

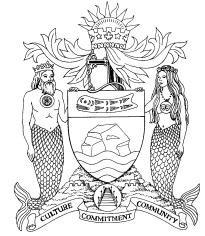
**\*Live Streaming/Telecast:** Please note that Standing Committees, Council Meetings, and Public Hearings held in the Council Chamber are being recorded and broadcasted as well included on the City's website at: [www.whiterockcity.ca](http://www.whiterockcity.ca)

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Click on the item to take  
you to the relative  
document

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



**ON TABLE, See Page 240**

April 24, 2019

A **REGULAR MEETING** of CITY COUNCIL will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC**, on Monday, April 29, 2019 to begin at **7:00 p.m.** for the transaction of business as listed below.

T. Arthur, Director of Corporate Administration

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## A G E N D A

1. **CALL MEETING TO ORDER**
2. **ADOPTION OF AGENDA**

### RECOMMENDATION

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for April 29, 2019 as circulated.

3. **ADOPTION OF MINUTES**
  - a) April 8, 2019 – Regular Council meeting
  - b) April 15, 2019 – Special Council meeting

**Page 11**  
**Page 22**

### RECOMMENDATION

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

- a) April 8, 2019 – Regular Council meeting; and
  - b) April 15, 2019 – Special Council meeting.
4. **QUESTION AND ANSWER PERIOD**

Question and Answer Period is an opportunity for the public to ask questions and make comments. In accordance with the City bylaw:

    - Question and Answer Period will be timed to not exceed 15 minutes. If there are a number of speakers Council may wish to extend this time, by a vote, for a further 15 minutes to do this just prior to the conclusion of the regular Council meeting.
    - Each speaker will be given two (2) minutes and one (1) opportunity to speak
    - There is a sign in sheet for anyone who wants to speak during this time you are asked to print your name and City of residence. You will be called in the same order that the names appear on the speakers' list.
    - Speakers are asked to begin by stating their name and city of residence
    - This information will be included in the minutes along with a summary list of questions, comment topics and answers given and this information will further be placed on the City's website

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

#### **4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD**

### **5. DELEGATIONS AND PETITIONS**

#### **5.1 DELEGATIONS**

##### **5.1.1 ROEL COERT TELECOM DEVELOPMENT IMPACTS ON WHITE ROCK**

R. Coert, to appear as a delegation regarding telecom development and the impacts on White Rock.

##### **5.1.2 MIKE ARMSTRONG: AFFORDABLE HOUSING PROPOSAL REGARDING 15463 BUENA VISTA AVENUE**

M. Armstrong, resident, appearing as a delegation proposing 40 units of affordable housing with return on City property located at 15463 Buena Vista Avenue.

##### **5.1.3 ADELE YU: CVC NEWBRIDGE ACADEMY SOCIETY: INTRODUCTION OF NEWBRIDGE ACADEMY**

A. Yu, CVC Newbridge Academy, appearing as a delegation to introduce Newbridge Academy.

##### **5.1.4 CLINT MORRISON, SPECIAL OLYMPICS BC - SURREY: WALKATHON 2019**

C. Morrison, Special Olympics BC - Surrey, to appear as a delegation regarding the Special Olympics BC-Surrey Walkathon 2019 event taking place on Sunday, May 5, 2019 from 10:00 a.m. -11:30 a.m. at 140<sup>th</sup> Street entrance to Bear Creek Park, Surrey, BC.

#### **5.2 PETITIONS**

None

### **6. PRESENTATIONS AND CORPORATE REPORTS**

#### **6.1 PRESENTATIONS**

##### **6.1a ERIN DALY, FRASER HEALTH COMMUNITY HEALTH SPECIALIST, SOUTH SURREY / WHITE ROCK: MY HEALTH MY COMMUNITY**

E. Daly, Fraser Health Community Health Specialist, South Surrey/White Rock, to provide a PowerPoint presentation regarding a program titled My Health My Community.

**RECOMMENDATION**

THAT Council receive the presentation from Erin Daly, Fraser Health Community Health Specialist, South Surrey / White Rock regarding a program titled My Health My Community.

