113	Marine 15165	Semiahmoo Shores	21	1,252.48	580.32	1,011.24	2,844.04
114	Marine 15395	Apartments	3	178.93	82.90	144.46	406.29
115	Marine 15393	Apartments	3	178.93	82.90	144.46	406.29
116	Marine 15415	Cypress Vista	8	477.13	221.07	385.24	1,083.44
117	Marine 15501	Surfside	8	477.13	221.07	385.24	1,083.44
118	Marine 15517	Over commercial	4	238.57	110.54	192.62	541.72
119	Marine 15621	Pacific Pointe	57	3,399.58	1,575.15	2,744.80	7,719.53
120	Marine 15563	Ocean View Terrace	8	477.13	221.07	385.24	1,083.44
121	Marine 15717	Pacific Sands	15	894.63	414.51	722.32	2,031.46
122	Marine 15747	Promenade	18	1,073.55	497.41	866.78	2,437.75
123	Marine 15777	South Beach	35	2,087.46	967.19	1,685.40	4,740.06
124	Marine 15791	Park Place	7	417.49	193.44	337.08	948.01
125	Marine 15809	Vista Del Mar	32	1,908.54	884.29	1,540.94	4,333.77
126	Marine 15875	Southport	59	3,518.87	1,630.41	2,841.11	7,990.39
127	Marine 15941	Heritage, The	22	1,312.12	607.95	1,059.40	2,979.47
128	Marine 15971	Mariners Estates	14	834.99	386.88	674.16	1,896.02
129	Marine 15989	Mariners Estate	9	536.78	248.71	433.39	1,218.87
130	Martin 1081	Silvermoon	26	1,550.69	718.49	1,252.01	3,521.19
131	Martin 1250	Regency	12	715.70	331.61	577.85	1,625.16
132	Martin 1285	Crest	29	1,729.61	801.39	1,396.48	3,927.48
133	Martin 1290	Seabreeze	6	357.85	165.80	288.93	812.58
134	Martin 1319	Cedars	30	1,789.25	829.02	1,444.63	4,062.91
135	Martin 1322	Blue Spruce	18	1,073.55	497.41	866.78	2,437.75
136	Martin 1330	Coach House	20	1,192.84	552.68	963.09	2,708.61
137	Martin 1351	Dogwood	18	1,073.55	497.41	866.78	2,437.75
138	Martin 1360	Westwinds	32	1,908.54	884.29	1,540.94	4,333.77
139	Martin 1361	Montague Place	8	477.13	221.07	385.24	1,083.44
140	Martin 1381	Chestnut	28	1,669.97	773.76	1,348.32	3,792.05
141	Martin 1390	Kent Heritage	17	1,013.91	469.78	818.62	2,302.32
142	Martin 1424	Patrician	14	834.99	386.88	674.16	1,896.02
143	Martin 1437	Heatherstone	16	954.27	442.15	770.47	2,166.89
144	Martin 1444	Martin View Manor	26	1,550.69	718.49	1,252.01	3,521.19
145	Martin 1460	Capistrano	20	1,192.84	552.68	963.09	2,708.61
146	Martin 1467	Searidge Court	18	1,073.55	497.41	866.78	2,437.75
147	Martin 1497	White Stone Manor	20	1,192.84	552.68	963.09	2,708.61
148	Martin 1509	Martin Manor	42	2,504.96	1,160.63	2,022.49	5,688.07
149	Martin 1550	Sussex #3	25	1,491.05	690.85	1,203.86	3,385.76
150	Martin 1580	Sussex #2	26	1,550.69	718.49	1,252.01	3,521.19
151	Martin 1589	Martin Village	48	2,862.81	1,326.44	2,311.41	6,500.66
152	Merklin 1225	Englesea Manor	37	2,206.75	1,022.46	1,781.71	5,010.92
153	Merklin 1234	Ocean Vista	27	1,610.33	746.12	1,300.17	3,656.62
154	Merklin 1264	Bayswater	6	357.85	165.80	288.93	812.58
155	Merklin 1273	Clifton Lane	35	2,087.46	967.19	1,685.40	4,740.06
156	Merklin 1280	Paterson	28	1,669.97	773.76	1,348.32	3,792.05
157	Merklin 1323	Seville By The Sea	12	715.70	331.61	577.85	1,625.16
158	Merklin 1331	Sea View Manor	20	1,192.84	552.68	963.09	2,708.61
159	Merklin 1351	Merklin Manor	20	1,192.84	552.68	963.09	2,708.61
160	Merklin 1366/86	Elmwood	16	954.27	442.15	770.47	2,166.89
161	Merklin 1379	Rosewood	18	1,073.55	497.41	866.78	2,437.75
162	Merklin 1390	Lincoln	15	894.63	414.51	722.32	2,031.46
163	Merklin 1418/24	Selina Court	4	238.57	110.54	192.62	541.72
164	Merklin 1429	Kensington Manor	26	1,550.69	718.49	1,252.01	3,521.19
165	Merklin 1449	Brendaan Place	12	715.70	331.61	577.85	1,625.16

	CIVIC ADDRESS	NAME	RES. UNITS	Garbage	Recycling	Green Waste	Annual Charge for Building
166	Merklin 1450	Merklin Residence	35	2,087.46	967.19	1,685.40	4,740.06
167	Merklin 1451/97	Hazelmere	24	1,431.40	663.22	1,155.71	3,250.33
168	Merklin 1488	Brockton Place	17	1,013.91	469.78	818.62	2,302.32
169	Merklin 1500	Cimmeron	16	954.27	442.15	770.47	2,166.89
170	Merklin 1531	Berkley Court	18	1,073.55	497.41	866.78	2,437.75
171	Merklin 1576	Embassy, II **	59	3,518.87	1,630.41	2,841.11	7,990.39
172	North Bluff 14824	The Belaire	48	2,862.81	1,326.44	2,311.41	6,500.66
173	North Bluff 14834	Sundial	50	2,982.09	1,381.71	2,407.72	6,771.52
174	North Bluff 14884	North Bluff Residence	27	1,610.33	746.12	1,300.17	3,656.62
175	North Bluff 14990	Mauritz Manor	32	1,908.54	884.29	1,540.94	4,333.77
176	North Bluff 15020	North Bluff Village	54	3,220.66	1,492.24	2,600.34	7,313.24
177	North Bluff 15280	Vista Royale	95	5,665.97	2,625.24	4,574.67	12,865.88
178	North Bluff 15310	Sunset Villa	36	2,147.11	994.83	1,733.56	4,875.49
179	North Bluff 15318	Towerside	12	715.70	331.61	577.85	1,625.16
180	North Bluff 15466	The Summit	42	2,504.96	1,160.63	2,022.49	5,688.07
181	Pacific 15208-28	Ocean Ridge	70	4,174.93	1,934.39	3,370.81	9,480.12
182	Pacific 15213	Pacific View I	23	1,371.76	635.58	1,107.55	3,114.90
183	Pacific 15233	Pacific View II	35	2,087.46	967.19	1,685.40	4,740.06
184	Pacific 15869	Concord Homes	29	1,729.61	801.39	1,396.48	3,927.48
185	Parker 1020	Pacific Vista	9	536.78	248.71	433.39	1,218.87
186	Parker 1040	Tamabuda	4	238.57	110.54	192.62	541.72
187	Prospect 15041	Sea Vista	15	894.63	414.51	722.32	2,031.46
188	Prospect 15050	Contessa, The	8	477.13	221.07	385.24	1,083.44
189	Prospect 15070	Los Arcos	10	596.42	276.34	481.54	1,354.30
190	Prospect 15080	Tiffany	16	954.27	442.15	770.47	2,166.89
191	Prospect 15115	Prospect Manor	15	894.63	414.51	722.32	2,031.46
192	Prospect 15130	Summit View	6	357.85	165.80	288.93	812.58
193	Prospect 15151	Camelot Court	24	1,431.40	663.22	1,155.71	3,250.33
194	Prospect 15161	Ocean Wynd Crt	6	357.85	165.80	288.93	812.58
195	Prospect 15164	Waterford Place	25	1,491.05	690.85	1,203.86	3,385.76
196	Roper 14989	Hilltop Garden	48	2,862.81	1,326.44	2,311.41	6,500.66
197	Roper 15010	Baycrest	19	1,133.19	525.05	914.93	2,573.18
198	Roper 15070	Sandpiper	6	357.85	165.80	288.93	812.58
199	Roper 15130	Carrington House	17	1,013.91	469.78	818.62	2,302.32
200	Roper 15150	Spring Villa	9	536.78	248.71	433.39	1,218.87
201	Roper 15154-58	Sand Dollar	12	715.70	331.61	577.85	1,625.16
202	Roper 15265	Wiltshire House	18	1,073.55	497.41	866.78	2,437.75
203	Roper 15289/99	Apartments	4	238.57	110.54	192.62	541.72
204	Roper 15311-15303	Apartments	4	238.57	110.54	192.62	541.72
205	Roper 15357	Regency Court	35	2,087.46	967.19	1,685.40	4,740.06
206	Roper 15389	Regency Court	21	1,252.48	580.32	1,011.24	2,844.04
207	Roper 15468	Peace Arch Manor	79	4,711.70	2,183.10	3,804.20	10,699.00
208	Royal 15158	Royal Villa	29	1,729.61	801.39	1,396.48	3,927.48
209	Royal 15281	Lyons Apts.	20	1,192.84	552.68	963.09	2,708.61
210	Russell 15111	Pacific Terrace	75	4,473.14	2,072.56	3,611.58	10,157.28
211	Russell 15111	Pacific Terrace	8	477.13	221.07	385.24	1,083.44
212	Russell 15152	Miramar Phase I	129	7,693.80	3,564.80	6,211.92	17,470.52
213	Russell 15321	Skyline	62	3,697.79	1,713.32	2,985.57	8,396.68
214	Russell 15380	Hazel Villa	12	715.70	331.61	577.85	1,625.16
215	Stevens 1450/68	Shaugnessy Estates	10	596.42	276.34	481.54	1,354.30
216	Thrift 14921	Nicole Place	9	536.78	248.71	433.39	1,218.87
217	Thrift 14934	Villa Positano	8	477.13	221.07	385.24	1,083.44
218	Thrift 14950	Monterey Manor	30	1,789.25	829.02	1,444.63	4,062.91
219	Thrift 14957/71	White Cliffe	20	1,192.84	552.68	963.09	2,708.61
220	Thrift 15018	Orco Vista	5	298.21	138.17	240.77	677.15
221	Thrift 15035	Grosvenor Court	14	834.99	386.88	674.16	1,896.02
222	Thrift 15088	Morgan Place	9	536.78	248.71	433.39	1,218.87

	CIVIC ADDRESS	NAME	RES. UNITS	Garbage	Recycling	Green Waste	Annual Charge for Building
223	Thrift 15290	Windermere	17	1,013.91	469.78	818.62	2,302.32
224	Thrift 15291	Lorraine Manor	8	477.13	221.07	385.24	1,083.44
225	Thrift 15317	Nottingham	12	715.70	331.61	577.85	1,625.16
226	Thrift 15369	Anthea Manor	27	1,610.33	746.12	1,300.17	3,656.62
227	Thrift 15380	Birchwood	13	775.34	359.24	626.01	1,760.59
228	Thrift 15991	Arcadian	49	2,922.45	1,354.07	2,359.57	6,636.09
229	Victoria 14955	The Sausalito NEW	23	1,371.76	635.58	1,107.55	3,114.90
230	Victoria 14985	Mainsail	9	536.78	248.71	433.39	1,218.87
231	Victoria 15015	Victoria Terrace II	24	1,431.40	663.22	1,155.71	3,250.33
232	Victoria 15025	Victoria Terrace1	31	1,848.90	856.66	1,492.79	4,198.34
233	Victoria 15112	Apartments	3	178.93	82.90	144.46	406.29
234	Victoria 15156	Apartments	6	357.85	165.80	288.93	812.58
235	Victoria 15274	Victoria Apt	4	238.57	110.54	192.62	541.72
236	Victoria 15474A	Malou Apt.	8	477.13	221.07	385.24	1,083.44
237	Victoria 15474B	Apartments	4	238.57	110.54	192.62	541.72
238	Vidal 1153	Monticeto	41	2,445.31	1,133.00	1,974.33	5,552.64
239	Vidal 1350	Sea Park Manor	63	3,757.43	1,740.95	3,033.73	8,532.11
240	Vidal 1351	Sea Park Manor	12	715.70	331.61	577.85	1,625.16
241	Vidal 1353	Sea Park Manor	18	1,073.55	497.41	866.78	2,437.75
242	Vidal 1467-99	Mariners Reach	14	834.99	386.88	674.16	1,896.02
243	Vidal 1480	Wellington	21	1,252.48	580.32	1,011.24	2,844.04
244	Vidal 1520	Sandhurst	39	2,326.03	1,077.73	1,878.02	5,281.78
245	Vidal 1561	Ridgecrest	60	3,578.51	1,658.05	2,889.26	8,125.82
246	Vine 14980	Vinewood	59	3,518.87	1,630.41	2,841.11	7,990.39
247	Vine 15440	Courtyards, The	32	1,908.54	884.29	1,540.94	4,333.77
248	Vine 15445	Shearwater, The	23	1,371.76	635.58	1,107.55	3,114.90
249	West Beach 14644	Apartments	4	238.57	110.54	192.62	541.72
250	Winter 1333	Winter Street NEW	27	1,610.33	746.12	1,300.17	3,656.62
251	Winter 1354	Winter Estates	30	1,789.25	829.02	1,444.63	4,062.91
252	Winter 1355	Summerhill	34	2,027.82	939.56	1,637.25	4,604.63
253	Winter 1389	Hillside House	16	954.27	442.15	770.47	2,166.89
254	New		0	-	-	0	-
255	New		0	-	-	0	-
256	New		0	-	-	0	-
257	New		0	-	-	0	-
258	New		0	-	-	0	-
259	New		0	-	-	0	-
260	New		0	-	-	0	-
261	New		0	-	-	0	-
262	New		0	-	-	0	-
263	New		0	-	-	0	-
264	New		0	-	-	0	-
265	New		0	-	-	0	-
266	New		0	-	-	0	-
267	New		0	-	-	0	-
268	New		0	-	-	0	-
269	New		0	-	-	0	-
270	New		0	-	-	0	-
271	New		0	-	-	0	-
272	New		0	-	-	0	-
273	New		0	-	-	0	-
274	New		0	-	-	0	-
275	New		0	-	-	0	-
276	New		0	-	-	0	-
277	New		0	-	-	0	-
	TOTALS		6191	369,242.53	171,082.87	298,123.93	838,449.32

Source: December 2013 City of White Rock Multi-Family Residences Recycling List for MMBC

City of White Rock 2020 Budget Estimate
TOTAL Cost of Service per Customer
2018

Customer Class	Annual Cost by Service			Annual Total
	Garbage	Recycling	Green Waste	
Single Family Residential	112.53	52.14	90.86	255.53
Single Family Residential with Secondary Suite	-	-	-	-
Residential Strata	59.64	27.63	48.15	135.43
Rental Units	-	-	-	-
ICI Customers	2,588.23	1,199.22	2,089.72	5,877.17
TOTAL				

City of White Rock 2020 Budget Estimate
Comparison of Customer Cost
2018

Customer Class	Current Rate	Proposed Rate	\$ Increase	% Increase
Single Family Residential	100.00	255.53	155.53	156%
Single Family Residential with Secondary Suite		-	-	
Residential Strata	50.00	135.43	85.43	171%
Rental Units		-	-	
ICI Customers	100.00	5,877.17	5,777.17	5777%
TOTAL				

City of White Rock 2020 Budget Estimate Comparative Statement of Operations Fiscal Years ending March 31st								
	Number of Customers	2018						
		Estimated Revenue						
		Garbage		Recycling		Green Waste		Total
		Annual Rate	Annual Total	Annual Rate	Annual Total	Annual Rate	Annual Total	
OPERATING REVENUES								
Single Family Residential	4,038	112.53	454,403	52.14	210,541	90.86	366,882	1,031,826
Single Family Residential with Secondary Suite	0	-	0	-	0	-	0	0
Residential Strata	6,265	59.64	373,656	27.63	173,128	48.15	301,687	848,471
Rental Units	0	-	0	-	0	-	0	0
ICI Customers	163	2,588.23	421,881	1,199.22	195,472	2,089.72	340,624	957,978
TOTAL	10,466		1,249,941		579,141		1,009,194	2,838,275
DIRECT OPERATING EXPENSES								
Regular Wages & Benefits			78,260		144,518		143,143	365,921
Casual, Student Wages & Benefits			33,333		33,333		33,333	100,000
Advertising			660		1,268		280	2,208
Program Supplies (assumed Residents)			460		3,076		460	3,996
Program Contract Costs - Facility Collections			22,502		1,537		0	24,039
Tipping Fees - Resident Collections			121,178		263		124,070	245,511
Rental of Equipment			0		0		0	0
Contract Maintenance			0		0		0	0
Allocated Vehicle Operating Costs			37,798		83,039		37,798	158,635
Contingency			0		0		0	0
Program Contract Costs - Resident Collections			51,663		22,159		65,342	139,164
Supplies - Facility Collections			0		0		0	0
Other			0		0		0	0
Tipping Fees - ICI and MF3			525,624		60,455		122,864	708,943
Operating Costs - ICI MF3			237,468		365,638		365,638	968,744
Sub-total			1,108,946		715,286		892,928	2,717,161
OTHER OPERATING EXPENSES								
Allocated Indirect/Administration Cost			140,804		90,820		113,376	345,000
Vacation Pay Allowance			4,696		8,671		8,589	21,955
WCB Claims Allowance			0		0		0	0
Other			0		0		0	0
Other			0		0		0	0
Other			0		0		0	0
Other			0		0		0	0
Other			0		0		0	0
Other			0		0		0	0
Total			145,499		99,492		121,964	366,955
LESS OTHER OPERATING REVENUE								
Decal Sales Revenue			4,505		0		0	4,505
Sale of Composters			0		0		0	0
Special Events Revenue			0		0		0	0
Chipping and Green Waste Program			0		0		0	0
External Cost Recovery			0		0		0	0
Sale of Recyclables			0		0		0	0
Blue/Red Box Sales			0		0		1,905	1,905
Kraft Bag Sales			0		0		3,794	3,794
Recycle BC			0		166,085		0	166,085
Civic Facilities			0		0		0	0
Other			0		0		0	0
			4,505		166,085		5,699	176,289
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENDITURES								
			0		-69,552		0	-69,552



Finance and Audit Committee

Minutes

February 3, 2021, 5:30 p.m.

City Hall Council Chambers

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

PRESENT: Councillor Chesney, Chairperson
Councillor Fathers
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Jacquie Johnstone, Director of Human Resources
Colleen Ponzini, Director of Financial Services
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief
Kale Pauls, Staff Sargent
Shannon Johnston, Manager Budgets and Accounting
Debbie Johnstone, Deputy Corporate Officer

1. CALL TO ORDER

Councillor Chesney, Chairperson

The Chairperson called the meeting to order at 5:35 p.m.

1.1 MOTION TO CONDUCT FINANCE AND AUDIT COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE

Motion Number: 2021-F&A-015 It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Orders require an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Finance and Audit Committee (including all members of Council) authorizes the City of White Rock to hold the February 3, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

Motion CARRIED

2. ADOPTION OF AGENDA

Note: This meeting was scheduled to complete the January 25, 2021 Finance and Audit Committee meeting agenda.

Motion Number: 2021-F&A-016 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for February 3, 2021 as circulated.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: 2021-F&A-017 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the minutes of the January 25, 2021 meeting as circulated

Motion CARRIED

4. CORPORATE REPORTS

4.1 2021 - 2025 Draft Financial Plan

Corporate report dated January 25, 2021 from the Director of Financial Services titled "2021-2025 Draft Financial Plan".

The Director of Financial Services continued the presentation started at the January 25, 2021 Finance and Audit meeting. Summarizing where the Committee left off was at a 4.28% tax increase.

The following discussion points were noted:

- Do not agree with 4.28% tax increase, must be frugal would like to continue to look for ways to save
- Staff clarified that the 2020 budget did not include funds for reserves with direction to move funds in 2021 (last year \$222,000 was not funded to reserves)
- Staff clarified notation of deficit - this relates to the COVID-19 pandemic and this has now been covered through the grant received - a deficit is not being projected. It was confirmed that the grant funds will not be asked to be returned, there are many ways the City is permitted to spend the funds
- Concern with how the City has been spending, would like to go back and look for ways to cut expenses
- Capital view looks at a full five (5) year program
- Funds must be in the budget giving the authority to spend them
- Some projects such as the pier replacement are included in the plan as the City is hoping to receive grants for this project - the project must be in the financial plan in order to show this is a City supported project otherwise we may not qualify for a grant. Grants are usually a portion of the funding for work, funds must be in the financial plan to show senior levels of government that the Community endorses the project

Discussion regarding the General Fund Asset Improvement Projects spreadsheet attached to the corporate report:

- Item 45, Vegetation Replacement \$150,000 (we need direction from Council on this) east of Memorial Park washrooms- It was noted the new growth of the trees is favourable, cannot support a cutting on the hump
- Clarification was requested regarding Item 148 Furniture Replacement - not just books, this is to update the library to help address new uses (ukuleles, video equipment, family reading areas as well as shelving, desks front counter etc. (which are dated) not just books It was noted the library is well utilized by the community
- Community Amenity Contribution - Affordable Housing Reserve, propose to stage the funds to the reserve over time
- Council approved water rates / increases December 7, 2021
- Pop-Up Gallery Lease, now month to month - would like to see the City purchase something for this use (will give a permanent city home for the use)
- All Abilities Playground, location is not yet determined

ACTION: Staff to bring forward, for information purposes, water rate increases as well as tax increases by other Municipalities

ACTION: Staff to prepare a report on the Financial Plan for public consultation as directed

Motion Number: 2021-F&A-018 It was MOVED and SECONDED

THAT the Finance and Audit Committee directs the project on the General Fund Asset Improvement Projects spreadsheet titled Johnston - Russell to Thrift Upgrades and the project titled Johnston - Thrift to Roper, be removed from the 2021-2025 Financial Plan.

Motion DEFEATED

**Councillors Chesney, Fathers, Manning, Trevelyan and Mayor Walker
voted in the negative**

Motion Number: 2021-F&A-019 It was MOVED and SECONDED

THAT the Finance and Audit Committee directs that the project noted on the General Fund Asset Improvement Projects spreadsheet - row 19 and

associated projects be moved to 2023 within the 2021 - 2025 financial plan.