***Note:** Attached for reference purposes is the related correspondence received at the April 8, 2019 regular Council meeting. Council may wish to put forward some specific questions/comments:*

*Correspondence dated April 1, 2019 from Fraser Health to inform they will be conducting the My Health My Community (MHMC) survey in the City of White Rock starting in the summer 2019. For the 2019 MHMC survey, they are offering communities the opportunity to identify up to five (5), unique, community-specific survey questions that could be customized to fit White Rock's needs, goals and interests. The deadline to submit these questions is May 10, 2019.*

**6.2 CORPORATE REPORTS**

**6.2.1 ROTARY CLUB OF WHITE ROCK – REQUEST TO OPERATE BEER AND WINE GARDENS AT THE JULY 13, 2019 TOUR DE WHITE ROCK / TD CONCERTS FOR THE PIER PERFORMANCE AND THE AUGUST 8, 2019 TD CONCERTS FOR THE PIER PERFORMANCE**

**Page 27**

Corporate report dated April 29, 2019 from the Director of Recreation and Culture titled “Rotary Club of White Rock – Request to Operate Beer and Wine Gardens at the July 13, 2019 Tour de White Rock / TD Concerts for the Pier Performance and the August 8, 2019 TD Concerts for the Pier Performance”.

**RECOMMENDATION**

THAT Council

1. Receive for information the corporate report dated April 29, 2019 from the Director of Recreation and Culture titled Rotary Club of White Rock–Request to Operate Beer and Wine Gardens at the July 13, 2019 Tour de White Rock/TD Concerts for the Pier Performance and the August 8, 2019 TD Concerts for the Pier Performance”; and
2. Approve the request for beer and wine gardens hosted by the Rotary Club of White Rock at the Tour de White Rock Criterium Race / TD Concerts for the Pier performance on Saturday, July 13, 2019 from 4:00 p.m. – 10:00 p.m. at Five Corners (Johnston Road and Pacific Avenue) and at the TD Concerts for the Pier performance on Thursday, August 8, 2019 from 6:00 p.m. – 10:00 p.m. at Five Corners.

**6.2.2 COLLECTION, REMOVAL, DISPOSAL AND RECYCLING OF SOLID WASTE BYLAW 2015, NO. 2084, AMENDMENT NO. 4, 2019, NO. 2292**

**Page 35**

Corporate report dated April 29, 2019 from the Director of Financial Services titled “Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292”.

**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled “Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292.”

***Note:** Bylaw 2292 is on the agenda for consideration under the Bylaws Section as Item 8.1.2.*

**6.2.3 WHITE ROCK SECONDARY SUITE SERVICE FEE BYLAW, 2012, NO. 2009, AMENDMENT NO. 5, 2019, NO. 2293 Page 37**

Corporate report dated April 29, 2019 from the Director of Financial Services titled “White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293”.

**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled “White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293.”

*Note: Bylaw 2293 is on the agenda for consideration under the Bylaws Section as Item 8.1.3.*

**6.2.4 WHITE ROCK DRAINAGE UTILITY USER FEE BYLAW, 2004, NO. 1739, AMENDMENT NO. 12, 2019, NO. 2294 Page 39**

Corporate report dated April 29, 2019 from the Director of Financial Services titled “White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294”.

**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled “White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294”.

*Note: Bylaw 2294 is on the agenda for consideration under the Bylaws Section as Item 8.1.4.*

**6.2.5 SEWER CONNECTION AND RENTAL CHARGES BYLAW, 1970, NO. 396, AMENDMENT NO. 29, 2019, NO. 2295 Page 41**

Corporate report dated April 29, 2019 from the Director of Financial Services titled “Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295”.

**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled “Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295”.

*Note: Bylaw 2295 is on the agenda for consideration under the Bylaws Section as Item 8.1.5.*

**6.2.6 WHITE ROCK ANNUAL RATES BYLAW, 2019, NO. 2296 Page 43**

Corporate report dated April 29, 2019 from the Director of Financial Services titled “White Rock Annual Rates Bylaw, 2019, No. 2296”.

**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled “White Rock Annual Rates Bylaw, 2019, No. 2296”.

*Note: Bylaw 2296 is on the agenda for consideration under the Bylaws Section as Item 8.1.6.*



- 6.2.7 2019 FEES AND CHARGES BYLAW, 2019, NO. 2298** **Page 45**  
Corporate report dated April 29, 2019 from Director of Financial Services titled “2019 Fees and Charges Bylaw, 2019, No. 2298”.

**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled “2019 Fees and Charges Bylaw, 2019, No. 2298”.

***Note:** Bylaw 2298 is on the agenda for consideration under the Bylaws Section as Item 8.1.7.*

**7. MINUTES AND RECOMMENDATIONS OF COMMITTEES**

**7.1 STANDING AND SELECT COMMITTEE MINUTES**

- |  |                |
|--|----------------|
| a) Governance and Legislation Committee – April 8, 2019; | <b>Page 48</b> |
| b) Finance and Audit Committee – April 8, 2019;          | <b>Page 53</b> |
| c) Land Use and Planning Committee – April 8, 2019;      | <b>Page 58</b> |
| d) Grants-in-Aid – April 10, 2019;                       | <b>Page 60</b> |
| e) Tour de White Rock Committee – March 21, 2019;        | <b>Page 64</b> |
| f) Parking Task Force – March 28, 2019;                  | <b>Page 71</b> |
| g) White Rock Sea Festival Committee – April 4, 2019;    | <b>Page 78</b> |
| h) Parking Task Force – April 11, 2019.                  | <b>Page 84</b> |

**RECOMMENDATION**

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

- a) Governance and Legislation Committee – April 8, 2019;
- b) Finance and Audit Committee – April 8, 2019;
- c) Land Use and Planning Committee – April 8, 2019;
- d) Grants-in-Aid Sub-Committee – April 10, 2019;
- e) Tour de White Rock Committee – March 21, 2019;
- f) Parking Task Force – March 28, 2019;
- g) White Rock Sea Festival Committee – April 4, 2019; and
- h) Parking Task Force – April 11, 2019.

***Note:** Staff have considered / included the recommendations in the April 8, 2019 Finance and Audit Committee as part of the proposed Financial Plan Bylaw No. 2297 which was introduced and given three (3) readings at the April 15, 2019 special Council meeting (minutes included on the agenda as item 3b).*

***Note:** The Parking Task Force will bring forward their final recommendation(s) regarding the Phase 1 Parking Rates (Waterfront) to Council at a future Regular meeting.*

**7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS**

a. The following recommendations have been brought forward from the **Governance and Legislation Committee** meeting held on April 8, 2019:

**RECOMMENDATION**

THAT Council endorse the following policies as circulated:

- Council Policy 138 – Terms of Reference: Environmental Advisory Committee; **Page 90**
- Council Policy 156 – Terms of Reference: Parking Task Force; **Page 94**
- Council Policy 159 – Terms of Reference: History & Heritage Advisory Committee; **Page 97**
- Council Policy 160 – Terms of Reference: Marine Drive Task Force; **Page 103**
- Council Policy 162 – Terms of Reference: Dogs on the Promenade Committee. **Page 110**

***Note:** The April 8, 2019 Governance and Legislation Committee minutes are included in the agenda for information purposes as item 7.1a.*

b. The following recommendations have been brought forward from the **Grants-in-Aid Sub-Committee** meeting held on April 10, 2019:

**RECOMMENDATION**

THAT Council approve the following Grants-in-Aid requests:

***Note:** Tab number is noted for reference purposes. The minutes of the April 10, 2019 Grants-in-Aid meeting are included in the agenda for information as item 7.1d).*

*Grants-in-Aid Policy No. 302 is included in the package for reference purposes. **Page 115***

Note: Council awarded, on table, a Grant-in-Aid of \$1000 to the WR Social Justice Film Society.