Motion DEFEATED

**Councillors Chesney, Fathers, Manning, Trevelyan and Mayor Walker
voted in the negative**

Motion Number: 2021-F&A-020 It was MOVED and SECONDED

THAT the Finance and Audit Committee directs that the project noted on the General Fund Asset Improvement Projects spreadsheet - row 45 Marine Drive Hump Vegetation Replacement in the amount of \$150,000 be removed from the 2021 - 2025 Financial Plan.

Motion CARRIED

Motion Number: 2021-F&A-020It was MOVED and SECONDED

THAT the Finance and Audit Committee directs that the project noted on the General Fund Asset Improvement Projects spreadsheet - row Item 36, Blackburn Crescent - Archibald to High be removed from the 2021 - 2025 Financial Plan.

Motion DEFEATED

**Councillors Fathers, Johanson, Manning, Trevelyan and Mayor
Walker voted in the negative**

Motion Number: 2021-F&A-021It was MOVED and SECONDED

THAT the Finance and Audit Committee directs that Items 1, 3 - 8 noted on page 6 of the January 25, 2021 corporate report titled "2021 - 2025 Draft Financial Plan" be paid through reserves for 2021.

Motion DEFEATED

**Councillors Chesney, Fathers, Johanson, Manning, Trevelyan and
Mayor Walker voted in the negative**

Motion Number: 2021-F&A-022It was MOVED and SECONDED

THAT the Finance and Audit Committee endorse moving forward with the proposed 4.28% tax increase as presented in the January 25, 2021 corporate report titled "2021 - 2025 Draft Financial Plan" as reflected of the motions adopted within the meeting minutes.

Motion CARRIED

Councillors Kristjanson, Manning and Trevelyan voted in the negative

Motion Number: 2021-F&A-023 It was MOVED and SECONDED

THAT the Finance and Audit Committee:

1. Receive this report for discussion on the proposed 2021 – 2025 Draft Financial Plan:
2. Endorse the presented Draft 2021 – 2025 Financial Plan figures and assumptions or provide direction on amendments to be made; and
3. Direct staff to proceed with the next steps in the Financial Planning process notifying the public of the opportunity for public comments, including requesting written comments or questions, based on the information presented in this corporate report, or as amended.

Motion CARRIED

Councillors Kristjanson and Trevelyan voted in the negative

4.2 Fees and Charges Bylaw, 2020, No. 2369, Amendment No. 1, 2021, No. 2370

Corporate report dated January 25, 2021 from the Director of Financial Services titled "Fees and Charges Bylaw, 2020, No. 2369, Amendment No. 1, 2021, No. 2370".

Motion Number: 2021-F&A-024 It was MOVED and SECONDED

THAT the Finance and Audit Committee endorse the proposed "*Fees and Charges Bylaw, 2020, No. 2369, Amendment No. 1, 2021, No. 2370*".

Motion CARRIED

5. Marine Drive Task Force - March, 2020 (Council Representative - Councillor Trevelyan)

At the April 20, 2020 Regular Council meeting Council deferred consideration of this recommendation until the City has a better idea of when there would be funds available.

Note: At the November 23, 2020 Regular Council meeting Councillor Trevelyan requested that the following recommendation from the Marine Drive Task Force be brought forward for consideration during the budget process.

Councillor Fathers departed the meeting at 8:50 p.m.

Provided "On-Table" was a list outlining all Marine Drive Task Force recommendations adopted and endorsed by Council. The information was provided by Councillor Trevelyan as a check - in to see if there was anything the Committee wanted to consider further.

It was noted that "On-Table" information included a lot of good projects. It was inquired if the catenary/ suspended lighting was feasible - can it be done in 2021 considering budget and staffing workplans? Staff noted that as of this time this has not been noted as a high priority by Council in the Strategic Priorities.

Motion Number: 2021-F&A-025 It was MOVED and SECONDED

THAT the Finance and Audit Committee request staff to bring back information regarding possibility / feasibility including costs for installing lighting on east beach trees and/or catenary lighting including if Community Amenity Contributions (CAC's) funds can be utilized for this.

Motion DEFEATED

**Councillors Johanson, Manning
and Mayor Walker voted in the negative**

5.1 WATERFRONT ENHANCEMENT STRATEGY REVIEW AND DISCUSSION

Note: Council may want to ask staff in regard to this recommendation as to feasibility / time required and how it could impact progress for their approved strategic priorities.

The following discussion points were noted on the projects as noted in the agenda at this time:

- Flexible use of parking lot west of the museum to include retractable cover, beautification and a configuration of parking spaces: Concern noted on the cost of the roof
- All-Abilities Playground - It was noted this is already within the budget, however the location is not yet determined. Community Amenity Contributions (CAC;s) will be utilized and there will be more

opportunity to discuss location at a future meeting where CAC's are featured

- Permanent multi-purpose, cultural facility adjacent to the west of Grant Chief Bernard Charles Memorial Plaza and that the City consider approaching the Semiahmoo First Nation to be involved in the design. It was noted that the museum is an interpretation centre already. Cost and landscape for this is of concern, there are alternatives for this example: wayfinding signage and story / history signage is a way this can be achieved
- Seasonal installation of a synthetic ice rink during the winter season at a location in the Marine Drive area. It was noted that the Festival of Lights society have purchased an ice rink already. Noted that all projects / items are improvements made on Burlington Northern Santa Fe (BNSF) lands

Motion Number: 2021-F&A-026 It was MOVED and SECONDED

THAT the Finance and Audit Committee direct staff to investigate the feasibility of the following capital project for Marine Drive:

- Flexible use of the parking lot west of the museum to include beatification and a reconfiguration of parking spaces

Motion DEFEATED

**Councillors Chesney, Johnson, Manning
and Mayor Walker voted in the negative**

Motion Number: 2021-F&A-027 It was MOVED and SECONDED

THAT the Finance and Audit Committee direct staff to investigate the feasibility of the following capital project for Marine Drive:

- Permanent multi-purpose, cultural facility adjacent to the west of Grant Chief Bernard Charles Memorial Plaza and that the City consider approaching the Semiahmoo First Nation to be involved in the design, including an element where grants applications would be addressed.

Motion DEFEATED

**Councillors Chesney, Manning, Trevelyan
and Mayor Walker voted in the negative**

Motion Number: 2021-F&A-026 It was MOVED and SECONDED

THAT the Finance and Audit Committee defers consideration of the following until there is confirmation as to what the Festival of Lights Society is considering for this item:


Direct staff to investigate the feasibility of the following capital project for Marine Drive:

- *Seasonal installation of a synthetic ice rink during the winter season at a location in the Marine Drive area*

Motion CARRIED

6. **CONCLUSION OF THE FEBRUARY 3, 2021 FINANCE AND AUDIT COMMITTEE MEETING**

The Chairperson concluded the meeting at 9:22 p.m.



Councillor Chesney, Chairperson

Tracey Arthur, Director of
Corporate Administration



Land Use and Planning Committee

Minutes

February 8, 2021, 5:00 p.m.

City Hall Council Chambers

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

PRESENT: Councillor Chesney, Chairperson
Mayor Walker
Councillor Fathers
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Carl Isaak, Director of Planning and Development Services
Colleen Ponzini, Director of Financial Services
Greg Newman, Manager of Planning
Debbie Johnstone, Deputy Corporate Officer

1. **CALL TO ORDER**

Councillor Chesney, Chairperson

The Chairperson called the meeting to order at 5:00 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: LU/P-013 It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the agenda for February 8, 2021 as circulated.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: LU/P-014 It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the minutes of the January 11, 2021 meeting as circulated.

Motion CARRIED

4. CORPORATE REPORTS

4.1 Application for Zoning Amendment – 14401 Sunset Drive (ZON/SUB 20-001)

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Application for Zoning Amendment - 14401 Sunset Drive".

Councillor Kristjanson arrived at the meeting at 5:09 p.m.

The Manager of Planning provided a PowerPoint regarding the application including a planning analysis.

The following discussion points were noted:

- Revised access confirmed: East building access is off Magdalen Crescent Lane / West building is off Sunset Drive
- Noted restrictive covenant (RC) is limited as to how it would be applied to the lands (not a RC with the City)
- No encroachments: removal of the existing buildings is required

Motion Number: LU/P-015 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: LU/P-016 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend Council direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65-14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: LU/P-017 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:

- a. ensure that all engineering requirements and issues including servicing agreement completion and dedication of a 2.0 m X 2.0 m corner cut on the corner of Archibald Road and Sunset Drive are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
- b. demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services; and
- c. process registration of a Section 219 restrictive covenant to prohibit secondary suites on each of the lots.

Motion CARRIED

4.2 REVISED APPLICATION FOR MAJOR DEVELOPMENT PERMIT APPLICATION - 14947 BUENA VISTA AVENUE (MJP 19-021)

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Revised Application for Major Development Permit Application - 14947 Buena Vista Avenue (MJP 19-021)".

The Manager of Planning provided a PowerPoint regarding the application including background on the revised application.

Motion Number: LU/P-018 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council issue Development Permit No. 430 for 14947 Buena Vista Avenue.

Motion CARRIED

Councillor Kristjanson voted in the negative

4.3 APPLICATION FOR CANNABIS LICENSE REFERRAL, ZONING BYLAW AMENDMENT, AND TEMPORARY USE PERMIT, 15053 MARINE DRIVE (LL/ZON/TUP-20-018)

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Application for Cannabis License Referral, Zoning Bylaw Amendment, and Temporary Use Permit, 15053 Marine Drive (LL/ZON/TUP-20-018)".

The Manager of Planning gave a PowerPoint presentation regarding the application including the proposal and process (consultation and feedback).

The following discussion points were noted:

- Customer access will be from the front of the store (Marine Drive) only
- Concern with people on the narrow sidewalk and possible spill over onto Marine Drive. Staff noted the current patio structure outside the store will be removed
- Would like to see hours mirror the Indigenous Bloom store (to the East) operation hours
- Concern with a cannabis store in front of the pier
- Concern noting the Indigenous Bloom store and the amount of traffic it has brought. Staff noted the Business Improvement Association were consulted and parking was not flagged as a concern
- Would like there to be assurance where people can't pull over, stop in the parking lot etc. / block traffic. Applicant noted they would be regulated - processes are quick in order to facilitate to be able to get in and out quickly, also security can be posted for the time the store is open should it be request. Hours of closure 10 p.m. shut down could be considered. It is likely that more competition will help alleviate focused parking concerns
- It has been found with the other services like this there has been much garbage left outside (has been an issue)Applicant noted they have a recycling program and staff do go out and keep the store area clean (don't want the store to look bad) they are building a brand / want to make sure it's clean
- Applicant confirmed the employees will be paid a Living Wage

Motion Number: LU/P-019 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2021, No. 2375*”.

Motion CARRIED

Motion Number: LU/P-020 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council direct planning staff to obtain public input through a combined public hearing (license referral & rezoning applications) and public meeting (temporary use permit) conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property.

Motion CARRIED

Motion Number: LU/P-021 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council direct planning staff to resolve the following issues prior to final adoption:

- a. Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City’s road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and
- b. That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.

Motion CARRIED

Motion Number: LU/P-022 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:

- a. The hours of retail (cannabis) sale shall be limited to the following:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	09:00	09:00	09:00	09:00	09:00	09:00	09:00
Closed	22:00	22:00	22:00	22:00	22:00	22:00	22:00

- b. Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
- c. The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.

Amendment: Motion Number: LU/P-023 It was MOVED and SECONDED

THAT The Land Use and Planning Committee amends the hours of operation for 15053 Marine Drive where closing will be **amended to close services at 22:00 p.m. from the proposed 23:00 p.m.**

Motion CARRIED

Question was called on the Main Motion as Amended and it was CARRIED

Motion Number: LU/P-024 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend to Council pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of

Temporary Use Permit 20-018. The TUP shall include conditions as follows:

- a. Customer access to the retail store shall be limited to the Marine Drive (south) side of the building.
- b. The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
- c. The Permittee shall purchase one City of White Rock "Merchant" parking decal for the Waterfront Commercial area; and
- d. The owner shall remove all structures which encroach into the City's boulevard along Marine Drive save and except for those that are tied, structurally, to the principal building. An encroachment agreement shall be executed for any portion of the building that is to remain within the City boulevard.

Motion CARRIED

4.4 CR-1 (TOWN CENTRE) ZONING AMENDMENT TO IMPLEMENT OFFICIAL COMMUNITY PLAN REVIEW RECOMMENDATIONS

Corporate report titled "CR-1 (Town Centre) Zoning Amendment to Implement Official Community Plan Review Recommendations".

The Director of Planning and Development Services gave a PowerPoint presentation to introduce the report information which is based on Part of Phase 3 of the Official Community Plan (OCP) Review.

The following discussion points were noted:

- 29 stories, City Hall as a potential tenant, what is the benefit if we have to pay the space, staff noted that is just an example. Community Amenity Contribution (CAC's) - in lieu provision add the requirement for a certain amount of space
- Clarified that this is proposed amendment(s) to the City's Zoning Bylaw (CR-1 Town Centre Zoning)
- Previous engagement on the matter should also be considered
- Would like to see up to 12 stories in the Town Centre and 16 stories along North Bluff Road

- Adaptable and affordability will need to be considered, perhaps not in this area but this is something that Council need to keep in mind
- The 29 stories is a concern and the 23 stories on Russell Avenue also appears to be high

Motion Number: LU/P-025 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*”.

Motion CARRIED

Councillors Johanson, Kristjanson and Trevelyan voted the negative

Motion Number: LU/P-026 It was MOVED and SECONDED

THAT the Land Use and Planning Committee direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*”.

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: LU/P-027It was MOVED and SECONDED

THAT the Land Use and Planning Committee directs staff as follows:

In addition to arranging the required newspaper notification of the public hearing, to mail notifications of this public hearing to the property owners of the 18 non-stratified properties in the Town Centre identified in this corporate report, despite this mailed notification not being required by the *Local Government Act* (per section 466(7)); and

Amendment: Motion Number: LU/P-028It was MOVED and SECONDED

THAT staff arrange a full postcard mail out to all residents in White Rock to inform of the public hearing.

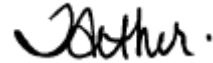
Motion CARRIED

Question was called on the Main Motion as Amended and it was CARRIED

5. **CONCLUSION OF THE FEBRUARY 8, 2021 LAND USE AND PLANNING COMMITTEE MEETING**

The Chairperson concluded the meeting at 7:11 p.m.

Mayor Walker



Tracey Arthur, Director of Corporate
Administration

Unapproved



Environmental Advisory Committee

Minutes

January 21, 2021, 4:00 p.m.

Via Electronic Means

PRESENT:	R. Hynes, Chairperson S. Crozier, Vice-Chairperson W. Boyd P. Byer J. Lawrence D. Riley I. Lessner (entered the meeting at 4:15 p.m.)
COUNCIL:	Councillor E. Johanson, Council Representative (Non-voting)
STAFF:	J. Gordon, Director of Engineering and Municipal Operations G. Newman, Manager of Planning A. Claffey, Arboricultural Technician D. Johnstone, Deputy Corporate Officer C. Richards, Committee Clerk

1. CALL TO ORDER

The meeting was called to order at 4:06pm.

2. ADOPTION OF AGENDA

2021-EAC-011: It was MOVED and SECONDED

THAT the Environmental Advisory Committee adopt the agenda for January 21, 2021 as circulated.

Motion CARRIED

3. ADOPTION OF MINUTES

Minor housekeeping amendments were addressed.

2021-EAC-012: It was MOVED and SECONDED

THAT the Environmental Advisory Committee adopts the minutes of the January 7, 2021 as circulated.

Motion CARRIED

4. TREE MANAGEMENT BYLAW 1831 & TREE MANAGEMENT ON CITY LANDS POLICY 611

I. Lessner entered the meeting at 4:15pm.

It was suggested that Item 4 (Tree Management Bylaw 1831 & Tree Management on City Lands Policy 611) and Item 5 (Referral from January 11, 2021 Land Use and Planning Committee) be discussed simultaneously to ensure there is a proof of concept with the Tree Report document.

A further discussion took place by the Committee with respect to proposed amendments for Bylaw 1831 and Policy 611.

There were no concerns with the editorial corrections done to the document.

The executive summary received approval from Committee members.

The following draft recommendations (noted in italics) were discussed:

R12:

The EAC recommends that Bylaw 1831 be revised to add a Type 4 Permit entailing reduced fees, documentation and/or replacement tree requirements. Qualifying activities would include works resulting in harm to a protected tree that is causing serious demonstrable damage, or risk thereof, to an existing building or infrastructure, in circumstances where the damage cannot be remedied or averted by other reasonable means. Works authorized under such a permit would normally be limited to pruning of structural branches or roots, would not normally extend to the removal of a protected tree, and would not include works to facilitate additions or modifications to existing buildings or infrastructure (eg, landscaping esthetics, driveway expansion or diversion) for which a Type 1, Type 2 or Type 3 Permit would otherwise be required.

- Concerns were expressed that this is a difficult recommendation to grasp. It was suggested that the refined recommendation is altered from the original recommendation.
- That there should be a permit that encourages the public to protect trees.
- That R12 be amended to read the version that was formed at the October 22nd, 2020 meeting.
- It was noted that a quick review of R12's wording may open up concerns for small building projects.
- It was suggested that the Committee could revise the new proposed version to address the previously noted concerns or the recommendation would be removed completely.
- The initiative behind R12 should be to tackle emergencies that would threaten a building and avoid unnecessary costs. R12 should be referred to a maintenance emergency and not a renovation emergency.
- The Type 4 Permit's reasoning is intended for citizens who require a permit quickly and, as a result, typically would not get a permit in the past (at the time, this would have been a Type 2 Permit).
- It was noted that the discussions surrounding the Type 4 Permit have changed over time.
- Chairperson Hynes noted that he had inquired to staff on possible ways of addressing a Type 4 permit based on the original rationale. Staff concluded that this would be too complicated for homeowners who wish to do small renovations.
- It was suggested that the Committee should not be creating a new type of permit that may open greater possibilities for people to do work that may affect trees, and to be able to do their work at a lower cost. It was noted that the suggestions of a Type 4 permit could come from staff and not the Committee.
- It was suggested that if the Type 4 Permit does not satisfy all committee members, that the permit be removed from recommendations, and that Staff to address this situation while reviewing the appropriateness of this sort.
- Staff noted that it currently costs 500 dollars to remove a tree. Having a Type 4 Permit would allow for homeowners to save money.

ACTION ITEM: The Chairperson to rescind the text of the report underneath the Works to Address Damage to Existing Buildings or Infrastructure section.

2021-EAC-013: It was MOVED and SECONDED

THAT the Environmental Advisory Committee rescind the previously adopted R12 (Motion 2021-EAC-003).

Motion CARRIED

2021-EAC-014: It was MOVED and SECONDED

THAT the Environmental Advisory Committee has no further recommendations in regards to Motion 2021-EAC-013.

Motion CARRIED

Note: The Committee discussed the referral from the January 11, 2021 Land Use and Planning Committee: Early Review of Rezoning Application - 15733 Thrift Avenue (Agenda Item 5) at this time.

It was noted that the intent of having this referral is to see if the final recommendations on the Tree Management Recommendations report work effectively. The Committee's purpose is to provide a proof of concept and to consider whether and how this kind of situation raises issues that has either been addressed in the Tree Recommendation report or if it should be addressed.

The following was discussed regarding this matter:

- It was noted that there are three recommendations in the Tree Management Recommendation report that would be of help in addressing these kinds of cases:
 - R1: That Planning Bylaws and Zoning Bylaws be reviewed in removing the protection of trees.
 - R9: The review of securities and other fees.
 - R18: That Staff develop criteria for Type 2 and 3 tree permit applications.
- Staff explained that the recommendations that are being advanced will help the City with tree retention. As of right now, the bylaw currently does not have enough strength in place to avoid the removal of protected trees in the case of applications for building new structures.
- A member inquired on what would change to make the Tree Bylaw stronger.

- Staff noted that the City would explicitly add at a minimum a provision that gives recognition to design changes that would allow for greater tree retention. This would provide staff the ability to leverage a provision that says applicants shall demonstrate that every effort has been undertaken that final design does not require tree removal. It was also noted that they are not proposing additional recommendations from the Committee.
- The following amendment was suggested for the recommendations to the Tree Management Recommendations report:
 - R9: *The EAC recommends that Council direct staff to review the current fees, securities, replacement values and fines related to tree removal and replacements to ensure they are commensurate with best practices conducive to achieving the goals of maintaining and increasing the number of healthy trees and the amount of tree canopy in the City.*
 - In the second line, after "securities," add "cash in lieu requirements,"; and
 - In the second line, after "replacement values", add "and quotas,".
 - 2. Tree Replacement Requirements, On Private Lands: *As noted above, under Bylaw 1831, in most cases where “protected trees” are removed from private lands, there is a requirement to plant new, “replacement trees”. The Committee supports this policy as well as the current replacement quotas based on size of the removed trees. However, the City Arborist has acknowledged that, once a tree is planted, it will in most cases take over 20 years before it can actually add significantly to the tree canopy and yield the environmental benefits provided by the removed mature tree. This underscores the crucial, over-riding importance of pursuing ambitious canopy enhancement goals and maximizing the normative protections for existing trees through the various means suggested elsewhere in this report.*
 - In the second line, after "replacement trees", add "and/or to make cash in lieu payments for the City to plant trees elsewhere"; and
 - In the second sentence, remove "as well as the current replacement quotas based on size of the removed trees".
- A suggestion was made to make changes to the Official Community Plan terms with respect to lot coverage, in hopes to preserve tree retention.
 - Staff will consider minimum landscape open space provision while reviewing R1.

- A tree covenant might be beneficial to preserve trees in perpetuity until a permit is provided to remove them.
 - Staff noted that the City does not have the opportunity to request covenants through the process of tree management permits. The existing configuration of the property contained many trees. If someone were to purchase the property and build a large house, the City would have to issue a Tree Removal permit. If the application must go through a planning application process (rezoning, subdivisions, etc.), covenants can be put in place during this stage.
 - It was suggested that covenants could be placed for a long period to the point that the protected trees become part of a canopy.
- Concerns were noted about the houses being too large on properties, minimizing the area of trees to be planted.

2021-EAC-015: It was MOVED and SECONDED

THAT the Environmental Advisory Committee rescinds the previously adopted R9 (Motion 2020-EAC-035).

Motion CARRIED

2021-EAC-016: It was MOVED and SECONDED

THAT the Environmental Advisory Committee recommends that Council direct staff to review the current fees, securities, cash in lieu requirements, replacement values and quotas, and fines related to tree removal and replacements to ensure they are commensurate with best practices conducive to achieving the goals of maintaining and increasing the number of healthy trees and the amount of tree canopy in the City.