Tab	Organization	Award
1	Crescent Beach Pipe Band	\$1,800
2	Peninsula Productions Society	\$3,000
3	Semiahmoo Arts Society	\$3,002
4	Surrey Youth Theater Company	\$3,000
6	Avalon Recovery Society	\$1,500
7	CARP White Rock Surrey Chapter 11	\$500
9	Rotary Club of White Rock	\$500
11	Sources Community Resources Society	\$500
12	Volunteer Cancer Drivers Society	\$2,000
13	White Rock Polar Bear Swim	\$750
14	White Rock Pride Society	\$500
15	White Rock South Surrey Stroke Recovery Branch	\$1,000
16	Christmas on the Peninsula Society	\$2,000
18	Peninsula Arts Foundation	\$1,500
19	Peninsula Productions Society	\$500
21	White Rock Community Orchestral Society	\$500

22	White Rock Museum & Archives	\$1,500
23	White Rock Players' Club	\$2,000
24	2812 RCACC Seaforth Highlanders of Canada	\$1,000
25	Air Cadet League of Canada, 907 Squadron Sponsoring Committee	\$1,000
26	White Rock Lawn Bowling Club	\$2,000
27	BC Pets and Friends	\$1,000
28	Canadian Red Cross	\$500
29	Critter Care Wildlife Society	\$500
30	Earl Marriott Secondary School	\$1,000
31	Semiahmoo Peninsula Marine Rescue Society	\$2,000

**8. BYLAWS AND PERMITS**

**8.1 BYLAWS**

**8.1.1 BYLAW 2297 - FINANCIAL PLAN (2019 TO 2023) BYLAW, 2019, NO. 2297 Page 118**

The *Community Charter* requires that the 2019 to 2023 Financial Plan Bylaw be adopted before the property tax rate bylaw is adopted. The property tax rate bylaw must be adopted prior to May 15, 2019.

A special Council meeting was held on April 15, 2019 where staff presented an On Table revision to Bylaw 2297 titled “Alternative Option (New), which proposed a 2.9% tax increase. The bylaw received three (3) readings, as amended, and is now presented for consideration of final reading.

**RECOMMENDATION**

THAT Council give final reading to “*Financial Plan (2019-2023) Bylaw, 2019, No. 2297*”.

**8.1.2 BYLAW 2292 - COLLECTION, REMOVAL, DISPOSAL AND RECYCLING OF SOLID WASTE BYLAW 2015, NO. 2084, AMENDMENT NO. 4, 2019, NO. 2292 Page 122**

Bylaw 2292 sets out the 2019 solid waste collection user fee based on associated revenues in the Financial Plan. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “*Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292*”.

**Note:** *The corporate report introducing Bylaw 2292 is included on the agenda as Item 6.2.2.*

**8.1.3 BYLAW 2293 - WHITE ROCK SECONDARY SUITE SERVICE FEE BYLAW, 2012, NO. 2009, AMENDMENT NO. 5, 2019, NO. 2293 **Page 123****

Bylaw 2293 sets out the 2019 secondary suite service fee based on associated revenues in the Financial Plan. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “*White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293*”.

*Note: The corporate report introducing Bylaw 2293 is included on the agenda as Item 6.2.3.*

**8.1.4 BYLAW 2294 - WHITE ROCK DRAINAGE UTILITY USER FEE BYLAW, 2004, NO. 1739, AMENDMENT NO. 12, 2019, NO. 2294 **Page 124****

Bylaw 2294 sets out the 2019 drainage utility fees based on drainage fee revenues in the Financial Plan. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “*White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294*”.

*Note: The corporate report introducing Bylaw 2294 is included on the agenda as Item 6.2.4.*

**8.1.5 BYLAW 2295 - SEWER CONNECTION AND RENTAL CHARGES BYLAW, 1970, NO. 396, AMENDMENT NO. 29, 2019, NO. 2295 **Page 126****

Bylaw 2295 sets out the 2019 sanitary sewer user fees based on associated revenues in the Financial Plan. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “*Sewer Connection And Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295*”.

*Note: The corporate report introducing Bylaw 2295 is included on the agenda as Item 6.2.5.*

**8.1.6 BYLAW 2296 - WHITE ROCK ANNUAL RATES BYLAW, 2019, NO. 2296 **Page 128****

Bylaw 2296 includes the City’s 2019 property tax rates based on the figures in the Financial Plan and final property values for the year. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “*White Rock Annual Rates Bylaw, 2019, No. 2296*”.