Motion CARRIED

2021-EAC-017: It was MOVED and SECONDED

THAT the Environment Advisory Committee adopts the entire Tree Management Recommendations report, including the executive summary and draft resolution report, with the following changes:

- Delete R12 and the narrative that proceeds it.
- Make the following changes to 2. Tree Replacement Requirements, On Private Lands (text noted above):

- On the second line, after "replacement trees", add "and/or to make cash in lieu payments for the City to plant trees elsewhere"; and
- In the second sentence, remove "as well as the current replacement quotas based on size of the removed trees".
- The newly amended R9, as voted in the above motion.

Motion CARRIED

5. REFERRAL FROM JANUARY 11, 2021 LAND USE AND PLANNING COMMITTEE

5.1 EARLY REVIEW OF REZONING APPLICATION - 15733 THRIFT AVENUE

At the January 11, 2021 Land Use and Planning Committee meeting, Council made the following recommendation:

THAT the Land Use and Planning Committee refers the preliminary Rezoning Application for 15733 Thrift Avenue to the next Environmental Advisory Committee meeting so a review can be done applying the proposed recommendations they have been working on for Bylaw No. 1831 and Policy No. 611.

The Manager of Planning provided history on the project.

The Committee further discussed the project while referencing the Tree Management Recommendations report. Item 5.1 (Early Review of Rezoning Application - 15733) was discussed simultaneously with Item 4 (Tree Management Bylaw 1831 & Tree Management on City Lands Policy 611).

6. OTHER BUSINESS

None.

7. INFORMATION

7.1 COMMITTEE ACTION TRACKING

The Committee reviewed the Action Tracking document and discussed potential topics for discussion for 2021, including:

- The Chairperson proposed that the consideration of organization of work and remaining priorities be the first order of business at the February 4, 2021 meeting.

ACTION ITEM: The Manager of Engineering is to provide a briefing of remaining tasks at the February 4, 2021 meeting.

8. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee at the November 19, 2020 meeting and was provided for information:

- February 4;
- February 18;
- March 4; and
- March 18.

9. CONCLUSION OF THE JANUARY 21, 2021 ENVIRONMENTAL ADVISORY COMMITTEE MEETING

The Chairperson concluded the meeting at 5:58pm.

Approved at the February 4, 2021 meeting

R. Hynes, Chairperson



Chloe Richards, Committee Clerk



Housing Advisory Committee

Minutes

January 27, 2021, 3:30 p.m.

Via Microsoft Teams

PRESENT: M. Sabine, Committee Member
G. Duly, Committee Member
A. Mamgain, Committee Member
R. Bayer, Peninsula Homeless to Housing Task Force (PH2H)
(non-voting)

COUNCIL: Councillor A. Manning
Councillor E. Johanson

ABSENT: C. Bowness, Committee Member
U. Maschaykh, Committee Member
C. Harris, Committee Member
K. Findlay, Member of Parliament, South Surrey-White Rock
(non-voting)
T. Halford, Member of Legislative Assembly, Surrey-White Rock
(non-voting)

GUEST: Mayor D. Walker (entered the meeting at 3:34 p.m.)

STAFF: G. Newman, Manager of Planning
K. Sidhu, Committee Clerk
C. Richards, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 3:31 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: HAC-2021-01 It was MOVED and SECONDED

THAT the Housing Advisory Committee adopt the agenda for January 27, 2021 as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number: HAC-2021-02 It was MOVED and SECONDED

THAT the Housing Advisory Committee adopts the minutes of the November 25, 2020 meeting as circulated.

Motion CARRIED

Mayor Walker entered the meeting at 3:34 p.m.

4. **CITY OF WHITE ROCK DEFINITION OF AFFORDABLE HOUSING**

The Manager of Planning presented an outline on how to consider defining Affordable Housing.

The Committee continued their discussion from the last meeting regarding the definition of affordable housing for the City of White Rock. The following discussion points were noted:

- Roughly half of renters are in the core housing need.
- There are now additional utility charges with internet categorized as a necessity and a basic utility.
- Staff noted the importance of when defining affordable housing to take in account the threshold of affordability.
- There was discussion surrounding the BC Housing definition of Affordable Housing and the Metro Vancouver Housing Plan.

- The importance of encouraging developers to include affordable units in their projects.
- Concerns were raised on residents who are below the average income and what their future will be in White Rock.
- Housing studies should be based on/take in account income, household size, age, and capture the demand and needs of the community and the future demographics of White Rock.
- Rental housing should be affordable, accessible, and inclusive with no discrimination.

Action Item: Staff to prepare a definition of affordable housing, that recognizes affordability along a spectrum of household incomes and is in general alignment with thresholds established by Metro Vancouver.

It was noted this work is already underway by staff from a previous ratified motion.

5. **OTHER BUSINESS**

None

6. **INFORMATION**

6.1 **COMMITTEE ACTION TRACKING**

The Committee Action Tracking Document was provided for information.

7. **2021 MEETING SCHEDULE**

The following meeting schedule was approved by the Committee and is provided for information purposes:

- February 24, 2021
- March 24, 2021
- April 28, 2021
- May 26, 2021
- June 23, 2021

- July 28, 2021
- September 22, 2021
- October 27, 2021
- November 24, 2021

8. **CONCLUSION OF THE JANUARY 27, 2021 HOUSING ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:02 p.m.



Councillor A. Manning, Chairperson

K. Sidhu, Committee Clerk



Arts and Cultural Advisory Committee

Minutes

January 26, 2021, 3:00 p.m.

Via electronic means

PRESENT:

M. Partridge, Chairperson
P. Petrala, Vice-Chairperson
J. Adams (entered the meeting at 4:37 p.m.)
K. Breaks
E. Cheung
J. Davidson
P. Higinbotham
D. Thompson

NON-VOTING MEMBERS:

K. Bjerke-Lisle, Executive Director of the White Rock Museum
(entered the meeting at 3:31 p.m.)
D. Kendze, Manager of the White Rock Library

COUNCIL:

Councillor Manning (non-voting)
Councillor Kristjanson (non-voting alternate) (entered the
meeting at 3:39 p.m.)

ABSENT:

M. Bali
M. Pederson

STAFF:

E. Stepura, Director of Recreation and Culture
E. Keurvorst, Manager of Cultural Development
C. Richards, Committee Clerk
K. Sidhu, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 3:04 p.m.

2. **ADOPTION OF AGENDA**

2021-ACAC-001: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee amends the order of agenda items for the January 26, 2021 meeting as follows:

- Item 5 (Communications Working Group Update) to be discussed first, followed by Item 4 (Cultural Strategic Plan Discussion); and

THAT the agenda be adopted as amended.

Motion CARRIED

3. **ADOPTION OF MINUTES**

2021-ACAC-002: It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee adopts the minutes of the November 24, 2020 as circulated.

Motion CARRIED

5. **COMMUNICATIONS WORKING GROUP UPDATE**

An update was provided on the communications working group and the communication work done since the last meeting to support arts and culture groups during the pandemic as an urgent priority.

The following update was provided:

- First: A meeting of arts folks to provide feedback, identify gaps and challenges.
- Then: The Chairperson and the Peninsula Arts & Culture Alliance (PACA) representative met with the City on addressing communication challenges.
- Now: The City is working together to improve communications under the City's jurisdiction.

The following improvements were made by the City:

- Quarterly promotions through the Peninsula Arts & Culture Alliance (PACA) newsletters.
- Supporting the White Rock Business Improvement Association on their Welcome to White Rock communications project. A section of the communications is reserved to promote White Rock arts and culture;
- Engage art and business community through various communications channels;
- A social media calendar is being built; and
- Changes planned for the City's Arts & Culture landing webpage to make it more accessible.

The next steps to achieve communication improvements were noted:

- Committee members were asked to encourage the arts community to provide content to the Peninsula Arts & Culture Alliance (PACA), culture@whiterockcity.ca and use hashtags.
- Committee members were asked to visit the arts website and provide feedback to culture@whiterockcity.ca.
- The City is working with the Peninsula Arts & Culture Alliance (PACA) on the 2021 Culture Days event to promote arts and culture across the City. The event is to take place from September 24, 2021 to October 24, 2021. Suggestions are welcomed by email at culture@whiterockcity.ca.

4. CULTURAL STRATEGIC PLAN DISCUSSION

The Manager of Cultural Development shared a document containing a task exercise to further discuss the Cultural Strategic Plan discussion. The following was noted:

A summary of the Cultural Strategic Planning Assignment was provided.

Five objective outcomes plus accountability requirements were noted for the Cultural Strategic Plan:

- Economic development through the arts
- Develop partnerships to broaden the City's role in arts and culture.
- Provide an adequate number of arts and cultural infrastructure/facilities
- Have diverse arts programs and festivals

- Promote the value of arts and culture
- Accountability requirements

In an earlier meeting, the Committee created a list of action ideas. The Manager of Cultural Development shared a table to help the Committee prioritize items to begin drafting a plan.

- Numerous outcome options were presented on how to allocate Federal Grant art funds, where the City would play a key role.
 - Exploring partnerships would be considered an action item.
- Committee members were asked to complete a virtual group assignment during the meeting on how to allocate Federal Grant art funds. The five (5) outcomes based on 50 action ideas and previous recommendation ideas, that were both previously collected by Committee members, started being discussed:
 - Economic Development through the Arts:
 - Growing the creative economy and culture led economic development.
 - Partnerships:
 - Broadening the City's role in arts and culture, maximizing partnerships and fostering collaboration within the creative sector.
 - Arts and Cultural Infrastructure:
 - Providing an adequate number of arts and cultural facilities to support expanding program participation and event hosting.
 - Diverse Arts Programs and Festivals:
 - Enriching White Rock's spirit of celebration by increasing the range of arts programs, artistic opportunities and cultural festivals.
 - Promotion of the Value of Arts and Culture:
 - Increased community participation, engagement and visibility of arts and culture.

K. Bjerke-Lisle entered the meeting at 3:31 p.m.

Councillor Kristjanson entered the meeting at 3:39 p.m.

Note: The Committee discussed Item 7.1, Action Tracking Document at this time (Agenda items addressed out of order).

7.1 COMMITTEE ACTION TRACKING

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document.

4. CULTURAL STRATEGIC PLAN DISCUSSION

Note: The Committee returned to Item 4 to further discuss the five (5) outcomes.

J. Davidson left at the meeting at 4:29 p.m.

J. Adams entered the meeting at 4:37 p.m.

Councillor Kristjanson left the meeting at 4:40 p.m.

2021-ACAC-003: It was MOVED and SECONDED

THAT the Committee extend the meeting by 15 minutes, ending the meeting at 5:15pm; and

THAT the Vice-Chairperson chair the meeting after 5:00pm.

Motion CARRIED

M. Partridge left the meeting at 5:01 p.m.

P. Higinbotham left the meeting at 5:03 p.m.

The meeting concluded at 5:05pm due to a loss of quorum.

The following items were deferred to the next scheduled meeting:

- Item 6 – Other Business;
- Item 7 – Information;
- Item 8 – 2021 Meeting schedule

9. CONCLUSION OF THE JANUARY 26, 2021 ARTS AND CULTURAL ADVISORY COMMITTEE MEETING

The meeting concluded at 5:05 p.m.

M. Partridge, Chairperson



Chloe Richards, Committee Clerk

UNAPPROVED



Public Art Advisory Committee

Minutes

January 28, 2021, 4:00 p.m.

Via Microsoft Teams

PRESENT: B. West, Chairperson
B. Cooper, Vice-Chairperson
G. Kennedy, Committee Member
J. Adams, Committee Member (entered meeting at 4:13 p.m.)
Y. Everson, Committee Member
P. Stasieczek, Committee Member

COUNCIL: Councillor C. Trevelyan (non-voting)

ABSENT: U. Maschaykh, Committee Member

STAFF: E. Stepura, Director of Recreation and Culture
E. Keurvorst, Manager of Cultural Development
K. Sidhu, Committee Clerk

1. CALL TO ORDER

The Chairperson called the meeting to order at 4:11 p.m.

2. ADOPTION OF AGENDA

Motion Number: 2021-PAAC-01 It was MOVED and SECONDED

THAT the Public Art Advisory Committee adopt the agenda for the January 28, 2021 meeting as circulated.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: 2021-PAAC-02 It was MOVED and SECONDED

THAT the Public Art Advisory Committee adopts the minutes of the November 26, 2020 meeting as circulated.

Motion CARRIED

J. Adams entered the meeting at 4:13 p.m.

4. THE ROAD ENDS PROJECT PRESENTATION

Committee Members B. Cooper, G. Kennedy and Y. Everson provided a presentation on The Roads Ends Project. The following discussion was noted:

- Staff noted previous walkway improvements that were in the draft budget.
- The Committee discussed how to raise funding for public art projects.
- The Committee to focus on one pathway park at a time.

Action Item: The Committee requested the Road Ends Project PowerPoint presentation be included in the meeting minutes going to Council.

- The Committee discussed the importance of including fitness elements in Public Art.

Motion Number: 2021-PAAC-03 It was MOVED and SECONDED

THAT the Public Art Advisory Committee recommend to Council to direct Engineering staff and Arts and Culture staff to work together to explore opportunities and possibilities to incorporate Public Art in White Rock, including road ends such as the Centre Street Walkway.

Motion CARRIED

5. UPDATE ON CITY OF WHITE ROCK MURAL POLICY

The Manager of Cultural Development provided a verbal update on a proposed Mural Policy. It was noted there is not a draft policy available yet, Committee Member B. Cooper to work with the Manager to provide information to the next meeting.

6. UPDATE ON THE BIENNALE PROJECT

This item was deferred to the next scheduled meeting.

7. OTHER BUSINESS

None

8. INFORMATION

8.1 COMMITTEE ACTION TRACKING

The Committee Action Tracking Document was provided to the Committee for information.

8.2 PUBLIC ART AND ADVISORY COMMITTEE BRAINSTORM SESSION

The Brainstorm Session notes were provided to the Committee for information.

9. 2021 MEETING SCHEDULE

The following 2021 meeting schedule was approved by the Committee at the November 26, 2020 meeting and is provided for information:

- February 25; and
- March 25

The Committee discussed the process for Community Amenity Contribution funds. It was noted by staff there is roughly \$200,000 thousand dollars in a reserve fund for a public art installation on the corner of Johnston Road and Thrift Avenue.

Action Item: Committee Members P. Stasieczek and Y. Everson to work with The Manager of Cultural Development to create a draft framework for the Johnston Road/Thrift Avenue area public art project using the theme “intersection” for the committee’s review.

10. **CONCLUSION OF THE JANUARY 28, 2021 PUBLIC ART ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5: 45 p.m.



B. West, Chairperson

K. Sidhu, Committee Clerk

The Potential of Pathways

White Rock Public Art Advisory Committee



The Potential of Pathways

Vision / Overview

- This proposal targets a network of city owned pedestrian pathways that exist in the south end of the city
- The East Side shows the most potential for improvement
- Currently used as connector paths to and from Marine Drive



The Potential of Pathways

Vision / Overview:

- Expanding the use of these pathways would provide our city with considerable opportunities
- Contribute to healthy lifestyle of residents and visitors.
- Enrich user experience through art
- Enhance the environment
- Bolster the tourism economy



Enhancement Through Public Art

A mix of Public Art envisioned for these areas would be:

- Aesthetically sympathetic to the existing areas
- Interactive, with components to encourage engagement
- Varied (cf City of Surprises) or thematically linked
- Whimsical (not formal, self-important statement pieces)
- Practical/functional, but with artistic design/decorative elements



Implementation

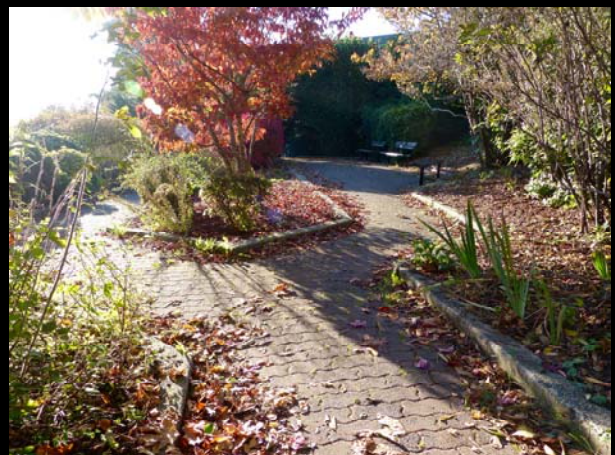
The Projects could be implemented in stages, consistent with available funding

- Specific site identification for art installations with timelines
- Co-ordination between city departments and agencies
- Identification and inclusion of community partners
- Safe route identification, signage, route maps
- Promotion and marketing, including naming

Blackwood



Balsam



Martin



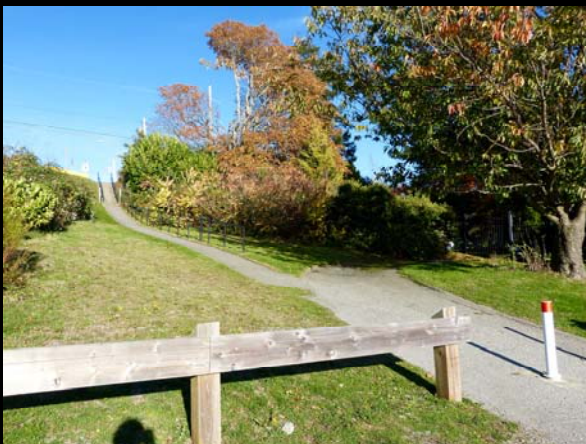
Centre Street



Centre Street



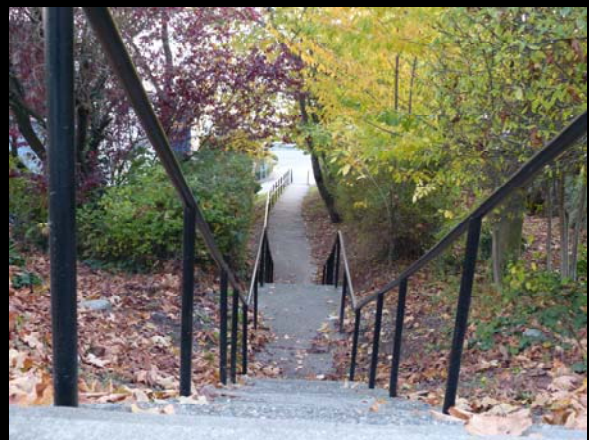
Cypress



Cypress



Dolphin



Dolphin



Foster



Foster



Johnston Rd



Johnston Rd



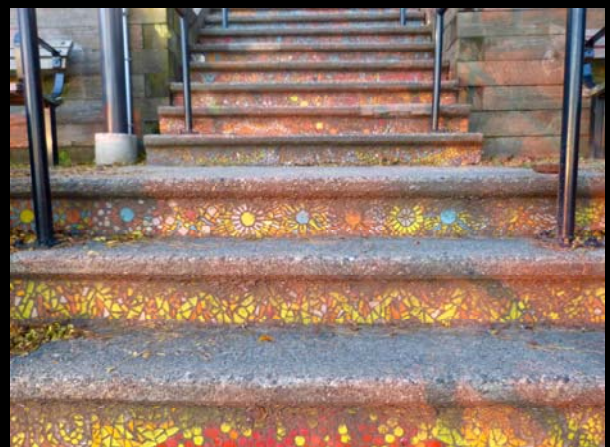
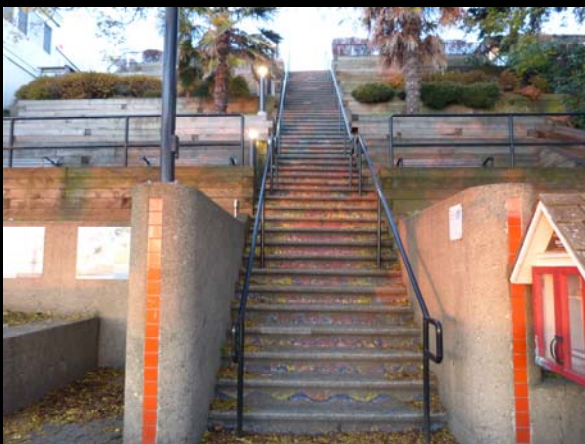
Johnston Rd



Stager Park



Walking on Sunshine







Challenges and Considerations



The Future of Pathways

- In a perfect world with no constraints, what level of improvement should be pursued?
- Are there upgrades being considered right now? (Eric/Chris)
- How best to champion upgrade to attractive linear parks (since much of this is outside the purpose of the PAAC)

Challenges and Considerations



Budget

- Current balance in dedicated discretionary account : \$97K
- Determining amount required for single installation?
- Portion of this budget and future annual budgets for project?
- Other sources of revenue? Other City Dept. to cost share?

Timeline

- Factors that may affect
- 3 - 5 years?

Challenges and Considerations



Selection of Pathways and Sites for Public Art:

- Focus on one area?
- Consider centre (4) as well as East Side (6)?
- What would the process be for identifying specific sites for public art installations?
- Which City Departments need to be involved?

Challenges and Considerations



Criteria:

- Review and revise list...What should stay?
What should be added?
- Same criteria for all sites?
- A Linking Theme or keep each as a separate entity?



History and Heritage Advisory Committee

Minutes

February 3, 2021, 3:30 p.m.
Via Microsoft Teams

PRESENT: K. Wuschke, Chairperson
M. Pedersen, Committee Member
K. Peplow, Committee Member
S. Moir, Committee Member (entered meeting at 3:43 p.m.)
R. Laflamme, Committee Member

COUNCIL: Councillor D. Chesney (non-voting)

ABSENT: Chief H. Chappell, Vice-Chairperson
H. Ellenwood, White Rock Museum and Archives (non-voting)

STAFF: E. Stepura, Director of Recreation and Culture
C. Isaak, Director of Planning and Development Services
E. Keurvorst, Manager of Cultural Development
K. Sidhu, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 3:38 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: HHAC-2021-05 It was MOVED and SECONDED

THAT the History and Heritage Advisory Committee amends the agenda for February 3, 2021 to:

- Defer to the next meeting item #4 - Writing a Statement of Significance for the University of the Fraser Valley Program; and

THAT the agenda be adopted as amended.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: HHAC-2021-06 It was MOVED and SECONDED

THAT the History and Heritage Advisory Committee adopts the minutes of the January 6, 2021 meeting as circulated.

Motion CARRIED

S. Moir entered the meeting at 3:43 p.m.

4. WRITING A STATEMENT OF SIGNIFICANCE FOR THE UNIVERSITY OF THE FRASER VALLEY PROGRAM

This item was deferred to the next History and Heritage Committee meeting.

5. REGISTERING MARINE DRIVE AS HERITAGE

This item was requested to be added at the January 6, 2021 History and Heritage Committee meeting.

The Committee discussed registering Marine Drive as heritage. The following discussion points were noted:

- Marine Drive is an iconic area in White Rock.
- An idea was suggested that shop owners on Marine Drive could provide photographs to show how the buildings have changed over time and how Marine Drive has evolved.
- There are only three (3) features in White Rock that have heritage designation: the Pier, the White Rock and the White Rock Railway Museum.
- Staff clarified that White Rock does not have a Heritage Conservation Area.

Action Item: Committee Members M. Pedersen, K. Wuschke and K. Peplow to form a working group to research designating Marine Drive as Heritage, and report back at the next meeting.

The Committee discussed the OCP review related to the Waterfront and what it would look like.

6. **UPDATE ON THE COMMUNITY HERITAGE LIST EXAMPLES**

The Chairperson requested this item be added the agenda for discussion.

Committee Members S. Moir and M. Pedersen provided an update on their research on how other municipalities are preserving community heritage.

7. **ROUNDTABLE DISCUSSION ON 2021 HHAC PRIORITIES**

The Chairperson requested this item be added the agenda for discussion.

The Manager of Cultural Development provided an overview of the Brainstorm Session List. The Committee went through each item on the list and noted items that required further context and clarity and discussed next steps.

Action item: The Director of Recreation and Culture to investigate the possibility of implementing storyboards on Semiahmoo First Nation History and report back at next meeting.

Action item: The Manager of Cultural Development to send out updated copy of Brainstorm Session List to the Committee.

8. **OTHER BUSINESS**

None

9. **INFORMATION**

9.1 **COMMITTEE ACTION TRACKING**

The Committee Action Tracking document was provided to the Committee for information.

10. **2021 MEETING SCHEDULE**

The following meeting schedule was approved by the Committee and is provided for information purposes:

- March 3, 2021

11. **CONCLUSION OF THE FEBRUARY 3, 2021 HISTORY AND HERITAGE
ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting adjourned at 5:18 p.m.



K. Wuschke, Chairperson

K. Sidhu, Committee Clerk



Seniors Advisory Committee

Minutes

February 2, 2021, 4:00 p.m.

Via electronic means

PRESENT:

- J. Ahmad, Chairperson
- M. Pedersen, Vice-Chairperson
- M. Barbone (entered the meeting at 4:18 p.m.)
- R. Kaptyn, Committee Member
- H. Martin, Committee Member
- S. McIntosh, Committee Member
- K. McIntyre, Committee Member
- P. Petrala, Committee Member
- G. Scott, Committee Member (entered the meeting at 4:10 p.m.)
- A. Shah, Committee Member

COUNCIL:

- Councillor Johanson (non-voting)

ABSENT:

- B. Kish

STAFF:

- E. Stepura, Director of Recreation and Culture
- S. Yee, Manager of Community Recreation
- C. Richards, Committee Clerk
- K. Sidhu, Committee Clerk

1. CALL TO ORDER

The meeting was called to order at 4:09 p.m.

2. ADOPTION OF AGENDA

2021-SAC-004: It was MOVED and SECONDED

THAT the Seniors Advisory Committee adopt the agenda for February 2, 2021 as circulated.

Motion CARRIED

G. Scott entered the meeting at 4:10 p.m.

3. ADOPTION OF MINUTES

2021-SAC-005: It was MOVED and SECONDED

THAT the Seniors Advisory Committee adopts the minutes of the January 5, 2021 as circulated.

Motion CARRIED

4. 2021 WORK PLAN

The Committee working group discussed the 2021 Work Plan to the Committee for review, with reference to the attached Draft Work Plan document. The suggested work plan was put together in alignment with the City's strategic goals.

The following work plan discussion items were noted:

- Items referred to the Committee from Council as they arise.
- United Way Healthy Aging Project (Motion 2020-SAC-007).
- Disability (Motion 2020-SAC-010).
- An Age Friendly Framework consisting of eight (8) items:
 - Pleasant, clean, secure, and physically accessible.
 - Public transportation that is accessible.
 - Affordable housing that is appropriately located and well built.
 - Opportunities for social participation in leisure, social, cultural, and spiritual activities with people of all ages and cultures.
 - Older people are treated with respect and are included in civic life.

- Opportunities for employment and voluntourism that cater to older person's interests and abilities.
- Age-friendly communication and information available.
- Community support and health tailored to older persons' needs.
- City planning and accessibility:
 - Sight lines and safety in parks, sidewalks and roads;
 - Civic services for the hearing and /or visually impaired; and
 - Walkability.
- Transportation accessibility:
 - TransLink, Handy Dart, Taxis, and possible bike lanes;
 - Pedestrian safety; and
 - Community senior transportation services.
- Social participation, voluntourism and employment:
 - City activities;
 - Community partners; and
 - Events.
- Respectful treatment:
 - City activities and services.
- Housing:
 - Liaise with the Housing Advisory Committee.
- Community support:
 - List of volunteers to match senior needs.
- Health:
 - Have accessible communication available in a variety of methods and languages.

M. Barbone entered the meeting at 4:18 p.m.

In Committee discussions, the following was suggested:

- to start prioritizing what can get done right away.
- implement an action plan with completion dates. This would entail each action plan item to be assigned by a member to be the point person for that item.
- the Committee should meet again so that further discussion can be had prior to the March meeting.

ACTION ITEM: Councillor Johanson to provide the sightline status of the intersection of Marine Drive and Parker Street for the next meeting.

ACTION ITEM: The Director of Recreation and Culture to look for report information regarding Marine Drive and Parker Street sightlines, and to find out if it is available for public information for the next meeting.

2021-SAC-006: It was MOVED and SECONDED

THAT the Seniors Advisory Committee identifies the following items to be discussed at the next meeting: pedestrian safety, motorized mobility safety, bicycle safety, and transportation safety, as it relates to seniors.

Motion CARRIED

Councillor Johanson suggested that the working group should meet again prior to the next meeting.

2021-SAC-007: It was MOVED and SECONDED

THAT the Seniors Advisory Committee directs the working group to identify key targets for the forthcoming year;

THAT Councillor Johanson be included in the working group meeting; and

THAT M. Pederson replace P. Petrala for the working group meeting.

Motion CARRIED

5. **SIGHTLINE FOR SENIORS**

The Director of Recreation and Culture provided information on the consistency of the review of sightlines and safety at local parks. The following was discussed on this matter:

- Sightlines are a standard practice in urban development.
- the Engineering and Municipal Operations Department monitor that the safety inspections of the park sites are performed on a regular basis. Monitoring also takes place from Bylaw Officer, RCMP staff and Operations staff, and if something appears to be dangerous, it is recorded and dealt with accordingly.
- The general public has the opportunity to report any sightline issues at any time to the City of White Rock's Engineering Department.

6. **HEALTHY AGING PRESENTATION PROJECT UPDATE**

The Manager of Community Recreation provided an update on the Healthy Aging Presentation project. The following was discussed:

- At the beginning of 2020, United Way provided a presentation on healthy aging. It was suggested at the meeting that the staff from the Seniors Advisory Committee join the Municipal Caucus.
- At the last Seniors Advisory Committee meeting, the Manager of Community Recreation suggested she would contact the United Way representative to see if the Municipal Caucus is still occurring.
- the Municipal Caucus is carrying on despite the COVID-19 Pandemic, and they are ready to welcome the Mayor and members of Council to join the Municipal Caucus.

2021-SAC-008: It was MOVED and SECONDED

THAT the Seniors Advisory Committee recommend that Council consider directing staff or having a member of Council volunteer to join the Municipal Caucus.

Motion CARRIED

7. **OTHER BUSINESS**

None

8. **INFORMATION**

8.1 **COMMITTEE ACTION TRACKING**

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document.

9. **2021 MEETING SCHEDULE**

The 2021 Seniors Advisory Committee meeting schedule as adopted was noted for reference purposes:

- March 2.

10. **CONCLUSION OF THE FEBRUARY 2, 2021 SENIORS ADVISORY COMMITTEE MEETING**

The meeting concluded at 5:16 p.m.

J. Ahmad, Chairperson



Chloe Richards, Committee Clerk



Environmental Advisory Committee

Minutes

February 4, 2021, 4:00 p.m.

Via electronic means

PRESENT: R. Hynes, Chairperson
S. Crozier, Vice-Chairperson
W. Boyd
W. Byer
J. Lawrence
I. Lessner
D. Riley

COUNCIL: Councillor E. Johanson, Council Representative (Non-voting)

STAFF J. Gordon, Director of Engineering and Municipal Operations
G. Newman, Manager of Planning
D. Johnstone, Deputy Corporate Officer
C. Richards, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 4:05pm.

2. **ADOPTION OF AGENDA**

2021-EAC-018: It was MOVED and SECONDED

THAT the Environmental Advisory Committee amends the order of agenda items for the February 4, 2021 meeting as follows:

- Item 5 (Final Report of the Environmental Advisory Committee) to be discussed first, followed by Item 4 (Organization of Work and Priorities)
- Item 7 (Action Tracking) to be discussed during Item 4;

AND THAT the agenda be adopted as amended.

Motion CARRIED

3. ADOPTION OF MINUTES

2021-EAC-019: It was MOVED and SECONDED

THAT the Environmental Advisory Committee adopts the minutes of the January 21, 2021 as circulated.

Motion CARRIED

5. FINAL REPORT OF THE ENVIRONMENTAL ADVISORY COMMITTEE TREE MANAGEMENT REVIEW

The Committee discussed the Tree Management Review final report entailing proposed amendments to Bylaw 1831 and Policy 611. The following was discussed:

- The Committee members were satisfied with the Tree Management Review final report.
- The Tree Management Review final report is scheduled to go to Council on February 22nd, 2021.
- Staff noted that a report would no longer be provided at the February 22nd, 2021 Council meeting. Should Council feel that a staff report is necessary for the recommendations, it will be directed to staff to provide one at that point.
- Councillor Johanson suggested that one or two Committee members attend the February 22nd, 2021 Council meeting as participants, to represent the Committee and its resolution report.
 - R. Hynes and S. Crozier expressed interest in attending the meeting.

4. ORGANIZATION OF WORK AND PRIORITIES

The Committee discussed the organization of work and priorities on items to be completed by end of March. The on table document, titled *EAC Work in Progress or Yet to be Undertaken*, provided by Chairperson Hynes, is based on the Committee Action Tracking document. The eight (8) identified items in the on table document were discussed as follows:

Item 1: Integrated Stormwater Management Plan (ISWMP)

- It was inquired whether anything is currently happening with stormwater management (which was identified as a core mandate for the Environmental Advisory Committee) that the Committee could engage in and benefit from in the short term.
- It was noted that at this time, the Committee's mandate to review the stormwater management plan is not of practical value at this time.

Item 2: White Rock Pier Options for Southwest Floating Facility

- This item relates to the continuation of the repair of the pier since the big storm that took place in early 2019.
- The Committee asked staff whether and when Council may be ready for serious consideration of White Rock's West Warf project.
 - Council included the project in the preliminary Financial Plan, however, senior government funding is still required before starting the project. It was also made clear that the Southwest floating facility would be built to hold a public marina and no longer a private marina.

Item 3: Parks Management

- This item refers to an ongoing process on staff implementing the Environmental Advisory Committee's resolution of implementing sustainable guidelines.
- Staff provided an update that no new parks are being built right now and, therefore, no new sustainable guidelines have been implemented at this time.
- At some point, the Parks bylaw update is to be reviewed and, throughout that process, the Environmental Advisory Committee may be referred to review it.
- At this time, there is nothing for the Committee to act upon.

Item 4: Semiahmoo Bay Water Quality

- There are incomplete items in the action tracking document regarding the plans made to start discussions on the Semiahmoo Bay Water Quality.
- Staff noted that it was intended for a speaker to present to the Committee on this matter, however, this was put on hold due to the COVID-19 Pandemic. It was discussed in the next term, there may a possibility of having a presentation.
- There is also continued attempts by shared water alliances to have more testing funding.
- At this time, there is nothing for the Committee to act upon within the remainder of their term.

Item 5: Climate Emergency

- The resolution, which was adopted by Council on the Climate Emergency, called upon staff to complete various climate emergency-related tasks, such as including climate change implication assessments on each report to Council. It was also mandated that the Environmental Advisory Committee complete three (3) tasks:
 1. Review a part of the environmental strategic plan (2008):
 - a) Review Chapter 8 on air;
 - b) Review elements of the 2017 Official Community Plan; and
 - c) Review the Climate Change Action Plan.
 2. Recommend updated emission reduction targets; and
 3. Recommend revisions to the Official Community Plan in context to the Official Community Plan review exercise.
- At this time, there is nothing for the Committee to act upon regarding Climate Emergency within the remainder of their term.

Item 6: Rodenticides

- Staff have done further research on rodenticides.
- A Committee member noted a person who is knowledgeable in rodenticides could possibly be invited to a future meeting to do a presentation on the topic.

Item 7: Plastic Bag Ban

- The Committee discussed the idea of banning single-use plastic in White Rock.
- The British Columbia Government is directly approving plastic ban bylaws to allow for an easier adoption of these bylaws. Municipalities currently cannot make the bylaw on its own without being under license with the Province.

Item 8: Environmental Strategic Plan (2008) Review

- The 2008 Environmental Strategic Plan (ESP) is to be discussed at the next meeting.
- It was noted that the ESP was put together as additional information that could not be part of the 2017 Official Community Plan. It is preferred to include these items in the Official Community Plan should the plan become more granular.
- It was suggested that the current Official Community Plan be reviewed first in order to provide better recommendations on the ESP.

ACTION ITEM: Committee members P. Byer and J. Lawrence to review the relevant elements of the 2017 Official Community Plan and lead a discussion on their findings at the next meeting.

ACTION ITEM: Committee Clerk to provide a link of the 2017 Official Community Plan as it has been completed so far to the Environmental Advisory Committee.

4.1 BRIEFING ON REMAINING WORK

The briefing of the remaining work was discussed under Item 4: Organization of Work and Priorities.

6. OTHER BUSINESS

None.

7. INFORMATION

7.1 COMMITTEE ACTION TRACKING

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document. This item was discussed during Item 4.

8. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee at the November 19, 2020 meeting and was provided below for information:

- February 18;
- March 4; and
- March 18.

9. **CONCLUSION OF THE FEBRUARY 4, 2021 ENVIRONMENTAL ADVISORY COMMITTEE MEETING**

The meeting concluded at 5:55pm.

R. Hynes, Chairperson


Chloe Richards, Committee Clerk



Water Community Advisory Panel

Minutes

February 9, 2021, 4:00 p.m.

Via Microsoft Teams

PRESENT: K. Jones, Chairperson
D. Bower, Vice-Chairperson
S. Doerksen, Panel Member (entered the meeting at 4:01 p.m.)
I. Lessner, Panel Member
D. Stonoga, Panel Member
J. Holm, Panel Member
M. Pedersen, Panel Member

COUNCIL: Councillor C. Trevelyan (non-voting)

STAFF: J. Gordon, Director of Engineering and Municipal Operations
K. Sidhu, Committee Clerk
C. Richards, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 4:00 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2021-WCAP-03 It was MOVED and SECONDED

THAT the Water Advisory Committee Panel amends the agenda for February 9, 2021 to:

- Add item 6.1 - Water Conservation; and

THAT the agenda be adopted as amended.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number: 2021-WCAP-04 It was MOVED and SECONDED

THAT the Water Community Advisory Panel adopts the minutes of the January 12, 2021 meeting as circulated.

Motion CARRIED

S. Doerksen entered the meeting at 4:01 p.m.

4. UPDATE ON THE WATER TREATMENT PLANT

The Director of Engineering and Municipal Operations summarized water data results from the City website. A private testing company runs the tests twice a month and the City receives the results.

5. COMMITTEE REVIEW AND DISCUSSION ON WATER RATE RESTRUCTURING

The Chairperson requested this item be added to the agenda for discussion.

The Panel discussed the water rates in White Rock compared to the City of Surrey and the costs associated with the water utility.

6. COMMUNITY COMMUNICATIONS

The Chairperson requested this item be added to the agenda for discussion.

It was noted the varying water bills are attributable to the types of appliances used in a home, which may increase the cost of water.

The panel was encouraged to fill out the Official Community Plan (OCP) Survey to address their concerns.

6.1 **WATER CONSERVATION**

The panel discussed ways to conserve water. The following discussion points were noted:

- Water restrictions were discussed, it was noted if there was more water conservation there would be a greater water supply.
- Staff confirmed there is communication on water conservation on the City of White Rock website and provided the link:
<https://www.whiterockcity.ca/296/Conservation-Restrictions>
- Discussion on a water barrel subsidy program that the City of Surrey had implemented.
- Discussion surrounding adding inserts to the water bills to highlight water plant operations and conservation opportunities.

Motion Number: 2021-WCAP-05 It was MOVED and SECONDED

THAT the Water Community Advisory Panel recommend that Council direct staff to investigate ways to conserve City water usage such as tuning sprinklers and purchasing water storage.

Motion CARRIED

Committee members D. Bower, J. Holm and M. Pedersen voted in the negative.

Motion Number: 2021-WCAP-06 It was MOVED and SECONDED

THAT the Water Community Advisory Panel recommend that Council direct staff to investigate subsidizing water saving products such as rain barrels to White Rock residents

Motion CARRIED

Committee members D. Bower, J. Holm and M. Pedersen voted in the negative.

7. **OTHER BUSINESS**

None

8. INFORMATION

8.1 COMMITTEE ACTION TRACKING

Corporate Administration provided the action-tracking document to the Panel for information. This spreadsheet will be updated after each meeting and provided to members for information.

Motion Number: 2021-WCAP-07 It was MOVED and SECONDED

THAT the Water Community Advisory Panel recommend that Council direct staff to provide a follow up report from the previously ratified motion:

THAT the Water Community Advisory Panel recommends that Council requests staff to look into options to use borrowing as a source of funds in order to amortize long-term capital spending over an appropriate asset life; and

THAT these options be provided back to the Panel for information.

Motion CARRIED

9. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee and is provided for information purposes:

- March 9, 2021

10. CONCLUSION OF THE FEBRUARY 9, 2021 WATER COMMUNITY ADVISORY PANEL MEETING

The Chairperson declared the meeting concluded at 5:41 p.m.

K. Jones, Chairperson



K. Sidhu, Committee Clerk

UNAPPROVED



Economic Development Advisory Committee

Minutes

February 10, 2021, 4:00 p.m.

Via Electronic Means

PRESENT:

- B. Hagerman, Chairperson
- G. Gumley, Vice-Chairperson
- G. Cameron, Committee Member
- S. Crozier, Committee Member
- G. Cleveland, Committee Member
- R. Laflamme, Committee Member
- J. Lawrence, Committee Member
- W. McKinnon, Committee Member (left meeting at 5:25 p.m.)
- A. Shah, Committee Member
- G. Schoberg, Committee Member (entered the meeting at 4:13 p.m.)

NON-VOTING MEMBERS:

- A. Chew, Executive Director of Tourism White Rock
- A. Nixon, Executive Director of White Rock Business Improvement Association
- R. Khanna, Executive Director of South Surrey / White Rock Chamber of Commerce

COUNCIL: Councillor Manning, Council Representative (Non-Voting)

GUEST: MLA Trevor Halford, Guest (non-voting)

ABSENT:

- A. Gupta, Committee Member
- T. Blume, Committee Member
- E. Klassen, Committee Member

STAFF: C. Isaak, Director of Planning and Development Services
C. Latzen, Economic Development Officer
K. Sidhu, Committee Clerk
Chloe Richards, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 4:02 p.m.

2. **ADOPTION OF AGENDA**

2021-EDAC-004: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the agenda for February 10, 2021 as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

2021-EDAC-005: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopts the minutes of the January 13, 2021 as circulated.

Motion CARRIED

4. **GUEST ATTENDEE MLA TREVOR HALFORD**

Guest MLA Trevor Halford attended the Economic Development Advisory Committee. The following was discussed:

MLA Trevor Halford provided insight on local economic development.

- If there are any programs that are working well and some that are not working well, MLA Trevor Halford would like to be made aware of this.
- Currently, there are a variety of government programs available to the public which people may not be aware of. It is important to make sure people can access these programs.
- MLA Trevor Halford expressed his support of the Economic Development Advisory Committee.

It was inquired if there are any grants specific for smaller communities at this point for the City to be aware of.

- MLA Trevor Halford responded with that there is the Business Grant and Economic Recovery Grant. It was noted that most grants are catered towards smaller businesses.

Councillor Manning thanked MLA Trevor Halford for helping with the City with implementing lower percent charges of third-party delivery services.

G. Schoberg entered the meeting at 4:13 p.m.

It was inquired of what MLA Trevor Halford sees as major priorities for growing economic development in White Rock. MLA Trevor Halford responded with:

- Investing in the small businesses by providing support, especially during the pandemic.
- White Rock is considered to be a destination. As we navigate out of the pandemic, we need to figure out ways of getting people here to open up their wallets.

The Executive Director of Tourism White Rock inquired if there have been follow-ups to Skip the Dishes adding 99 cents surcharge plus GST to orders in BC. This was put in place after the bill was put forward.

- MLA Trevor Halford encourages others to speak out about such matters and picking up food order rather than using third party delivery services, as these are good ways of supporting restaurants.

5. WATERFRONT ENHANCEMENT STRATEGY

The Committee continued a discussion from the previous meeting on the Waterfront Enhancement Strategy. The following was discussed:

- The Director of Planning and Development Services noted that there is a current online survey that's being conducted on talkwhiterock.ca, including building heights in the Waterfront area. So far, there has been a lot of interest generated from this survey.
- On the Waterfront Enhancement Strategy, one of the items on the agenda was to look at the Marine Drive Waterfront area.
 - The City is looking at capital projects that the City could pursue.

- These items had been brought to Council earlier, but this was before the COVID-19 Pandemic. Due to financial constraints, it was referred to future consideration.

6. DECISION-MAKING PROCESS ON THE COMMUNITY AMENITY CONTRIBUTION (CAC) FUNDING

The Committee continued a discussion from last meeting on the decision-making process on the Community Amenity Contribution (CAC) funding.

Staff noted there will be a report that will go to Council for February 22, 2021.

Areas of further exploration were discussed, such as affordable housing, park upgrades, and things that the community would enjoy / would make White Rock more desirable.

- Indirectly, these items can all be related to economic development.

When does the City roll out the decision about what they are going to do with the CAC funding?

- Not all funds are allocated at this time. Council may approve certain projects that are currently in the Financial Plan first. For those that are not in the Financial Plan and if Council decides to move forward to them, their timelines are uncertain at this time. Some might be executed in 2022 or 2023.
- There are some discretions as to where CAC funds go. There is about 9 million dollars left of unallocated funds, which is whatever has not been put towards project(s) yet.

7. WHITE ROCK SHOPPING DECALS

The Economic Development Officer provided a brief update on the Shop the Rock decal program.