*Note: The corporate report introducing Bylaw 2296 is included on the agenda as Item 6.2.6.*

- 8.1.7 BYLAW 2298 - 2019 FEES AND CHARGES BYLAW, 2019, NO. 2298 **Page 131****  
Bylaw 2298 sets out 2019 fees and charges for services and items that are not included in any other City Bylaw. This bylaw is presented for consideration of first, second, and third reading.

**RECOMMENDATION**

THAT Council give first, second, and third reading to “2019 Fees and Charges Bylaw, 2019, No. 2298”.

***Note:** The corporate report introducing Bylaw 2298 is included on the agenda as Item 6.2.7.*

- 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 Policy No. 109 notes that the City of White Rock does not make official proclamations. Items 9.1.1 has been included under correspondence for public information purposes only.*

- 9.1.1** Letter dated January 21, 2019 from B. Kish, Executive Director, Peace Arch Hospice Society, requesting May be proclaimed as “Hospice Month”. **Page 149**
- 9.1.2** Letter dated March 25, 2019 from Mayor P. Germuth, District of Kitimat, requesting local governments write letters of support to the Province to finalize and implement the Graduated Licensing Program for Motorcycles (GLP-M), including Power Restrictions and Mandatory Training. **Page 151**
- 9.1.3** E-mail dated March 27, 2019, Port Moody City Council, requesting support from BC Municipalities of their resolution regarding Greenhouse Gas Limits for New Buildings at the LMLGA and UBCM conferences this year. The proposed resolution and accompanying corporate report is included with the correspondence. **Page 153**
- 9.1.4** E-mail dated April 18, 2019, Abbotsford City Council, resolutions for Council’s information regarding Criminal Justice Reform in British Columbia and Continued Widening of TransCanada Highway#1, through the Fraser Valley. **Page 166**
- Note:** Attached to the correspondence are two (2) letters to Premier J. Horgan advising of the resolutions.*
- 9.1.5** Letter dated April 15, 2019 from S. Dhaliwal, Chair of Metro Vancouver Board, regarding the 2018 Regional Parking Study Key Findings. **Page 170**

- 9.1.6** Letter dated April 5, 2019 from Mayor Morden, City of Maple Ridge, requesting White Rock City Council’s support of their resolutions expressing concerns of the Provincial Government overriding local autonomy. If supported, the letter requests the City write to Premier Horgan and UBCM to advise that local governments require the Province of BC to respect local democracy and to work collaboratively so that local governments may move forward on projects and programs of mutual concern that balance the interests of all BC residents. The proposed resolutions are appended to the letter for reference. **Page 235**

**10. MAYOR AND COUNCILLOR REPORTS**

**10.1 MAYOR’S REPORT**

**10.2 COUNCILLORS REPORTS**

**10.2.1 METRO VANCOUVER BOARD IN BRIEF**

None

**11. MOTIONS AND NOTICES OF MOTION**

**11.1 MOTIONS**

None

**11.2 NOTICES OF MOTION**

None

**12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**

None

**13. OTHER BUSINESS**

**14. CONCLUSION OF THE APRIL 29, 2019 REGULAR COUNCIL MEETING**

**PRESENT:** Councillor Kristjanson, Deputy Mayor  
Councillor Chesney  
Councillor Fathers  
Councillor Johanson  
Councillor Manning  
Councillor Trevelyan

**ABSENT:** Mayor Walker

**STAFF:** D. Bottrill, Chief Administrative Officer  
T. Arthur, Director of Corporate Administration  
J. Gordon, Director of Engineering and Municipal Operations  
C. Johannsen, Director of Planning and Development Services  
J. Johnstone, Director of Human Resources  
S. Kurylo, Director of Financial Services  
P. Lemire, Fire Chief  
E. Stepura, Director of Recreation and Culture  
S. Lam, Deputy Corporate Officer

Press: 1  
Public: 34 (approximately)

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**1. CALL MEETING TO ORDER**  
The meeting was called to order at 7:00 p.m.

**2. ADOPTION OF AGENDA**

2019-121 **It was MOVED and SECONDED**  
THAT the Corporation of the City of White Rock Council adopts the agenda for its regular meeting scheduled for April 8, 2019 as circulated.

**CARRIED**

**3. ADOPTION OF MINUTES**

- March 11, 2019 Regular Council meeting; and
- March 13, 2019 Special Council meeting.

2019-122 **It was MOVED and SECONDED**  
THAT the Corporation of the City of White Rock Council adopts the following meeting minutes as circulated:

- a) March 11, 2019 Regular Council meeting; and
- b) March 13, 2019 Special Council meeting.

**CARRIED**

**4. QUESTION AND ANSWER PERIOD**

Question and Answer Period is an opportunity for the public to ask questions and make comments.

In accordance with the City bylaw, a summary list of all questions, comment topics, and answers provided will be available on the [City's website under the Government tab](#).

**4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD**

**M. Bhatti, White Rock**, reported that he had submitted his building application, and at the time staff advised it wasn't complete. When he did submit the information, it there was a significant delay, and questioned why there was a hold-up on completing the process. Also expressed concerns regarding the fees associated with the process.

Staff advised that incomplete applications are taken out of the queue pending receipt of the missing information. At that time, the application is placed in the regular queue, and is not returned to the "head of the line". At this time, Mr. Bhatti's lot servicing has been issued, and it was noted that the application process and the scheduling of services is not the same.

**K. Jones, White Rock**, reported that there is a new hydro-pole in the middle of the sidewalk at the corner of Finlay and Russell. The placement poses an access issue, and questioned how long it will take the City to correct / adjust the location. Also asked if there is an approval process when applications for the hydro poles come to the City.

Staff advised that they would investigate to see if the City has the ability to review (and monitor) the installation of Hydro poles, and will contact Hydro with respect to this particular scenario.

**5. DELEGATIONS AND PETITIONS**

**5.1 DELEGATIONS**

**5.1.1 SHARON GREGSON, COALITION OF CHILD CARE ADVOCATES OF BC: BC'S "\$10ADAY" CHILDCARE PLAN**

S. Gregson, Coalition of Child Care Advocates of BC, appeared as a delegation to request Council's support to add City of White Rock to the list of the 50 other local governments in BC supporting the "\$10aDay" plan, and provided a PowerPoint presentation.

2019-123

**It was MOVED and SECONDED**

THAT Council endorses the \$10aDay Childcare plan, becoming the 55<sup>th</sup> Municipality in the Lower Mainland in support of the program.

**CARRIED**



**5.1.2                    SERRU RELUNASUN, 100 CONSULTING: AFFORDABLE HOUSING / VOLUNTEER FACILITATION**

This item was withdrawn from the agenda.

**5.1.3                    STEVE DOWSLEY, RESPONSIBLE CANNABIS RETAIL**

This item was withdrawn from the agenda.

**5.1.4                    ERNIE KLASSEN, LOUISE MCKNIGHT & ANDY HARVEY, WHITE ROCK PRIDE SOCIETY**

E. Klassen, L. McKnight, and A. Harvey, of the White Rock Pride Society appeared as a delegation to request the City's support and inquired on the completion of rainbow crosswalk.

Staff reported that the rainbow crosswalk at five corners was installed using a specific paint. This was done in order to meet timelines. With regard to thermoplastic, while the lifespan is 10 years, it is higher in cost and would have taken longer to install (it would have been past the deadline for the Pride ceremony).

Council questioned the cost of the security camera, and staff reported that it was a repurposed camera and it was not a new purchase.

Council and staff spoke to the completion of the crosswalk project, and it was noted that the direction was to install one (1); however, the City may consider installing additional crosswalks at Council's direction.

2019-124                    **It was MOVED and SECONDED**

THAT Council directs staff for a cost analysis of installing a thermoplastic rainbow crosswalk.

**CARRIED**

**5.1.5                    ROEL COERT TELECOM DEVELOPMENT IMPACTS ON WHITE ROCK**

This delegation was rescheduled to the next Regular Council meeting.