A budget has been determined and the idea and budget are currently being reviewed by the White Rock Business Improvement Association. The Executive Director of the White Rock Business Improvement Association will provide further information at a later time.

8. REVIEW OF ECONOMIC DEVELOPMENT PLAN UPDATE SURVEYS

The Economic Development Officer provided a review of the Economic Development Plan Update surveys. The following discussion took place:

- The Director of Planning and Development Services and Economic Development Officer are currently working on the Economic Development Strategic Plan. This is considered a high priority for Council for the 2021-2022 period.
- They have drafted two survey versions to obtain input for businesses and residences. The draft surveys have been tested by few businesses and residences. All feedback has been positive. The surveys have also been reviewed by the White Rock Business Improvement Association and South Surrey / White Rock Chambers of Commerce.
- The survey results are to be compiled in April.
- The Economic Development Plan Update to be completed by Fall 2021.
- The Economic Development Officer reviewed the two surveys with the committee.

A Committee member suggested that there should be an 'Other' section under Question 9 of the residences' survey.

The Executive Director of South Surrey / White Rock Chambers of Commerce expressed concerns of the survey length. It was inquired what the average survey completion length was.

- The Economic Development Officer responded that there is an average time of 15 minutes and that no negative feedback has been received regarding this.

A Committee member asked if this survey has been tested with Surrey residents as well.

- The Economic Development Officer responded that they have not, but it is expected that nearby Surrey residents will naturally fill out the survey, being so close to White Rock and possibly using White Rock amenities and services.

The Executive Director of Tourism White Rock noted that both surveys do not mention tourism in White Rock, and would like to see more questions regarding tourism.

- The Economic Development Officer responded that on the business survey, the second question eludes to tourists and visitors. On the residence one, more can be added regarding tourism in White Rock.

The Executive Director of South Surrey / White Rock Chambers of Commerce noted that there is no mention of the COVID-19 Pandemic on either survey, and believes this should be acknowledged as this has impacted all businesses in White Rock.

- The Economic Development Officer noted that they have already started working on adding this to the surveys.

The Executive Director of South Surrey / White Rock Chambers of Commerce suggested that it would be great to include pop-ups stores as an idea to the surveys. This would allow people to think of unique ways of utilizing empty spaces.

The Executive Director of South Surrey / White Rock Chambers of Commerce would also like to include experiences in the survey and how to utilize experiences to better White Rock's economic development.

A Committee member suggested that it would be great to emphasize health care-related businesses.

- The Economic Development Officer noted that the City has compiled an address list of all the health-care businesses in White Rock to ensure the surveys are sent out to them.

A Committee member inquired if there is an expected level of engagement from surveyors. If so, how many are expected and at what level does it have to be achieved to make a difference?

- The Economic Development Officer responded that from a business perspective, they would like to see 200 survey responses from businesses. From a resident standpoint, they would like to see 400-500 survey responses.

2021-EDAC-006: It was MOVED and SECONDED

THAT the Economic Development Advisory Committee informs Council of their support of the Business and Residential Economic Development Plan Update surveys.

Motion CARRIED

A. Shah left the meeting at 5:22 p.m.

W. McKinnon left the meeting at 5:25 p.m.

9. UPDATE ON DESTINATION BC'S ICONIC WEST COAST ROUTE

The Executive Director of Tourism White Rock provided an update on Destination BC's Iconic West Coast Route and White Rock's possible involvement.

- The Executive Director of Tourism White Rock is to attend a meeting with Destination BC where Destination BC's Iconic West Coast Route will be further discussed.
- There are a variety of trails that would take place with the trail.
- An update will be provided for the next meeting.

10. OTHER BUSINESS

The Executive Director of South Surrey / White Rock Chambers of Commerce brought to the Committee's attention that in terms of future planning for the City, members should be thinking about how the incorporation of electrical vehicle may have an impact in the future.

11. INFORMATION

11.1 COMMITTEE ACTION TRACKING

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document.

12. 2021 MEETING SCHEDULE

The 2021 meeting schedule as adopted was noted for reference purposes:

- March 10, 2021.

13. CONCLUSION OF THE FEBRUARY 10, 2021 ECONOMIC DEVELOPMENT ADVISORY COMMITTEE MEETING

The meeting concluded at 5:37 p.m.

B. Hagerman, Chairperson


Chloe Richards, Committee Clerk

UNAPPROVED

UPDATING & STRENGTHENING WHITE ROCK'S TREE PROTECTION & MANAGEMENT

EXECUTIVE SUMMARY

In July 2019, Council requested the Environmental Advisory Committee (EAC) to review White Rock's principal tree management instruments, *Tree Management Bylaw 1831 and Tree Management on City Lands Policy 611*. The record of this referral underscores Councillors' concerns regarding both decision-making processes and the effectiveness of the City's tree protection efforts – the latter against the background of City and Metro assessments documenting a serious decline in White Rock's tree canopy over the past two decades.

Over the course of 18 meetings beginning in September 2019 (interrupted by a 6 month recess due to COVID-19) the Committee has developed 19 recommendations designed to:

- Clarify the stated purposes of the City's tree management regulations and policies,
- Update and strengthen the norms or standards in place to achieve those purposes, and
- Improve, and enhance transparency in, procedures for implementation of the norms, including through arrangements to strengthen Council oversight and accountability.

In sum, the Committee has concluded that a comprehensive approach, including important changes to existing regulations and policies, underpinned by sustained attention from City officials and elected representatives, offers the only realistic hope of reversing the loss of trees and canopy in White Rock.

Consequently, most recommendations contemplate amendments to Bylaw 1831 or Policy 611: any such amendments would require preparation by City Staff of formal drafts for consideration by Council. Others recommend that Staff undertake further work and prepare possible additional proposals, including measures to strengthen tree protection through zoning and planning regulations and procedures.

The *Draft Resolution for Council's Consideration*, at pages 2 to 4, is hereby presented as a possible Council decision document, providing a framework for Council to:

- a) Review the Committee's recommendations, with a clear focus on the ultimate decisions it is being invited to consider, ie, Bylaw or Policy amendments;
- b) Direct Staff to initiate implementation steps for those recommendations with which it agrees.

The *Background, Analysis and Recommendations* beginning at page 5 provide a detailed account of the Committee's review and thus constitute essential reference material for Council. Consequently, the EAC has requested that the full report be placed before Council when it considers this matter. [Square-bracket citations **R1 to R19** in the Draft Resolution refer to the full text of the recommendations as provided in EAC's Report.]

Final Council decisions on any proposed Bylaw or Policy amendments will of course be taken only if and when Council adopts the draft instruments eventually prepared by staff.

The EAC stands ready to provide any further advice Council might request as it considers this matter.

In concluding, the EAC expresses its appreciation to City Staff for the support and advice they have provided throughout this review process. The exceptional expertise and commitment they have demonstrated should stand Council in excellent stead as it undertakes to strengthen White Rock's tree protection and canopy enhancement efforts.

DRAFT RESOLUTION FOR COUNCIL'S CONSIDERATION

White Rock City Council:

Recognizing the critical role played by trees on both private and public lands in maintaining the health of ecosystems and the quality of human habitats in urban settings,

Concerned by the loss of trees and decline of tree canopy that have occurred over the past decades in White Rock, particularly on private lands,

Determined to strengthen the City's efforts to protect its trees and preserve and enhance its tree canopy, and

Having considered the Report of the Environmental Advisory Committee titled "Updating and Strengthening White Rock's Protection and Management of Trees",

1. Directs staff to prepare for Council's consideration a proposed revision of *Tree Management Bylaw 1831*, based on the EAC's recommendations, to:

- a) Change the title of the Bylaw to "*White Rock Tree Protection Bylaw*". [R3]
- b) Reduce the minimum size for the definition of "*protected tree*" to a trunk DBH of 20 cm or less. [R5]
- c) Provide that "significant trees" on private or City lands, to be defined pursuant to a "Significant Tree Policy" to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]
- d) Remove fruit trees, alders and cottonwoods from the definition of "lower value trees". [R7]
- e) Authorize the utilization of tree replacement security and deposit revenues for a broadened range of activities to enhance and protect the City's tree canopy. [R12]
- f) Incorporate Policy 510's provisions regarding notice to adjacent property owners and applicant appeals for Type 2 permit applications and extend these provisions to Type 3 applications, as well as incorporate Planning Procedures Bylaw 2234's appeal provisions. [R14(a), R18(a)].
- g) Require that notice of, and opportunity to comment on, any application or proposal to remove a "City tree" be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- h) Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential in the definition of "arborist". [R16(a)]
- i) Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- j) Provide that only City Staff or agents are allowed to remove or plant trees on City lands. [R16(c)]
- k) Establish explicit criteria for approval of Type 2 and Type 3 permits and to govern decisions by officials regarding the management of trees on City land, taking into account the provisions of Policy 510 and best practices in other jurisdictions. [R17(a)]
- l) Incorporate any amendments, consistent with the EAC's recommendations, that may be needed to ensure currency and clarity and consistency with other bylaws and policies. [R19]

2. Directs staff to prepare for Council's consideration a proposed revision of *Tree Management on City Lands Policy 611*, based on the EAC's recommendations, to:

- a) Change the title of the Policy to "*Tree Protection, Canopy Enhancement and Management on City Lands*". [R4(a)]
- b) Revise the Section 1 Policy Statement to read as follows: "Policy: In managing trees on City land, it is the priority of the City of White Rock to protect existing trees and increase the number of healthy trees and amount of tree canopy and thus enhance and ensure the sustainability of the City's urban forest and realization of the environmental and esthetic benefits it provides. In this context, the interest of property owners in preserving or restoring private views obstructed by City trees will be addressed through a procedure described in Annex I to this Policy." [R4(b)]
- c) Insert in Section 3 "Management of City Trees", a new clause 3(a)1 specifying an additional statement of purpose to read as follows: "For the overriding purposes of protecting existing trees and increasing the number of healthy trees and amount of tree canopy". [R4(c)]
- d) Transfer the provisions of Sections 5, 6, 7 and 8 to an Annex to the Policy. [R4(d)]
- e) Limit the criteria under which applications for pruning, crown thinning, or width reductions are approved to those where the property owner has clearly demonstrated that the tree has increased in size to completely obscure a previously existing view from the applicant's property. [R4(e)]
- f) Prohibit the topping or removal of city trees for the re-establishment of views. [R4(f)]
- g) Remove references to "narrow corridor" and "single object" views in the definition of "view/view corridor". [R4(g)]
- h) Allow for the siting, species selection, and planting of new or replacement trees on City lands in all locations where future growth is not expected to completely obscure established views. [R4(h)]
- i) Provide that "significant trees" on City lands, to be defined pursuant to a "Significant Tree Policy" to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]
- j) Require that, when the City is evaluating initiatives that might result in tree removal on City lands, all possible ways to protect the trees should be considered, and specify ambitious replacement requirements for trees that must be removed. [R8]
- k) Require that notice of, and opportunity to comment on, any application or proposal to remove a "City tree" be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- l) Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- m) Incorporate criteria established in the revised Bylaw 1831 to govern decisions taken by officials regarding the management of trees on City lands. [R17(b)]
- n) Incorporate any amendments, consistent with the EAC's recommendations, that may be needed to ensure currency and clarity and consistency with other policies and bylaws. [R19]

3. Further directs staff to:

- a) Develop proposals to give tree preservation and canopy enhancement greater and more explicit priority in zoning and planning regulations and procedures throughout the City. [R1]
- b) Develop proposals for the adoption of an explicit canopy recovery target (eg, 27% canopy coverage by 2045), for increasing the currently projected maximum number of trees (2500) that can be planted on City land, and for increasing lands on which the City can plant additional trees to help meet the target. [R2(a)]
- c) Investigate and report to Council on means to prevent the removal of or interference with trees, and to facility the planting of trees, by the City and BNSF on BNSF lands. [R2(c)]
- d) Review regulations and policies concerning “significant trees” and “heritage trees” and establish a consolidated definition of “significant tree”, a “Significant Tree Policy” and a “Significant Tree Registry”. [R6]
- e) Review fees, securities, cash-in lieu requirements, replacement values and quotas, and fines to ensure they are commensurate with best practices conducive to preserving and increasing the number of healthy trees and the amount of tree canopy in the City. [R9]
- f) Review and present any appropriate advice to Council regarding methods and resources employed to ensure effective enforcement of Bylaw 1831 and Policy 611. [R10]
- g) Maintain a record of contractors that contravene Bylaw 1831 or Policy 611 and take steps to ensure that such contractors are not hired by the City, that relevant fines are levied on them, and/or that their business licences are suspended or revoked. [R11]
- h) Review and improve methods by which residents and property owners are informed of the importance of tree preservation and the requirements of Policy 611 and Bylaw 1831, and how to notify the City when they believe the Policy and Bylaw are being contravened. [R13]
- i) Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential required for a business licence as an arborist. [R16(a)]
- j) Develop amendments to Planning Procedures Bylaw 2234 to require that all corporate and Advisory Design Panel reports and recommendations to Council regarding planning and development on private lands include a description of implications for tree protection and canopy enhancement. [R18(b)]
- k) Develop revisions to City policies and procedures, including Policy 611, to prescribe that:
 - (i) All corporate reports and recommendations presented to Council regarding works to be conducted on City lands include a section describing any implications for tree protection and canopy enhancement.
 - (ii) All members of Council be informed at least 14 days before the proposed removal of any “City tree”.
 - (iii) Any member of Council objecting to measures arising under subparagraphs (i) and (ii) may request a Council discussion and decision on the matter. [R18(c)]

4. Decides to:

- a) Monitor progress in achieving canopy recovery targets and tree planting goals through annual Tree Canopy Reports to Council that include statistics regarding tree permit applications; actions taken by the City in the management of tree on City lands including the use of revenues from tree permits and tree protection securities; and an analysis of trends and implications for the effectiveness of the City’s tree protection and enhancement efforts. [R2(b), R14(b) R18(d)]
- b) Conduct, on an annual basis, a public discussion of Tree Canopy Reports prepared by staff. [R18(d)]

BACKGROUND

On July 22, 2019, Council requested the EAC to review the City's two principal tree management instruments. This referral originated in a July 8 Governance and Legislation Committee meeting in which Councillors **expressed two basic concerns:** First, discussing a recent controversial tree removal on City land, Councillors raised questions about the **process** of tree management decision making, and particularly the adequacy of consultations or communications with Council when staff takes significant or potentially high-profile tree removal decisions. Council thus requested EAC views and recommendations *"in regard to Council oversight of trees before they are taken down."* Second, this discussion quickly expanded into concerns and calls for "serious rethinking" about the **effectiveness and outcomes** of current tree management legislation and policy as evidenced by City's declining tree canopy coverage and the impact thereof on drainage, slope stability and overall environmental conditions. Council, therefore, also requested recommendations *"from an environmental perspective/protecting our environment"*.

Council's environmental concerns were subsequently validated in the Tree Canopy Plan presented to Council on September 9 (updated November 4), 2019, which cited a **decrease in canopy, mostly on private lands, from 25% in 1997 to 19% in 2014.** A 2019 Metro Vancouver report cited higher figures (23%, due to acknowledged methodological differences), but the significant downward trend was the same. White Rock held the 13th least enviable position among Metro's 21 municipalities as regards both tree canopy coverage (23% versus 32% regional average) **and impervious surface area** -- a critical indicator of ecological health and vulnerability to the impact of extreme weather and climate change -- 61% impervious coverage versus 50% regional average.

The instruments specifically referred to the EAC are

Tree Management Bylaw 1831, which regulates the treatment of trees on private property.

- As in most municipalities, this is done primarily by requiring homeowners or developers to obtain a permit to cut or remove "protected trees" -- currently defined as those larger than 30 cm. (approx. 12 in.) in diameter at breast height (DBH), plus certain species and nesting trees of any size.
- Permits entail a sliding scale of application fees and a range of tree replacement or protection conditions with corresponding security deposits, depending on the nature of the application: removal of a dead or hazardous tree (Type 1 Permit), removal of an "unwanted" tree (Type 2), or cutting or removal of a tree or critical roots in connection with an application for a Demolition or Building Permit (Type 3).
- A subsidiary policy, *Planning and Services Policy 510*, elaborates on criteria for considering Type 2 applications ("unwanted" trees). On 9 March 2020, Council adopted staff-initiated amendments to tighten these criteria.

Tree Management on City Lands Policy 611, which outlines the City's approach to managing trees on City lands, proclaimed the exclusive reserve of City staff or agents.

- The basic policy is to trim, prune or remove trees only for health or safety reasons, to maintain slope stability, to control invasive species, or as part of a parks or right-of-way redevelopment.
- However, the policy also authorizes steps to maintain views from City viewpoints and defines terms and conditions under which citizens may request the City to consider pruning or removing such trees to restore a previously established view from their property.
- *Operations Department Policy 612* provides additional elaboration on City practice regarding Dangerous Tree Removal. In late 2019, the City was advised of new WorkSafe BC requirements for more immediate action to address risks created by dangerous trees. As a result, the Committee was informed that an updated Policy 612: Dangerous Tree Removal would be brought forward to Council. This policy includes procedures for dealing with property owners in cases where high risk situations have been identified.

Policy Context: A crucial touchstone for any review of tree management legislation or policy in BC is a municipality's Official Community Plan (OCP). White Rock's current OCP (adopted in 2017) includes a number of principles, policies and guidelines focussed on tree protection. These include:

- Commitments to various measures to enhance tree canopy (Principle 6, Policy 15.2),
- The objectives of "adopting and adhering to an Urban Forest Management Plan (UFMP) and requiring development projects to be designed with the intent of preserving and protecting mature, healthy trees." (Policy 12.2.2); and
- Development Permit Area (DPA) Guidelines to increase the quantity and/or enhance the protection of trees in all DPAs.

As part of the OCP Review initiated following the 2018 municipal elections, Council's Land Use and Planning Committee directed staff in September 2020 to propose implementing mechanisms for a number of recommendations to promote the greening of the Town Centre. These included the establishment of site requirements for tree canopy coverage, species mix, pervious areas, and continuous soil coverage as well as green building standards. Due to delays and resource challenges caused by the COVID-19 crisis, the scope of the OCP review exercise was recently reduced to exclude further immediate work on the "Greening of the City [beyond the Town Centre]" among other themes. At the same time though, Council adopted an updated set of Strategic Priorities among which "improving environmental stewardship" was introduced as the second of six new priorities for the balance of Council's term. Within that context, this EAC review, focused on "protect[ing] and increas[ing] tree canopy and enhanc[ing] greenspace, was specified as a "high priority".

ANALYSIS AND RECOMMENDATIONS

The EAC considered this referral, often as its leading or only substantive agenda item, over the course of 18 meetings from 5 September 2019 to 21 January 2021. The analysis and recommendations outlined in the following pages attempt to come to grips with three fundamental sets of questions:

- A. **Purposes and priorities:** Are the purposes of our tree management legislation and policies consistent with and achievable in the context of broader City goals and policies? Are the purposes, and the relative priorities among them, appropriately and clearly conveyed in the language of the instruments? The recommendations here address aspects of higher-level or broader City strategies and issues including zoning and planning regulations and procedures, UFMP and the OCP Review, and trees on railway lands, and propose clearer and stronger statements of purpose for Bylaw 1831 and Policy 611.
- B. **Norms: Are the rules and standards** established by the instrument adequate to advance or achieve the agreed purposes and priorities? Recommendations here address approaches to "protected", "significant", "heritage" and "lower value" trees as well as tree replacement requirements.
- C. **Implementation:** Are the practices and procedures employed to advance the purposes and apply the norms effective and appropriate? Recommendations here address compliance and enforcement measures (fees, fines, securities), use of revenues, public education, notice requirements and decision-making procedures and criteria including the role of Council.

A: PURPOSES AND PRIORITIES (Analysis and Recommendations)

1. Higher Level and/or Broader Policy Directions and Instruments

- **Strengthening Tree Protection in Zoning and Development Regulations and Procedures**

The objectives and proposed actions reflected in both the current OCP and the ongoing OCP Review exercise underscore the importance assigned by the City's government and citizens to the goals of tree protection and preventing or reversing tree canopy loss in White Rock. And with most of the City's canopy loss attributed to private development (cf. the September 2019 Tree Canopy Plan), they also highlight the critical reality that **Bylaw 1831 and Policy 611 cannot alone meet these challenges**. Against this background, Council's Land Use and Planning Committee has approved a number of measures to promote greening of the Town Centre through zoning and planning regulations that might also be extended to other Development Permit Areas. Accordingly, while the Committee has not given detailed consideration to the City's zoning bylaw or procedures in the course of this review:

R1. The EAC recommends that, in the context of the ongoing OCP and Zoning Bylaw Reviews, staff be directed to develop proposals to:

- (a) **give greater and more explicit priority to tree preservation in the requirements set by zoning and planning regulations across all Development Permit Areas.**
- (b) **give more explicit attention to tree preservation and canopy enhancement in the procedures governing the application of planning and zoning requirements. This could be achieved by amending Planning Procedures Bylaw 2234 to require mandatory consideration -- and written record -- of implications for tree protection and canopy enhancement in all relevant Advisory Design Panel and Planning Department deliberations, decisions and recommendations to Council.**

- **Urban Forest Management Plan/OCP Review/Canopy Recovery Targets/Trees on Railway Lands**

The goal of an Urban Forest Management Plan (UFMP) was identified in OCP 2017 (Section 20.2) as a short-term priority to be completed in 1 to 2 years. The process of developing such a plan had actually been launched in June 2015: the published report of a consultant-led workshop at that time is very instructive on the benefits of urban trees, the distribution of our current tree canopy, and strong public support for policies and laws to increase canopy; and it proposed a target of 27% canopy coverage for White Rock by 2045. Since 2015 however, no further work to develop a UFMP appears to have been done, and completing the exercise was identified as only a “low priority” in Council’s recent update of its Strategic Priorities for 2021-22 .

The EAC recognizes that resource strains in the wake of COVID-19 militate against resuming a conventional standalone UFMP strategy exercise. However this should not necessarily preclude adopting the basic principles and targets generated by the 2015 exercise.

Finally, in light of concerns about past actions affecting trees on federally regulated railway lands within City boundaries, the Committee encourages steps to promote the protection of trees and enhancement of tree canopy on such lands in the future.

Against this background,

R2. The EAC recommends that:

(a) Council endorse the key objectives and targets developed in the 2015 UFMP exercise by:

- (i) recognizing that trees on both private and public lands are essential components of the urban forest and ecology of the City;**
- (ii) setting an explicit canopy recovery target (eg, 27% canopy coverage by 2045);**
- (iii) committing to increase the currently projected maximum number of trees (2500) that can be planted on City land; and**
- (iv) directing staff to develop strategies for increasing lands on which the City can plant additional trees to help meet the target.**

(b) Progress in achieving these objectives and targets should be monitored through the presentation of annual Tree Canopy Reports to Council (see Recommendation R14b and R18d).

(c) Council direct staff to investigate and report to Council on means to prevent the removal of or interference with trees, and to facilitate the planting of trees, by the City and BNSF on BNSF lands.

2. Purposes and Priorities of Bylaws and Policies

- **Clarifying Purpose of Bylaw 1831**

Bylaw 1831 is currently entitled “White Rock Tree Management Bylaw”. This report includes a number of substantive amendments to strengthen the Bylaw’s effectiveness in protecting trees. At the same time, EAC believes the far-reaching importance of tree preservation, as reflected in the OCP and recognized by environmental science, could be better conveyed at the outset through a simple rebranding amendment mirroring practice in many other jurisdictions:

R3. The EAC recommends that the title of Bylaw 1831, currently entitled "White Rock Tree Management Bylaw", be changed to "White Rock Tree Protection Bylaw".

- **Clarifying and Aligning Purposes and Priorities of Policy 611**

The Committee suggests a similar update of the title of Policy 611, currently entitled “Tree Management on City Lands”. At the same time, the EAC recommends updating the stated purposes of Policy 611 to establish a more appropriate balance between the dual stated purposes of tree protection and preservation of private views:

- The Policy statement in 611 currently reads: *It is the policy of the City of White Rock to manage, preserve and enhance trees on City lands while taking into consideration established views from White Rock properties and scenic views in the City. The long-term objective is to ensure the sustainability of the City's urban forest assets by increasing the number of healthy trees and amount of tree canopy in the City, without negatively impacting established views that are important to City of White Rock property owners and the City.*
- It is an important challenge for any municipal tree protection regime to find an appropriate balance between the public interest and environmental imperative of protecting trees and private rights to the use and enjoyment of private property. The Committee recognizes the importance of efforts to protect views in White Rock. OCP 2017 commits to "celebrating views" as a central element of the City's distinctive character and outlines some appropriate measures to protect sea views through building permit restrictions and street planting species.
- The Policy 611 procedure for citizens to request pruning or removal of trees on City land to restore a view from a private property is rarely invoked (1 case in the past 2 years). However, the primacy of the goals of tree preservation and canopy enhancement, as underlined in the OCP and recognized by environmental science, is not well reflected in the Policy's current text, which characterizes the goals of tree and canopy preservation as "long-term objectives" and gives undue profile to the procedure to restore private views.
- Furthermore, and quite inappropriately, the current procedure entails less stringent criteria than those applicable to property owners wishing to remove a tree on their own property to restore a view: Policy 510, as amended by Council in March 2020, specifies that such a view must be completely obstructed to qualify for consideration of a permit.

Against this background,

R4. The EAC recommends that Policy 611 "Tree Management on City Lands" be amended as follows:

- Change its title to "Tree Protection, Canopy Enhancement and Management on City Lands."**
- Amend Section 1 to read as follows: "Policy: In managing trees on City land, it is the priority of the City of White Rock to protect existing trees and increase the number of healthy trees and amount of tree canopy and thus enhance and ensure the sustainability of the City's urban forest and realization of the environmental and esthetic benefits it provides. In this context, the interest of property owners in preserving or restoring private views obstructed by City trees will be addressed through a procedure described in annex 1 to this Policy."**
- In Section 3 "Management of City Trees" insert an additional clause (a.1) as follows: "(a) The City manages trees on city lands: 1. For the overriding purposes of protecting existing trees and increasing the number of healthy trees and amount of tree canopy."**
- Move Sections 5, 6, 7 and 8 to an annex to the Policy.**
- Limit the criteria under which applications for pruning, crown thinning, or width reductions are approved to those where the property owner has clearly demonstrated that the tree has increased in size to completely obscure a previously existing view from the applicant's property.**
- Prohibit the topping or removal of city trees for the re-establishment of views.**
- Remove references to "narrow corridor" and "single object" views in the definition of "view/view corridor".**
- Allow for the siting, species selection, and planting of new or replacement trees on City lands in all locations where future growth is not expected to completely obscure established views.**

B. DO THE NORMS ADEQUATELY ADVANCE THE PURPOSES AND PRIORITIES?

(Analysis and Recommendations)

1. Trees Protected by Bylaw and Policy

- **Size Standard for Protected Trees**

On private property, Bylaw 1831 requires owners to secure permits to remove “protected trees”, defined as trees with trunks greater than 30 cm (approx. 12 in.) in diameter at breast height (DBH); trees with nests used by certain bird species; and certain special tree species. The 30 cm criterion is still used in some municipalities and appears to have been a widely used historical standard. However, the only municipalities now using this standard in Metro Vancouver are White Rock, Surrey, North Vancouver District and Langley Township. A 20 cm standard (8 in.) is used in at least 9 Metro municipalities including Vancouver, Coquitlam, Burnaby, Delta, New Westminster and Richmond. Port Coquitlam uses 15 cm (6 in.) and Port Moody protects trees larger than 10 cm (4 in.) in many zoning areas including all stratas. The Committee recognizes that reducing our current size limit would increase costs to residents and the City. However, noting that it takes at least 20 years for most trees to add appreciably to the canopy and considering the relatively poor and declining state of our canopy, we do not believe that the existing 30 cm standard is consistent with the City's goal of reversing canopy loss. Accordingly,

R5. The EAC recommends that the minimum size for the definition of "protected tree" in Bylaw 1831 be reduced to a trunk DBH of 20 cm or less.

- **Significant Trees**

A “significant tree” is defined in Policy 611 “as any tree on City land that is of particular significance to the City, due to landmark value, cultural, historical, ecological or social import and has been included in the Significant Tree Registry of the Significant Tree Policy.” The Policy appropriately declares that no “significant tree” nor any tree on City parkland will be pruned or removed in response to a view restoration request. However, Bylaw 1831 includes no provisions mandating protection of “significant trees”. At the same time, there is no apparent record of any Significant Tree Policy, Registry, procedure for designating a “significant tree”, nor indeed of any tree having been so designated. Bylaw 1831 does provide for the designation of “heritage trees ... of cultural or historical value to the City”, and in 2001, the City adopted *Heritage Tree Policy 607* including criteria and a procedure for designating such trees. However, the procedure appears to be widely unknown and even less employed: in almost 20 years, only one tree has received heritage designation. Addressing this issue has been identified as a “high priority” in Council’s recently updated Strategic Priorities. Against this background,

R6. The EAC recommends that the regulations and policies concerning “significant trees” and “heritage trees” be reviewed and rationalized by establishing a consolidated definition of “significant tree”, a “Significant Tree Policy” and a “Significant Tree Registry” applicable to trees on both public and private lands. These should draw on criteria and procedures derived from best practices in other municipalities and relevant provincial guidelines. Bylaw 1831 and Policy 611 should be amended to make clear that “significant trees” of any size will not be removed for other than safety reasons or as approved by Council.

- **Lower Value Trees**

Bylaw 1831 includes a definition of “lower value trees” - those with structural or health issues as well as any fruit trees, alders or cottonwoods - for which reduced tree replacement requirements apply when a removal permit is issued. Following discussions with the City Arborist, the Committee agrees there is no convincing arboricultural need or justification for designating healthy trees of any species as “lower value”. Accordingly,

R7. The EAC recommends that Bylaw 1831 be revised by removing fruit trees, alders and cottonwoods from the definition of “lower value trees”.

2. Tree Replacement Requirements

• On Private Lands

As noted above, under Bylaw 1831, in most cases where “protected trees” are removed from private lands, there is a requirement to plant new, “replacement trees” and/or to make cash-in-lieu payments for the City to plant trees elsewhere. **The Committee supports this policy. However, the City Arborist has acknowledged that, once a tree is planted, it will in most cases take over 20 years before it can actually add significantly to the tree canopy and yield the environmental benefits provided by the removed mature tree. This underscores the crucial, over-riding importance of pursuing ambitious canopy enhancement goals and maximizing the normative protections for existing trees through the various means suggested elsewhere in this report.**

• On City Lands

Policy 611 includes applicant-funded replacement requirements when requests to restore a private view are approved. There is however no requirement for replacement when the City decides it must remove a City tree for other reasons, such as construction of a public facility or road reconstruction. Therefore,

R8. The EAC recommends that Policy 611 be revised to:

- (a) require that, when the City is evaluating initiatives that might result in tree removal on City lands, all possible ways to protect the trees should be considered; and**
- (b) if they must be removed, ambitious replacement requirements should be specified.**

C. APPLICATION AND IMPLEMENTATION OF NORMS AND POLICIES (Analysis and Recommendations)

1. Encouraging and Securing Compliance by Private Property Owners and Contractors

Any regulatory regime designed to influence private behaviour requires a careful **calibration of both the costs of compliance and the consequences of non-compliance**. High costs associated with compliance may discourage some people from adhering to the bylaw, and lax enforcement or low fines may not be sufficient deterrents. Bylaw 1831 is enforced, and violations identified, by Bylaw Officers, City Arborists and other staff. It is unknown, however, how many violations go undetected, and it would be helpful for residents to know who to call if they observe what appears to be a violation. In addition, if private firms are caught cutting or removing a tree illegally, there should be significant consequences such as revocation and/or non-renewal of their business licence. The EAC has not conducted an in-depth analysis of the adequacy and effectiveness of the fees, fines and security requirements associated with the application of Bylaw 1831 or Policy 611, or of the methods and resources employed for their enforcement. But a review of these elements should accompany the updating of the purposes and norms underpinning of these instruments. Accordingly,

R9. The EAC recommends that Council direct staff to review the current fees, securities, cash-in-lieu requirements, replacement values and quotas, and fines related to tree removal and replacements to ensure they are commensurate with best practices conducive to achieving the goals of maintaining and increasing the number of healthy trees and the amount of tree canopy in the City.

R10. The EAC recommends that Council direct staff to review the sufficiency of the methods and resources employed to ensure effective enforcement of Bylaw 1831 and Policy 611.

R11. Considering the central role played by private contractors in the management of trees on private property, the EAC recommends that staff maintain a record of contractors that contravene Bylaw 1831 or Policy 611 and take steps to ensure that such contractors are not hired by the City, that relevant fines are levied on them, and/or that their business licences are suspended or revoked.

- **Utilization of Revenues from Tree Replacement Securities and Deposits**

Bylaw 1831 (Part 7, para 7) currently provides that revenues from tree replacement cash-in-lieu arrangements and from forfeited tree replacement securities may be used by the City to plant and/or maintain trees on City lands. Staff indicated that it is sometimes a challenge to find sufficient tree planting opportunities on City lands to utilize all available revenues, but there are other activities to enhance and protect the tree canopy that could in some circumstances benefit from the utilization of available revenues. While planting of new trees on city lands should remain the priority, other qualified activities could include: care and maintenance of trees on City lands, the development of programs to encourage and support the planting of additional trees on private lands, and public education on the importance of enhancing and protecting trees and the tree canopy.

R12. The EAC recommends that Bylaw 1831 be amended to permit the utilization of tree replacement security and deposit revenues for a range of activities to enhance and protect the City's tree canopy, including: the planting of trees on City lands, care and maintenance of trees on City lands, programs to encourage and support the planting of additional trees on private lands, and public education on the importance of enhancing and protecting trees and the tree canopy.

- **Public Education**

Public education can also play a role in securing compliance with tree protection regulations. Unfortunately, many people do not have an adequate appreciation for the importance of preserving trees, know about or understand the relatively complex regulations and policies, or know how to report bylaw violations that they observe. Although the City has user-friendly brochures, such as “Guide to the Tree Management Bylaw” and “Tree Protection Guidelines”, information about tree protection and City requirements might reach a broader audience through the City website or publications such as inserts in property tax notices. Such information could include the personal health benefits to individuals and their families from maintaining trees on their private property as well as the City's bylaw enforcement hotline. To these ends,

R13. The EAC recommends that Council direct staff to review and improve the methods by which residents and property owners are informed of the importance of tree preservation and the requirements of Policy 611 and Bylaw 1831, including the use of new tools for dissemination and for residents to notify the City when they believe Bylaw 1831 or Policy 611 are being contravened.

2. Notice and Communications with Interested Third Parties on Specific Cases

- **Public Notice and Third-Party Communications regarding Trees on Private Land**

Existing Requirements: Bylaw 1831 (Part 6, paras 2, 3, 4) requires that applications for permits affecting “shared trees” include a letter from the adjacent property owner agreeing to the proposed removal. The Committee considers that this requirement is appropriate and should be retained. For trees situated entirely on an applicant's land:

- Prior to deciding on a Type 2 application (“unwanted trees”), Policy 510 (para 3) prescribes that the City write adjacent property owners seeking their comments by a specified date. This affords useful input for City staff in considering the merits of an application, but implies no third party rights to appeal the issuance of a duly approved permit.
- Prior to deciding on a Type 3 application: the application is considered alongside the associated demolition or building permit application and is thus subject to all public notice and/or consultation requirements entailed in the City's Planning Procedures Bylaw 2234.
- Once a permit of any type is issued, Bylaw 1831 (Part 5, para 2) requires the posting of a notice (including a copy of the permit) on the property line of the concerned lot for the duration of the approved work. This publicly signifies that a property owner has met the legal requirements to secure a permit, but it does not imply any third-party rights to contest the work in question. Neither Bylaw 1831 nor Policy 611 establishes any third-party rights to appeal the issuance of a permit.
- When a permit application is refused, Policy 510, para 6 specifies that Type 2 permit decisions may be appealed to Council within 14 days -- but only by the applicant.

The Committee understands that the above-noted practices regarding public and third-party notice are consistent with those of other Metro Vancouver municipalities, and recognizes that creating additional third-party legal rights to oppose or appeal the issuance of a permit would likely be neither practical nor legally sustainable. However, to increase transparency and to bring City practice into line with the BC Community Charter (requiring that all municipal regulation of trees be done through bylaws), we recommend spelling out the notice and appeal provisions of Policy 510 in Bylaw 1831. At the same time, these provisions should be extended to Type 3 (in addition to Type 2) permit procedures.

Additionally, the Committee believes **transparency and accountability in the administration of the tree management permit system might be enhanced by requiring annual reporting to Council** on the numbers of permit applications received, approved, and refused. Such reporting could be included in the previously suggested Annual Tree Canopy Report and would provide a vehicle for Council and the public to monitor the effectiveness of the Bylaw and consider possible improvements when and as warranted. Accordingly,

R14. The EAC recommends that:

- (a) **The Policy 510 provisions regarding notice to adjacent property owners (para 3) and applicant appeals (para 6) be spelled out in Bylaw 1831 and extended to Type 3 (as well as Type 2) applications.**
- (b) **The annual Tree Canopy Report to Council (see R2b and R18d) include statistics regarding tree permit applications (of all Types) received, and approved or refused plus analysis of the consequent trends and implications for the effectiveness of the City's tree protection and canopy preservation and enhancement efforts.**

- **Public Notice and Third-Party Communications regarding Trees on City Land**

Existing Requirements:

- Under Policy 611 (para 6.3.a), applications to trim, prune or remove a tree on City land to re-establish a private view are mailed by the City to all property owners within 30 metres of the tree, along with a form through which recipients may express support or opposition to the application. Para 6.4 specifies that, if clear support is expressed in 65% of responses received within 2 weeks, an application may be approved.
- Policy 611 (para 8) also specifies that requests to prune or remove City trees as part of an application for rezoning, or for development, demolition or building permits, will be treated as Type 3 permit applications pursuant to Bylaw 1831. Notice of such proposals is thus presumably included in any public notice required under the Planning Procedures Bylaw; and, once granted, any permit will be posted for the duration of the permitted work.
- As regards City proposals or decisions taken to remove a tree on City land in any situation other than the foregoing: neither Bylaw 1831 nor Policy 611 specifies any requirements for third party or public notice or consultation.

Recommendation R6 above proposes the development of a new regulation and/or policy concerning “significant trees”, and staff is preparing a revision of *Operations Department Policy 612* regarding Dangerous Tree Removal in light of recent provincial guidance. These instruments should include explicit provisions on public notice and the Committee has no additional comments in this regard. The Committee believes however that **consistent, across-the-board notice requirements should apply to all situations in which removal of a City tree (larger than 6 cm) is contemplated**. In addition, notifying residents within only 30 meters, as is currently set out in Policy 611, is insufficient; instead, a 100 m radius, which is used for many other White Rock city notices, would be appropriate for these notices. Public feedback would then be conveyed by staff to Council when it is advised of the prospective removal as proposed in recommendation R18(c). Consequently,

R15. The EAC recommends that Policy 611, Bylaw 1831 and the Planning Procedures Bylaw be reviewed and revised as necessary to ensure that notice of, and an opportunity to comment on, any application or proposal to remove a “City tree” for any reason is provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision.

3. Roles of Arborists in Decision Making

Bylaw 1831 requires that all private applications for tree management permits be supported by a tree assessment report and recommendation prepared by a private arborist. The current credentials specified for private arborists in the Bylaw include International Society of Arboriculture (ISA) certification, Tree Risk Assessor (TRAQ) certification or membership in the Association of BC Forest Professionals, the latter two of which do not in and of themselves signify the training or skills of a professional arborist. The exclusive credential required in other jurisdictions examined is ISA certification.

The City Arborist plays a critical role in the permit issuance process by reviewing the application and advising the Director of Planning and Development Services on whether and under circumstances a permit should be issued. Bylaw 1831 (Part 10, para 1) authorizes the City to enter and inspect any site that is subject to the Bylaw. While not explicitly required by the Bylaw or city policies, the City Arborist currently does in fact visit all sites that are under permit applications. The Committee believes this practice, including site visits to inspect tree protection barriers, should be explicitly required under the Bylaw 1831 and Policy 611.

Finally, while Policy 611, para 3(b) provides that pruning or removal of a city tree is the sole responsibility of the City or its agents, this restriction is not contained in Bylaw 1831, which the Committee considers necessary to lawfully prohibit unauthorized private actions on City lands.

Against this background,

R16. The EAC recommends that:

- (a) City requirements for a business license as an arborist and the definition of arborist in Bylaw 1831 be amended to provide that International Society of Arboriculture (ISA) certification is the sole and exclusive credential required.**
- (b) Procedures in Bylaw 1831 and Policy 611 be amended to require that City Arborists visit and inspect all sites under consideration before a tree permit is approved.**
- (c) Bylaw 1831 be revised to only allow City staff or agents to remove or plant trees on City lands.**

4. Role of City Officials in Decision Making: Authority and Criteria to Approve Permits

• Decisions re Trees on Private Land

Current Situation:

- Under Bylaw 1831 (Part 4, para 1), the Director of Planning and Development Services enjoys delegated authority to approve or deny applications for Type 1, 2 and 3 permits “if the application complies with the requirements... under Part 6.”
- Part 6 specifies procedural requirements including a range of documents that must accompany applications for each permit type, such as a tree assessment report and a statement of rationale for removal.
- Substantive (as opposed to strictly procedural) criteria for granting a permit are specified only for Type 1 (hazardous tree) permit applications.
- Bylaw 1831 provides no substantive criteria on which basis Type 2 or 3 permit applications may be assessed and a permit approved or denied. *Policy 510 - Criteria for Type 2 Tree Removal Requests on Private Lands* does specify some criteria for positive consideration, which boil down to preventing property damage or complete obstruction of a view.

The Policy 510 criteria for Type 2 decisions seem appropriate -- as far as they go. However, some other jurisdictions employ more extensive and exacting criteria, including some that apply to Type 3-like situations (applications associated with demolition or building licence applications). For instance, the City of Vancouver allows removal of a tree to satisfy building envelope or other design preferences only if re-siting or alternative design approaches allowing retention of the tree are not possible. Furthermore, the BC Community Charter requires that all regulation of trees must be established by Bylaw: any criteria for assessing tree permit applications should thus be specified in Bylaw 1831 rather than merely in policy statements.

- **Decisions re Trees on City Lands**

Policy 611 (para 6.6) asserts that decisions regarding applications to remove a City tree to restore a private view will be made by the Director of Engineering and Municipal Operations “whose decision is final”. At the same time, Policy 611 (para 8) provides that applications to prune or remove a city tree associated with a rezoning, development, demolition or building permit application will be reviewed as type 3 requests under Bylaw 1831. Finally, all other activities regarding the management of City trees fall under the responsibility of the Director of Engineering and Municipal Operations, subject only to the general (unlegislated) oversight of Council. In discussions with the Committee, the Director of Engineering and Municipal Operations has expressed the view, which the Committee supports, that criteria governing any decisions he might take regarding City trees should, like those for private trees, be specified in the Bylaw.

Against this background,

R17. The EAC recommends that:

(a) Bylaw 1831 be amended to establish:

- (i) explicit criteria for approval of Type 2 and Type 3 tree management permits taking into account the provisions of Policy 510 and best practices in other jurisdictions including City of Vancouver.**
- (ii) appropriate criteria to govern decisions by City officials regarding the management of trees on City land.**

(b) Existing City policies, including 510 and 611, be revised to bring them into line with any bylaw amendments introduced pursuant to R17(a) above.

5. Council Oversight

- **Oversight re Trees on Private Lands**

Routine Applications: In the normal course of events, permit applications affecting trees on private lands come before Council for decision only on appeals against a decision by the Director of Planning and Development Services to deny a permit (Bylaw 2234 s. 23; Policy 510, para 6). This applies to Type 1 (hazardous), Type 2 (unwanted), and routine Type 3 (conforming building or demolition permit) applications. Council involvement in decisions on such matters in the first instance would not in EAC’s view be practical or necessary. However, transparency and accountability in the administration of Bylaw 1831 would be enhanced through annual reporting to Council on the numbers of permit applications received, approved, and refused. Such reporting could be included in the previously suggested Annual Tree Canopy Report and would provide a vehicle for Council and the public to monitor the effectiveness of the Bylaw and consider possible improvements when and as warranted.

Non-routine Applications: Only Type 3 applications associated with significant planning or development applications are presented for Council consideration in the first instance, pursuant to Planning Procedures Bylaw 2234. The Committee considers Council’s role in this regard appropriate, but notes that impacts on trees may often be obscured in the context of the many other factors that go into planning and development proceedings. Building on recommendation R1, the recommendations below seek to mitigate that tendency and ensure Council’s planning and development decisions are fully and transparently informed regarding their implications for tree protection and canopy enhancement.

- **Oversight re Trees on City Lands**

Council of course has general oversight of the actions taken and policies and procedures followed by officials managing all operations on City lands. Under Policy 611, Council is currently advised of officials’ final decisions on applications to prune or remove a City tree to restore a private view (para 6.6) and considers Type 3 requests to prune or remove trees on City lands (para 8) in connection with a development proposal. Beyond these limited

circumstances, there are no City Bylaw or Policy provisions expressly requiring a role for Council in decisions on the management of City trees. However, it is the current practice of the Director of Engineering and Municipal Operations to advise and consult Council:

- regarding the removal of a hazardous or dangerous City tree at least 7 days in advance of removal – unless more urgent action is necessary for public safety;
- before undertaking any other operations (eg, sidewalk, road, park works) involving removal of a City tree (6 cm. diameter or larger).