**5.2                    PETITIONS**

None

**6. PRESENTATIONS AND CORPORATE REPORTS**

**6.1 PRESENTATIONS**

**6.1a STEPHEN CROZIER, NEW WESTMINSTER & DISTRICT LABOUR COUNCIL**

S. Crozier, President of the New Westminster & District Labour Council provided a PowerPoint presentation regarding 2019 Day of Mourning (Nationally recognized on April 28). The City will be hosting a Day of Mourning event on Friday, April 26<sup>th</sup> at 11:00 am at City Hall.

**6.2 CORPORATE REPORTS**

**6.2.1 CONTRACT AWARD FOR WHITE ROCK PIER REPAIRS**

Corporate report dated April 8, 2019 from the Director of Engineering and Municipal Operations titled "Contract Award for White Rock Pier Repairs".

Discussion ensued regarding the timing of the pier repairs, and it was noted that any delays of work would need to be reviewed by the lawyers. It was noted that one (1) week could impact a bonus clause.

Staff reported that insurance will be covering some of the costs; the figure is unknown at this time, but the City anticipates \$3.1M. The City's insurance will cover the cost of repairing the pier back to the condition prior to the damage. Staff reminded Council that upgrades need to be made in order for the structure to meet today's building standards.

It was suggested that the decision to award the contract for the White Rock Pier be delayed one (1) week pending further information. Members of Council expressed support for commencing the work without delay.

2019-125

**It was MOVED and SECONDED**

THAT Council delays consideration of the White Rock Pier Reconstruction Marine Construction Contract to PPM Civil Constructors, ULC., for one (1) week.

**DEFEATED**

Councillors Fathers, Johanson, Manning, Trevelyan and Deputy Mayor Kristjanson and voted in the negative

2019-126

**It was MOVED and SECONDED**

THAT Council receives for information the corporate report dated April 8, 2019, from the Director of Engineering and Municipal Operations, titled "Contract Award for White Rock Pier Repairs".

**CARRIED**

2019-127                    **It was MOVED and SECONDED**  
                                 THAT Council approves the award of the White Rock Pier Reconstruction Marine Construction Contract to PPM Civil Constructors, ULC. in the amount of \$3,079,740.00 (excluding GST).  

**CARRIED**  
Councillor Chesney voted in the negative

**6.2.2**                    **2019 BUSKING PROGRAM ADDITIONAL LOCATION**  
Corporate report dated April 8, 2019 from the Director of Recreation and Culture titled “2019 Busking Program Additional Location”.

2019-128                    **It was MOVED and SECONDED**  
                                 THAT Council:

1. Receives for information the corporate report dated April 8, 2019, from the Director of Recreation and Culture, titled “2019 Busking Program Additional Location;” and
2. Directs staff to add the Memorial Park location to the White Rock Busking Program.

**CARRIED**

The Director of Recreation and Culture provided the following comments regarding the Busker’s program:

- City adjudicates the buskers before licenses are issued
- There were 54 busker licenses issued in 2018
- Buskers can sign-up using the online system and self-regulate their performance times
- The Solterra strata is supportive of offering their amphitheater for special events, such as the Busker’s Festival

**6.2.3**                    **RELEASE OF SUPERCEDED AMENITY RESTRICTIVE COVENANT FOR 1456 JOHNSTON ROAD (ZON/MJP 17-016)**  
Corporate report dated April 8, 2019 from the Director of Planning and Development Services titled “Release of Superceded Amenity Restrictive Covenant for 1456 Johnston Road (ZON/MJP 17-016)”.

2019-129                    **It was MOVED and SECONDED**  
                                 THAT Council receives On Table Appendices A and B, as outlined in the corporate report dated April 8, 2019 titled “Release of Superceded Amenity Restrictive Covenant for 1456 Johnston Road (ZON/MJP 17-016)”.

**CARRIED**

2019-130                    **It was MOVED and SECONDED**  
                                 THAT Council authorizes staff to release the section 219 Covenant registered under number CA1625754 and related priority agreements for the property located at 1456 Johnston Road.

**CARRIED**

**6.2.4**                    **CITY PROPERTY AT 15463 BUENA VISTA AVENUE**

Corporate report dated April 8, 2019 from the Director of Corporate Administration titled “City Property at 15463 Buena Vista Avenue”.