The Committee commends staff's proactive approach to engaging Council on decisions affecting City trees, but also believes that the public interest warrants a more explicit, mandatory role for Council in such matters. In this respect, staff is currently preparing an update to the City's *Dangerous Tree Removal Policy 612*; and in R6 above, the Committee has recommended establishment of a "significant tree" regime whereunder only Council could approve removal of such a tree. The recommendations below address all other circumstances in which we believe the Council should be more actively engaged in decisions affecting trees on City lands.

• Ongoing Monitoring of Tree Protection and Canopy Enhancement

While it is important to ensure an appropriate role for Council in decisions on significant actions affecting individual trees, the Committee believes it is also vital for Council to play an ongoing proactive role in monitoring the effectiveness of the City's tree protection regulations and canopy enhancement efforts. Without determined and sustained attention from City officials and elected representatives, there can be little realistic prospect of truly improving the effectiveness of White Rock's tree protection efforts and reversing the decline of our tree canopy. The Committee has thus recommended in R2(c) that Council regularly monitor progress achieved in protecting trees and enhancing the tree canopy in White Rock by reviewing annual Tree Canopy Reports from City staff.

Recommendations re Council Oversight: Against all the foregoing background, the following recommendations are designed to enhance Council's role in the application of policies and regulations and in ongoing monitoring of overall efforts to strengthen tree protection on both City and private lands and to protect and enhance the City's tree canopy.

R18. The EAC recommends that:

- (a) The provisions of Policy 510 and Planning Procedures Bylaw 2234 establishing a right of appeal against negative decisions on private tree permit applications also be incorporated into Bylaw 1831.
- (b) Planning Procedures Bylaw 2234 be amended to require that all corporate and Advisory Design Panel reports and recommendations to Council regarding planning and development on private lands include a description of implications for tree protection and canopy enhancement. This requirement should apply whether or not a given matter is accompanied by a Type 3 tree permit application.
- (c) City Policies and procedures be revised to prescribe that:
 - (i) All corporate reports and recommendations presented to Council regarding works to be conducted on City lands include a section describing any implications for tree protection and canopy enhancement.
 - (ii) All members of Council be informed at least 14 days in advance of the proposed removal of any non-hazardous "City tree" (a tree located on city lands with a trunk diameter at breast height (DBH) greater than 6 cm.).
 - (iii) Any member of Council objecting to measures arising under subparagraphs (i) and (ii) may request a Council discussion and decision on the matter.
- (d) Council conduct, on an annual basis, a public discussion of a Tree Canopy Report (see R2b and R14b) prepared by staff and including: statistics regarding tree permit applications (of all Types) received, and approved or refused; actions taken by the City in the management of trees on City lands including the use of revenues from tree permit fees and tree protection securities; and an analysis of the consequent trends and implications for the effectiveness of the City's tree protection and canopy preservation and enhancement efforts.

D. GENERAL/MISCELLANEOUS

During its review, the Committee has noted a number of inconsistencies and disconnects among various definitions, other terminology and procedures in the existing tree management Bylaw and Policy documents. Staff has also made a number of technical observations and suggestions in this regard. Finally, the Committee recognizes that the numerous changes it is recommending will necessitate a thorough technical review of these instruments to ensure their currency, clarity and consistency. Accordingly,

R19. The EAC recommends that Council direct staff to conduct a technical review and update of the texts of the Bylaws and Policies addressed in this report in order to identify any amendments, consistent with the EAC's recommendations, that may be needed to ensure the currency, clarity and consistency of these documents.

The Corporation of the CITY OF WHITE ROCK BYLAW 2376



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock in open meeting assembled ENACTS as follows:

1. Schedule A - Text of the *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended by deleting the existing Section 6.16 CR-1 Town Centre Area Commercial/Residential Zone in its entirety and replacing it with a new Section 6.16 CR-1 Town Centre Area Commercial/Residential Zone as follows:

6.16 CR-1 Town Centre Area Commercial / Residential Zone

The intent of this zone is to accommodate a mix of uses and activities, including residential and commercial development along with cultural and civic facilities, to support the ability of residents to walk to meet their daily needs. Containing the greatest concentration and variety of employment-generating uses, this zone establishes this area as the City's pedestrian and transit-focused growth area, consistent with the objectives and policies of the Official Community Plan.

6.16.1 Permitted Uses:

The following uses are permitted in one (1) or more principal buildings:

- 1) *retail service group 1 uses*;
- 2) *subject to section 9 b), licensed establishments, including liquor primary, food primary, liquor store, agent store, u-brew, u-vin, and licensed manufacturer*;
- 3) *hotel*;
- 4) *civic use*;
- 5) *medical or dental clinic*;
- 6) *multi-unit residential use*;
- 7) *accessory home occupation* in conjunction with a *multi-unit residential use* and in accordance with the provisions of Section 5.3, and that does not involve clients of the home occupation accessing the building in person;
- 8) *one-unit residential use* accessory to a *retail service group 1 use* and limited to a storey above the portion of a building used for the *retail service group 1 use*.
- 9) *adult entertainment use* in accordance with the following provisions:
 - a) the *adult entertainment use* has a valid business license;
 - b) the *adult entertainment use* shall not operate in conjunction with a liquor licence in the same establishment;
 - c) the *adult entertainment use* shall not be located within 500 metres of a school;

- d) despite Section 6.16.2 Lot Size, the minimum *lot* width of a *lot* accommodating an *adult entertainment use* shall not be less than 45 metres;
- e) a *lot* accommodating an *adult entertainment use* must have a *lot line* common with North Bluff Road;
- f) a *building* accommodating an *adult entertainment use* must be set back a minimum of 50 metres from Johnston Road and 30 metres from any other public road; and despite Section 4.14.1 Off-Street Parking Requirements, parking for *adult entertainment use* shall be provided as follows: 1 parking space per every 18.6 m² (200 ft²) of commercial floor area.

6.16.2 Lot Size:

- 1) Subject to section 9 c), minimum lot width, lot depth and lot area in the CR-1 zone are as follows:

<i>Lot width</i>	18.0m (59.0ft)
<i>Lot depth</i>	30.48m (100.0ft)
<i>Lot area</i>	548.64m ² (5,905.5ft ²)

6.16.3 Lot Coverage:

- 1) *Lot coverage* per fee simple lot shall not exceed 65%.
- 2) Despite section 6.16.3(1), on a *lot* exceeding 3,035m² (0.75 acres) in area, the area of impermeable materials on the *lot* shall not exceed 90 percent of the total lot area, and the minimum horizontal (length or width) dimensions for any permeable areas included toward this calculation is 4.0m (13.1 ft).
- 3) For the purposes of section 6.16.3(2), the following materials are impermeable: asphalt, concrete, brick, and stone. Gravel, river rock less than 5 cm in size, wood chips, bark mulch, and other materials which have fully permeable characteristics when in place installed on grade with no associated layer of impermeable material (such as plastic sheeting) that would impede the movement of water directly into the soil below are excluded from the area of impermeable materials.

6.16.4 Density:

The permitted maximum density is varied throughout this zone.

- 1) The maximum *gross floor area* shall not exceed 1.75 times the *lot area*.
- 2) Despite Section 6.16.4.1, maximum *gross floor area* may be increased if:
 - a) the owner of the *lot*
 - (i) provides a community amenity described in the City's *Community Amenity Reserve Fund Bylaw, 2017, No. 2190*, as amended, or
 - (ii) elects to pay to the City cash in lieu of the provision of the amenity under that bylaw in the amount of \$430 per square metre of *gross floor area* above 1.75 times the *lot area* in accordance with an amenity agreement

and a section 219 covenant granted to the City by the owner of the subject real property to secure the amenity;

b) the *lot* size meets the minimums in the table below; and

Minimum Lot Area	Maximum density (<i>gross floor area</i>)
3,035m ² (0.75 acres)	2.3 times the <i>lot</i> area
5,058m ² (1.25 acres)	3.5 times the <i>lot</i> area
8,094m ² (2.0 acres)	4.0 times the <i>lot</i> area*

*maximum density may exceed 3.5 times the *lot* area only for lots north of Russell Avenue

c) the uses within a principal building on a *lot* include:

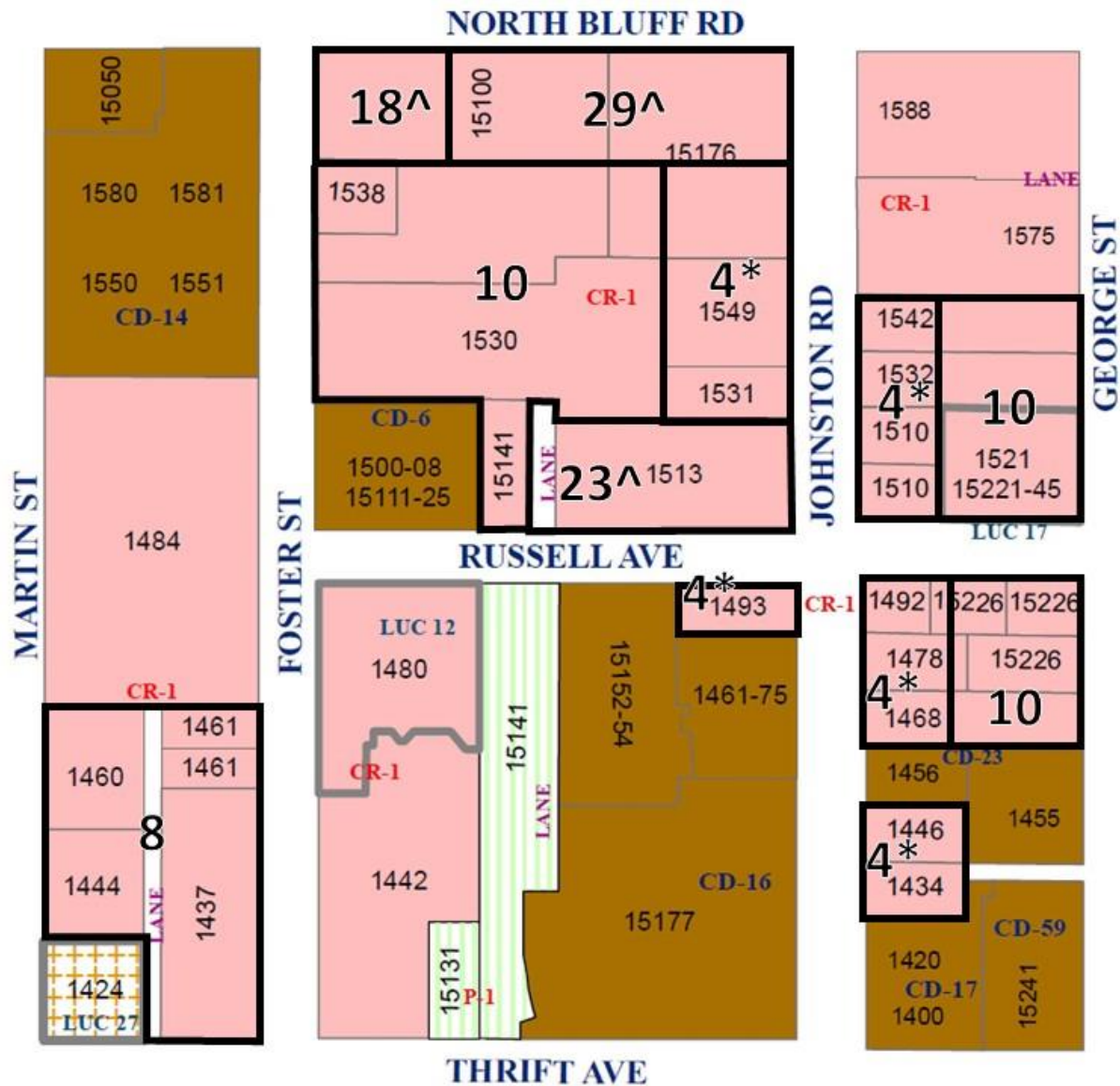
- i. a minimum of 30% of the dwelling units secured through a housing agreement registered on title as residential rental tenure for the life of the building; or
- ii. a minimum of 10% of the dwelling units secured through a housing agreement registered on title as residential rental tenure for the life of the building at rents 10% below the average rents for the primary rental market in the City as determined by Canada Mortgage and Housing Corporation; or
- iii. only non-residential uses.

3) Despite Section 6.16.4.1 and 6.16.4.2, if a development permit allowing density above 1.75 times the lot area for a *lot* has been issued for the construction of a *principal building* prior to December 31, 2020, the maximum *gross floor area* for that *lot* is the maximum *gross floor area* that applied at the time of development permit issuance.

6.16.5 Building Heights:

The permitted maximum building height is varied throughout this zone.

- 1) *Principal buildings* shall not exceed a *height* of 10.7m (35.1ft).
- 2) Despite Section 6.16.5.1, maximum *heights* may be increased to a maximum of 13.7m (44.95ft) and a maximum of four (4) *storeys*, if the building is set back a minimum 7.0m from the *lot line* adjacent to Johnston Road, and the exterior wall of the top *storey* of a building facing Johnston Road is set back a minimum 2.0m from the exterior wall of the *storey* below it.
- 3) Despite Section 6.16.5.1, if a *lot* qualifies for the increased density described in section 6.16.4.2, the maximum permitted number of *storeys* for a *principal building* on the *lot* shall be in accordance with the number of *storeys* indicated by the following diagram, and in no case shall a *principal building* exceed a *height* of 90.0m (295.3ft).
- 4) Despite Section 6.16.5.1, if a development permit allowing a *principal building* with a maximum *height* over 10.7 metres for a lot has been issued for the construction of a *principal building* prior to December 31, 2020, the maximum *height* for that *lot* is the maximum *height* that applied at the time of development permit issuance.



For certainty, the ^ symbol on the diagram above identifies where additional height is permitted if an on-site *community amenity space* (such as a City-owned conference centre, art gallery, or City Hall) is provided in addition to the amenity contribution in section 6.16.4(2)(a), with a minimum floor area of 1,400 square metres (15,069 square feet). The maximum height in *storeys* on these *lots* without such *community amenity space* is ten (10) *storeys*.

The * symbol on the diagram above identifies where a fourth *storey* is permitted if the building complies with the additional setback requirements in section 6.16.5.2; The maximum height in *storeys* on these *lots* without such setbacks is three (3) *storeys* and 10.7m, per section 6.16.5.1.

6.16.6 Minimum Setback Requirements:

- 1) *Principal buildings and structures* in the CR-1 zone shall be sited in accordance with the following minimum *setback* requirements:

Setback	Principal Building	Structures
Front lot line (abutting Johnston Road)	15.24m (50ft) from the street centreline	0.0m (0.0ft) See s. 6.16.7
Front lot line (not abutting Johnston Road)	3.0m (9.84ft)	0.0m (0.0ft) See s. 6.16.7
Exterior side lot line (abutting Johnston Road)	15.24m (50ft) from the street centreline	0.0m (0.0ft) See s. 6.16.7
Exterior side lot line (not abutting Johnston Road)	3.0m (9.84ft)	0.0m (0.0ft) See s. 6.16.7
Interior side lot line	0.0m (0.0ft)	0.0m (0.0ft)
Rear lot line (abutting a street)	3.0m (9.84ft)	Not permitted
Rear lot line (abutting a lane)	0.0m (0.0ft)	Not permitted
Rear lot line (abutting another lot)	0.0m (0.0ft)	Not permitted

- 2) Where the *lot line* abuts another *lot* zoned CR-1 or CD and permitting a principal building that exceeds a height of 13.7 m (44.95ft), the portion of the *principal building* above 13.7m (44.95ft) shall be located a minimum of 12.2m (40.0ft) from the *lot line* to ensure a minimum separation distance of 24.4m (80.0ft) between buildings above 13.7m (44.95ft) in height.

6.16.7 Ancillary Buildings and Structures:

Except as otherwise provided in Section 4.13 and in addition to the provisions of sub-section 6.16.6 above, the following also applies:

- 1) *ancillary buildings* are not permitted.
- 2) *ancillary structures* shall not be sited less than 3.0m from a *principal building* on the same *lot*.
- 3) despite sub-sections 6.16.6 and 6.16.7 (2), patios and awnings are permitted in the front and exterior side yard areas in accordance with White Rock License Agreement (Sidewalk Café / Business License) Bylaw requirements.

6.16.8 Accessory off-street parking shall be provided in accordance with the provisions of Section 4.14.

6.16.9 Accessory off-street loading spaces shall be provided in accordance with the provisions of Section 4.15.

6.16.10 Bicycle parking facilities shall be provided in accordance with the standards of Section 4.16.2 and in the quantities indicated in Section 4.16.3.

6.16.11 Adaptable Units:

In a building containing a multi-unit residential use, a minimum of 50% of the dwelling units shall be adaptable housing units that are constructed to comply with the Adaptable Housing standards prescribed in the *British Columbia Building Code*.

2. This bylaw may be cited for all purposes as “Zoning Amendment Bylaw, 2021, No. 2376”.

Read a first time this _____ day of _____, 2021

Read a second time this _____ day of _____, 2021

Considered at a Public Hearing this day of , 2021

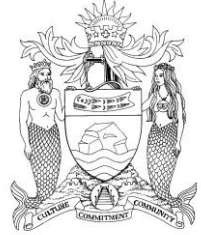
Read a third time this _____ day of _____, 2021

Adopted this day of , 2021

Mayor

Director of Corporate Administration

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2370**



**A Bylaw to amend Schedule “G” of the Fees and Charges Bylaw, 2020, No. 2369
in regards to facility rentals.**

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. The fees for “Auditorium” rentals under **Schedule “G” KENT STREET ACTIVITY CENTER** of the Fees and Charges Bylaw, 2020, No. 2369, be amended as follows:

Auditorium	
• Commercial Rate	\$98
• Not for Profit Rate	\$63
• Private Rental Rate	\$83
• Statutory Holiday (min 2 hours)	\$108

This Bylaw may be cited for all purposes as the “Fees and Charges Bylaw, 2020, No 2369 Amendment No. 1, 2021 No. 2370”

RECEIVED FIRST READING on the	8 th	day of	February, 2021
RECEIVED SECOND READING on the	8 th	day of	February, 2021
RECEIVED THIRD READING on the	8 th	day of	February, 2021
RECEIVED FINAL READING on the			

MAYOR

CITY CLERK

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW NO. 2378**



A Bylaw to amend the “White Rock Noise Control Bylaw, 2013, No. 2018,” as amended, in regards to delegating staff to authorize utility maintenance work on Sundays

The CITY COUNCIL of the Corporation of the City of White Rock, in an open meeting assembled, ENACTS as follows:

1. “White Rock Noise Control Bylaw, 2013, No. 2018,” as amended, is hereby amended as follows:
 - a. By deleting the existing section 7.4 in its entirety and replacing it with the following new section 7.4(a):

“7.4 (a) No person shall on a Sunday or Holiday carry on works in connection with the construction, reconstruction, alteration or repair of any building or structure or carry on any excavation or land clearing or other related activity, nor operate any kind of machine, power equipment, construction equipment or engine in a manner that is liable to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of individuals or the public, provided that in cases where it is impossible and impracticable to comply with this section Council may give approval in writing to carry on such works on a Sunday or Holiday for a specified length of time.

(b) In cases where the maintenance, installation or alteration of a public utility not operated by the City would require the partial or full closure of a road and impact access to a business, or require a temporary interruption of utility services, the public utility may apply to the Director of Planning and Development, who may then give approval, in writing, to carry on such work on a Sunday.”
2. This Bylaw may be cited for all purposes as the “White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378.”

RECEIVED FIRST READING on the

th day of , 2021

RECEIVED SECOND READING on the

th day of , 2021

RECEIVED THIRD READING on the

th day of , 2021

ADOPTED on the

th day of , 2021

MAYOR

DIRECTOR OF CORPORATE
ADMINISTRATION

For Metro Vancouver meetings on Friday, January 29, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

Greg.Valou@metrovancouver.org.

Metro Vancouver Regional District**E 1.1 Metro 2040 Climate Change and Natural Hazards Policy Review – Recommendations APPROVED**

The Metro 2040 Climate Change and Natural Hazards Policy Review is one of several themed policy reviews being undertaken to inform Metro 2050. The policy review identified that the regional growth strategy is underutilized as a tool to meet the region's climate change objectives and that content related to adaptation and natural hazards is a notable gap. The policy review recommendations focus on:

- applying a climate lens to Metro 2050 with an emphasis on integrating with Climate 2050;
- ensuring member jurisdictions specify how they will meet the region's GHG emissions reduction target;
- identifying and mapping regional-scale natural hazards, risks and vulnerabilities; and
- encouraging regional growth patterns that incorporate emergency management, utility planning, and climate change adaptation considerations.

The Board endorsed the Metro 2040 Climate Change and Natural Hazards Policy Review recommendations as presented as the basis for updating the climate change and natural hazards-related policies in the regional growth strategy.

E 1.2 Metro Vancouver Regional Industrial Lands Strategy – Endorsements RECEIVED

The Metro Vancouver Regional Industrial Lands Strategy was approved by the MVRD Board on July 3, 2020 and has since been sent to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting their endorsement and implementation, as appropriate. To date, four organizations have formally responded:

- Two member jurisdiction Councils have endorsed the strategy noting the relationship between it and municipal plans and objectives;
- The Squamish-Lillooet Regional District Board supports the development of a provincial framework for economic and land use planning coordination between neighbouring regions, and the identification of options to expand economic linkages with trade-oriented and industrial uses along major highway and rail corridors; and
- The Agricultural Land Commission emphasizes that the protection of the existing industrial land supply should be further pursued, including through an industrial land reserve, and expresses support for the assertion in the strategy that agricultural land conversion is not an appropriate solution to the industrial land supply shortage.

The Board received the report for information.

E2.1 TransLink Application for Federal Gas Tax Funding for 2021–2023 Fleet Replacement, Elevating Devices and Charging Infrastructure **APPROVED**

TransLink has requested the approval of eight projects for funding from the Greater Vancouver Regional Fund totaling \$154.13 million. The projects are drawn from TransLink's 2018-2027 Investment Plan and Low Carbon Fleet Strategy. One of the projects involves upgrading electrification infrastructure at the Port Coquitlam Transit Centre, which is required to deploy the 57 battery-electric buses.

Staff review concluded the application is broadly consistent with the MVRD Board's policies on regional growth management, improving air quality, and climate protection, as well as the Board's interest in supporting economic prosperity.

The Board approved \$154.13 million in funding from the Greater Vancouver Regional Fund for the following transit projects proposed by TransLink in its 2021 Application for Federal Gas Tax Funding, for the following projects:

1. 2022 HandyDART Vehicle Purchase – Replacement
2. 2022 Community Shuttle Purchase – Replacement
3. 2021 CMBC Service Support Vehicles – Replacement
4. 2021 BCRTC Service Support Vehicles – Replacement
5. BCRTC Elevating Devices – Elevators
6. BCRTC Elevating Devices – Escalators
7. 2023 Conventional Bus – Replacement
8. Port Coquitlam Transit Centre Facility Improvements for Phase 2 Expansion

G1.1 Municipal Finance Authority Spring 2021 Borrowing for Maple Ridge – MVRD Security Issuing Bylaw No. 1317, 2021 **APPROVED**

As set out in the Community Charter, the Board must adopt a security issuing bylaw in order to enable the City of Maple Ridge to proceed with their long term borrowing request of \$29,000,000. This borrowing relates to six infrastructure projects. The City's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$12,687,000 which is roughly 37.6% of their liability servicing limit of \$33,715,000.

The Board gave consent to City of Maple Ridge's request for financing in the amount of \$29,000,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter; gave first, second and third readings to an Issuing Bylaw; passed and finally adopted said bylaw, and will forward it to the Inspector of Municipalities for Certificate of Approval.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items and a delegation summary from Standing Committees.

Regional Planning Committee – January 14, 2021

Information Items:

5.3 Metro 2040 Implementation Section Policy Review: Ideas for Exploration

To inform the update to the regional growth strategy, Metro Vancouver is undertaking a series of policy reviews, including for the Implementation Section (Metro 2040 Section F), which considers the procedural issues with implementing, administering, and amending the regional growth strategy.

Taking into account the knowledge and experience gained from administering Metro 2040 since its adoption in 2011, as well as policy research, best practices, and input from member jurisdictions, the following are policy ideas that are being explored:

1. the effectiveness of a regional public hearing as a means for engagement for type 2 minor amendments;
2. change the type of minor amendment from a Type 3 to a Type 2 for the conversion of industrial to general urban;
3. increasing MVRD Board weighted voting thresholds for minor amendment types; and
4. reviewing the provision for municipal flexibility clause

Performance and Audit Committee – January 14, 2021

Information Items:

5.1 MVRD Audit Plan from BDO Canada LLP

Metro Vancouver Districts and the Metro Vancouver Housing Corporation are required under provincial legislation to prepare annual financial statements, audited by a public accounting firm and approved by the Board by May 15 each year. The 2020 financial statements will be presented to the Performance and Audit Committee at its April meeting, prior to Board approval.

This report includes an audit planning report prepared by BDO Canada LLP, which outlines the audit approach, key audit areas, auditor responsibilities and audit deliverables. In addition, the report highlights a number of upcoming accounting standards, the most significant being the asset retirement obligation requirement, effective fiscal year 2023.

5.3 Project Delivery Best Practice Response – Project Estimating Framework

In February 2020, Metro Vancouver formed the Project Delivery Department to respond to the complex challenges presented by the unprecedented scale of capital projects, the layers of complexity, and market influences. A high level review of Metro Vancouver practices related to project delivery was undertaken shortly thereafter by an independent consultant and a group of experts with expertise in reviewing and constructing multibillion dollar projects.

They identified strategic areas of opportunities within the areas of leadership, governance, commerce, stakeholder engagement, and technical knowledge. This third update to the Board provides information regarding best practice response in the area of project cost estimating and control.

5.5 Tender/Contract Award Information – September 2020 to November 2020

During the period September 1, 2020 and November 30, 2020, the Purchasing and Risk Management Division issued sixteen (16) new contracts, each with a value in excess of \$500,000 (exclusive of taxes). In addition, there were seven (7) existing contracts requiring contract amendments which necessitate further reporting to the Performance and Audit Committee. All awards and amendments were issued in accordance with the Officers and Delegation Bylaws 1208, 284 and 247 – 2014 and the Procurement and Real Property Contracting Authority Policy.

Climate Action Committee – January 15, 2021

Delegation Summaries:

3.1 Ruth Simons, Project Lead, Howe Sound Biosphere Region Initiative Society

Greater Vancouver Water District

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received an information item from a Standing Committee.

Water Committee – January, 21, 2021

Information Items:

5.2 Water Meter Upgrade Program

Metro Vancouver operates over 200 flow meters, located either at boundaries of GVWD members or at some individual connections, to measure the amount of drinking water utilized by the region. The region annually consumes around 385 billion liters of water per year and that translates to around \$285 million in revenue. Metro Vancouver continues to improve the collection and processing of data by the continued improvements made through the Water Meter Upgrade Program (WMUP). This program allows Metro Vancouver to continually improve data collection, which in turn results in improved billing accuracy for our members. Accurate water consumption data also allows the region to focus on targeted water conservation initiatives.

Greater Vancouver Sewage and Drainage District

E1.1 Award of Phase D and E – Construction Support and Post-Construction Services for Northwest Langley Wastewater Treatment Plant River Crossing – Consulting Engineering Services **APPROVED**

In June 2018, the Board approved the award of a contract for design and construction engineering services for a new sewer forcemain crossing of the Fraser River at Northwest Langley Wastewater Treatment Plant (NLWWTP). The crossing will convey sewage from Maple Ridge and Pitt Meadows across the Fraser River to the upgraded NLWWTP. The first three phases were related to the design of the crossing were awarded to McMillen Jacobs Associates for \$4,218,203 in June 2018.

This report recommended awarding the final two phases of the work, related to construction management, to McMillen Jacobs Associates in the amount of up to \$2,440,656 (exclusive of taxes). The total design and construction management services awarded to McMillen Jacobs Associates will be \$7,376,360, which includes \$717,501 worth of change orders and escalation.

The Board approved the award of a contract in the amount of up to \$2,440,656 (exclusive of taxes) to McMillen Jacobs Associates for the Northwest Langley Wastewater Treatment Plant River Crossing – Consulting Engineering Services, subject to final review by the Commissioner.

E1.2 Award of Contract Resulting from Request for Proposal (RFP) No. 20-131: Installation of the Gilbert Trunk Sewer No. 2 Gilbert Road South Section **APPROVED**

The Gilbert Trunk Sewer in the City of Richmond is in a deteriorated condition. The Gilbert Trunk Sewer No. 2 will replace the old infrastructure and provide additional capacity for future growth.

Request for proposal (RFP) No. 20-131 was issued for the installation of Gilbert Trunk Sewer No. 2 – Gilbert Road South Section. RFP No. 20-131 to five prequalified entities and closed on September 3, 2020. Jacob Bros. Construction Inc. and Stuart Olson Construction Ltd. provided a joint submission and were ranked highest overall.

The Board approved the award of a contract for an amount of up to \$25,037,800 (exclusive of taxes), to Jacob Bros. Construction Inc. / Stuart Olson Construction Ltd., resulting from RFP No. 20-131, for the installation of Gilbert Trunk Sewer No.2 Gilbert Road South Section, subject to final review by the Commissioner.

E1.3 Award of Contract Resulting from Tender No. 20-202: Annacis Island Wastewater Treatment Plant Gates and Hydraulic System for Influent Control Chamber Channel **APPROVED**

The Board approved the award of a contract for an amount of \$7,220,500 (exclusive of taxes), to Maple Reinders Constructors Ltd. resulting from Tender No. 20-202: Annacis Island Wastewater Treatment Plant Gates and Hydraulic System for the Influent Control Channel Chamber, subject to final review by the Commissioner.

E1.4 Extension of Contract Resulting from RFP No. 15-092: Biosolids Soil Design, Fabrication, Marketing, Sales and Distribution**APPROVED**

The Liquid Waste Management Plan requires Metro Vancouver to beneficially use biosolids. Metro Vancouver biosolids have been beneficially used since 2010 as an ingredient in landscaping soil that is fabricated, marketed, sold and distributed in the region. The existing contract with Arrow Transportation Systems Inc. (Arrow) resulting from request for proposal (RFP) No. 15-092 includes an option to extend by up to five years. Metro Vancouver is satisfied with Arrow's performance and would like to continue with this option for managing biosolids in the region.

The Board approved a contract extension in the amount of up to \$7,339,000 (exclusive of taxes) to the current contractor, Arrow Transportation Systems Inc., for biosolids management resulting from request for proposal RFP No. 15-092: Biosolids Soil Design, Fabrication, Marketing, Sales and Distribution, subject to final review by the Commissioner.

E1.5 Award of Contract Resulting from Standing Request for Expression of Interest SRFEOI No. 19-283: Biosolids Management at Fraser Valley Aggregates**APPROVED**

The Liquid Waste Management Plan requires Metro Vancouver to beneficially use biosolids. Metro Vancouver biosolids have been beneficially used at Fraser Valley Aggregates (FVA) properties since 2018 to reclaim exhausted gravel pits for agricultural use. Arrow Transportation Systems Inc. (Arrow) submitted a proposal to beneficially use biosolids to reclaim neighbouring FVA gravel pits in Abbotsford in response to the standing request for expressions of interest (SRFEOI) No. 19-283: Biosolids Management. Arrow has demonstrated successful management of biosolids for Metro Vancouver.

The Board approved award of a contract in the amount of up to \$16,866,000 (exclusive of taxes) to Arrow Transportation Systems Inc. for biosolids management at the Fraser Valley Aggregates gravel pits, resulting from Standing Request for Expressions of Interest No. 19-283: Biosolids Management, subject to final review by the Commissioner.

E1.6 Award of Contract Resulting from Standing Request for Expression of Interest SRFEOI No. 19-283: Biosolids Management at Copper Mountain Mine**APPROVED**

The Liquid Waste Management Plan requires Metro Vancouver to beneficially use biosolids. Metro Vancouver biosolids have been beneficially used for reclamation at Copper Mountain Mine since 1995. Arrow Transportation Services Inc. submitted a proposal to continue the beneficial use of biosolids at Copper Mountain Mine in response to the standing request for expressions of interest (SRFEOI) No. 19-283: Biosolids Management. Arrow has demonstrated successful management of biosolids for Metro Vancouver and proposed a reasonable price.

The Board approved award of a contract in the amount of up to \$10,705,290 (exclusive of taxes) to Arrow Transportation Services Inc. for biosolids management at Copper Mountain Mine, resulting from Standing Request for Expressions of Interest No. 19-283: Biosolids Management, subject to final review by the Commissioner.

**E2.1 Solid Waste Management Plan Independent Consultation and Engagement Panel:
Progress Update****RECEIVED**

The Solid Waste Management Plan Independent Consultation and Engagement Panel (Consultation and Engagement Panel) was convened in October 2020 to support a robust consultation and engagement process for the development of an updated solid waste management plan. The Consultation and Engagement Panel has since held four meetings to discuss engagement and provide guidance on the development of a draft engagement program. A pre-engagement phase including opportunities for stakeholders to connect directly with the Consultation and Engagement Panel will occur over the next few months in advance of an engagement program being brought forward to the Zero Waste Committee and Board for consideration. A separate First Nations engagement strategy outlining a government-to-government engagement approach will be developed. Guidelines for Consultation and Engagement Panel communications with First Nations and stakeholders have been developed by the Consultation and Engagement Panel and are included as an attachment to this report.

The Board received the report for information.

E2.2 Alternative Fuel and Recyclables Recovery Interim Processing Strategy**APPROVED**

With the development of the United Boulevard and Central Surrey Recycling and Waste Centres, approximately 60,000 tonnes per year of material delivered by small vehicles (small load waste) will be available for recovery of alternative fuel and recyclables. Recovering alternative fuel and recyclables from this material will reduce greenhouse gas (GHG) emissions through the offset of fossil fuels and recycling of materials such as metals.

This report recommended an interim approach for managing the small load waste by processing it at one or more existing private facilities. The GHG emission reductions resulting from the project are expected to be up to 20,000 tonnes per year. Metro Vancouver will continue to plan for/explore the feasibility of developing a permanent facility that has the potential to reduce GHG emission by up to 85,000 tonnes per year with the interim approach, providing important information in support of that work.

The Board approved initiating procurement for the processing of approximately 60,000 tonnes per year of small load waste to recover recyclables and alternative fuel.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received an information item from a Standing Committee.

Liquid Waste Committee – January, 21, 2021

Information Items:

5.2 Inflow and Infiltration Action Strategy

Inflow and infiltration, defined as contributions of extraneous rainwater and groundwater, is conveyed along with separated sanitary sewage through sanitary sewers to treatment facilities. Excessive amounts of inflow and infiltration during wet weather can cause sanitary sewer overflows (SSOs) whereby diluted sanitary sewage overflows from the sewerage system, resulting in risk to public and environmental health. A range of municipal and regional actions for improved inflow and infiltration management have been implemented as identified in the 2011 Integrated Liquid Waste and Resource Management Plan (ILWRMP); however, SSOs continue to occur around the region during wet weather.

Accelerated actions are required to better manage the sources of inflow and infiltration (“demand side”) and also ensure that sufficient sewerage capacity (“supply side”) is available to manage, at minimum, the agreed allowance for inflow and infiltration without SSOs. These actions will be integrated into an Inflow and Infiltration Action Strategy that supports and aligns with the review and update of the ILWRMP.

Metro Vancouver Housing Corporation**E1.1 Metro Vancouver Housing Tenant Relocation Strategy****APPROVED**

The Metro Vancouver Housing 10-Year Plan seeks to expand Metro Vancouver Housing’s portfolio of affordable rental units through the strategic redevelopment of its existing housing sites. MVH aims to make a meaningful contribution to the region’s housing crisis through the provision of new affordable housing units while minimizing the impacts of relocation on existing tenants. This report summarizes the proposed Tenant Relocation Strategy, and outlines MVH’s commitment to supporting tenants and meeting and exceeding the requirements of provincial legislation and local government policies.

The Tenant Relocation Strategy includes the following provisions:

- detailed tenant relocation plans for each project;
- one-on-one support for tenant households, including a minimum of three relocation offers;
- moving costs and compensation that meets or exceeds the requirements of municipal policies and the provincial Residential Tenancy Act;
- Right of first refusal to a suitable replacement unit in the new building; and,
- below-market rents in interim and replacement housing units.

The Board endorsed the Metro Vancouver Housing Tenant Relocation Strategy as presented.

E1.2 Metro Vancouver Housing – Approach to Integrated Childcare Facilities if Funding Support is Not Available **APPROVED**

In 2020, staff explored opportunities to integrate childcare facilities in new Metro Vancouver Housing developments and to seek funding from the Childcare BC New Spaces Fund. Metro Vancouver Housing has identified opportunities for childcare facilities or in-home day-care units in five of its upcoming priority developments, and has applied for provincial funding support.

This report explores the capital and long-term financial implications of the proposed childcare facilities and finds the impacts are quite minimal. If MVH receives funding from the New Child Care Spaces Fund, this will lessen MVH's equity contributions, rather than covering essential capital costs to build the facilities.

The Board endorsed the recommended approach to proceed with integrated childcare facilities as a priority amenity in new developments even if external funding support is not available.

E1.3 Managing Metro Vancouver Housing Energy and Greenhouse Gas Emissions – 2014 to 2018 **RECEIVED**

Metro Vancouver Housing uses energy to heat, light, and ventilate its portfolio of residential buildings, to manage solid waste generated at those buildings, and to operate its small fleet of vehicles. Energy use represents one of Metro Vancouver Housing's largest operating costs and is the primary source of its greenhouse gas (GHG) emissions. For the period of 2014 through 2018, this report provides an update on Metro Vancouver Housing energy trends and actions to improve energy efficiency, support a transition to renewable energy, and achieve GHG emissions reductions, in the context of the Metro Vancouver Housing 10-Year Plan, the Corporate Energy Management Policy, Climate 2050, and new regional GHG reduction targets.

Over the period reported, Metro Vancouver Housing has improved energy performance by 10%, has reduced energy costs by 2%, and has reduced GHG emissions related to energy use by 8%. This report also highlights potential challenges that staff have identified that could impede cost-effectively achieving the energy efficiency and GHG emissions reduction goals established in the Metro Vancouver Housing 10-Year Plan.

The Board received the report for information.

From: Roger Emsley <emsleyroger@gmail.com>
Sent: February 3, 2021 3:24 PM
To: Info <info@againstportexpansion.org>
Subject: Time to Oppose Roberts Bank Terminal 2

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.

As you are aware the Cities of Delta and Richmond have voted to oppose the Vancouver Port Authority's (VFPA) Roberts Bank Terminal 2 Project (RBT2).

We believe it is time the Metro Vancouver Board passed a resolution urging the federal government to deny approval.

Here is why:

1. After seven years of study, the federally appointed Environment Assessment Review Panel produced its report on the RBT2 project in March 2020. It identified many areas where the project is likely to result in significant adverse environmental effects to the Roberts Bank ecosystem, an area of the Fraser River Estuary recognized internationally for its environmental values, biodiversity, a top Important Bird Area - IBA - by Birdlife International (Designated as an IBA in Danger).
2. Almost immediately the federal Environment Minister delayed a decision until November 2020.
3. In August 2020 VFPA asked for a further delay. The Minister responded, agreeing to "pause" the decision process.
4. VFPA said it would provide the additional information prior to year end 2020.
5. November 2020 the VFPA said it will not now provide the additional information until summer 2021.
6. An e-petition (2828) with 1861 signatures from Canadians across the country, calling on the government to reject RBT2, was presented to the House of Commons on Dec. 9 2020.
7. January 26 2021 the federal government declined to act, repeating once again that a decision on RBT2 will be based on science, facts and evidence.
8. VFPA originally said RBT2 would cost in the region of \$2.4 billion to bring into operation, that procurement for the project would start in Q3/4 2020. Now procurement will not start until late 2022, with construction not starting until 2024, with VFPA estimating the cost will increase to \$3.5 billion.
9. Forty environmental and other groups, thousands and thousands of Canadians, are opposed to RBT2 and want the project rejected.

Delay, delay and further delay.

Forget the pause button, it is time to push the stop button this project.

There is no need to wait any longer. The science is clear - Environment and Climate Change Canada scientists said the RBT2 impacts on biofilm (a critical food source for million of shorebirds) *"are anticipated to be high in magnitude, permanent, irreversible, and, continuous"*. In other words unmitigable. The ECCC scientists also rebutted the Port's claim that biofilm can be created, stating, *"there are no accepted techniques to remediate for functional biofilm for shorebirds on intertidal mudflats"* nor enough other available habitat to replace what will be lost if RBT2 is built, therefore mitigation for this habitat loss is not possible.

The Lower Fraser River and Estuary have already lost over 80 percent of natural habitat.

Attached is a one page summary, demonstrating why RBT2 is neither sustainable nor otherwise justifiable.

Need more information? visit www.againstportexpansion.org

Will the Metro Vancouver Board support the cities of Richmond and Delta?

Will the Metro Vancouver Board pass a resolution urging the federal government to reject RBT2 NOW?

There is every reason to do so. There is no need to delay the decision any longer.

On behalf of our supporters I look forward to your response.

Roger Emsley
Executive Director
Against Port Expansion Community Group
emsley@axion.net
www.againstportexpansion.org

This email and any attachment(s) may contain confidential information and is solely intended for the intended recipient(s). If an error in its addressing or transmission has misrouted this email, please immediately notify the sender. If you are not the intended recipient you should delete this email and may not save, copy, or in any other way make use of the information that is contained or attached.

Is The Vancouver Fraser Port Authority's Roberts Bank Terminal 2 (RBT2) environmentally sustainable?

Answering just one question determines if RBT2 should be approved. The question - are the significant adverse environmental effects that will result from building RBT2 fully mitigable?

On August 24 2020 Environment and Climate Change Canada Minister Jonathan Wilkinson acknowledged, “...*that even taking into account mitigation measures the Review Panel determined that significant adverse effects to fish and fish habitat, including species at risk, human health, and current use of lands and resources for traditional purposes, among others were likely*”. So is RBT2 mitigable? Is the project environmentally sustainable?

Not according to many who say NO, including:

1. Environment and Climate Change Canada (ECCC) scientists. In reports and published papers in independent internationally peer-reviewed scientific journals submitted to the Environmental Assessment Review Panel the scientists said the project's impacts on biofilm (a critical food source for million of shorebirds) “*are anticipated to be high in magnitude, permanent, irreversible, and, continuous*”. In other words unmitigable.
2. ECCC scientists also rebutted the Port's claim that biofilm can be created, stating, “*there are no accepted techniques to remediate for functional biofilm for shorebirds on intertidal mudflats*”, nor enough other available habitat to replace what will be lost if RBT2 is built, therefore mitigation for this habitat loss is not possible.
3. The Canadian Wildlife Service, state Western Sandpipers have been declining at 2 percent a year and the entire species risks extinction if RBT2 is built.
4. Forty or more environmental and other groups including BC Nature, Birds Canada and Nature Canada have all registered opposition, stating RBT2 will result in significant adverse environmental effects that cannot be mitigated.
5. The cities of Richmond and Delta, both of whom voted to oppose RBT2.
6. Major international environmental organizations such as BirdLife International (which lists the Fraser Estuary as an “Important Bird Area” in danger) and the Western Hemisphere Shorebird Reserve Network.
7. Recently published UBC research states the Fraser Estuary is on the brink of collapse and 102 species are at risk of extinction. (Conservation Science and Practice Journal)
8. Internationally recognized scientists (Professors Pat Baird (SFU) and Peter Beninger (University of Nantes), experts in ecosystem function, have vigorously challenged the Port science – the Port science has never been published in an independent peer-reviewed scientific journal.
9. Georgia Strait Alliance and Ecojustice state the Southern Resident Killer Whales are subjected to increasing levels of underwater noise plus a lack of Chinook salmon that put them at increased risk of extinction, made much worse as a result of RBT2.
10. Raincoast Conservation and Rivers Institute (M.Rosenau) state RBT2 will impede the ability of juvenile salmon to access rearing habitat in the estuary and increase the risk of predation as the juveniles navigate around the port causeway, Deltaport and now (if built) RBT2.

If not mitigable then is RBT2 otherwise justifiable? Is an additional terminal needed on Roberts Bank because West Coast Canada is running out of terminal capacity as VFPA claims? Not according to the statistics. Despite claims of record growth VFPA's 2019 and 2020 volumes have remained basically flat compared to 2018. Its twelve-year compound annual growth rate is below 3 percent. Global Container Terminals and DP World are both adding capacity in Vancouver. DP World has plans for a large expansion at Prince Rupert, all this giving the West Coast potential capacity of 10 million container's (TEUs), sufficient to accommodate Canadian trade for decades to come without ever building RBT2.

Prepared by the Against Port Expansion Community Group www.againstportexpansion.org January 2021