2019-131

**It was MOVED and SECONDED**

THAT Council receives for information the corporate report dated April 8, 2019, from the Director of Corporate Administration, titled “City Property at 15463 Buena Vista Avenue”.

**CARRIED**

Discussion ensued regarding the property at 15463 Buena Vista Avenue, and the following comments were noted:

- The City should retain the property for use
- The City could demolish the structure and consider offering an affordable housing or a shelter. This could be done with a Private, Public, Partnership
- The site could be utilized as a daycare
- The funding source for the purchase was a parkland Development Cost Charge
- If the property is used for something other than a park, the \$900K will need to be replenished
- The building should not be left uninhabited for long
- The property could be used for senior supportive housing
- The property could be left in its current state for rent

2019-132

**It was MOVED and SECONDED**

THAT Council directs staff to report back with options for 15463 Buena Vista Avenue, and that the report include details regarding senior supportive housing, affordable housing, park options, or renting in the existing condition.

**CARRIED**

**7.                         **MINUTES AND RECOMMENDATIONS OF COMMITTEES****

**7.1                       **STANDING AND SELECT COMMITTEE MINUTES****

- Land Use and Planning Committee – March 11, 2019
- Finance and Audit Committee – March 11, 2019
- Finance and Audit Committee – March 13, 2019 (Public Comments)
- Sea Festival Committee – March 7, 2019
- Parking Task Force – March 14, 2019

It was noted that page 56 of the March 13, 2019 Finance and Audit Committee minutes should read “A. Veltri”.

2019-133

**It was MOVED and SECONDED**

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

- a) Land Use and Planning Committee – March 11, 2019;
- b) Finance and Audit Committee – March 11, 2019;
- c) Finance and Audit Committee – March 13, 2019 (Public Comments);
- d) Sea Festival Committee – March 7, 2019; and
- e) Parking Task Force – March 14, 2019.

**CARRIED**

7.2

**STANDING AND SELECT COMMITTEE RECOMMENDATIONS**

None

8.

**BYLAWS AND PERMITS**

8.1

**BYLAWS**

8.1.1

**BYLAW 2291 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (RS-4 – 1541/1551 CHESTNUT STREET) BYLAW, 2019, NO. 2291**

This item was removed from the agenda.

8.2

**PERMITS**

None

9.

**CORRESPONDENCE**

9.1

**CORRESPONDENCE - RECEIVED FOR INFORMATION**

2019-134

**It was MOVED and SECONDED**

THAT Council receives for information the following correspondence (items 9.1.1-9.1.3) as circulated:

9.1.1

Letter dated March 18, 2019 from the Office of the Ombudsperson (Ombudsperson) to inform of their Quarterly Report: October 1 – December 31, 2018. There have been no files opened with the Ombudsperson during this time.

9.1.2

Correspondence dated March 27, 2019 with a request that the City of White Rock support the City of Port Moody's resolution regarding Greenhouse Gas Limits for New Buildings that will be considered at Lower Mainland Local Government Association conference May 8 – 10, 2019 and the Union of British Columbia Municipalities conference September 23 – 27, 2019.

- 9.1.3** Correspondence dated March 25, 2019 from Kathy Thornton, Semiahmoo Rotarian requesting support by the City of White Rock for the SASSY Awards. The SASSY Awards are a local rotary awards program for youth aged 15 – 21 living, studying or working in Surrey or White Rock.

**CARRIED**

- 9.1.4** Correspondence dated April 1, 2019 from Fraser Health to inform they will be conducting the *My Health My Community* (MHMC) survey in the City of White Rock starting summer 2019. For the 2019 MHMC survey, they are offering communities the opportunity to identify up to five (5), unique, community-specific survey questions that could be customized to fit White Rock's needs, goals and interests. The deadline to submit these questions is **May 10, 2019**.

2019-135

**It was MOVED and SECONDED**

THAT Council:

1. Receives the correspondence dated April 1, 2019 from Fraser Health regarding the My Health My Community (MHMC) Survey in the City of White Rock, and
2. Directs that it be placed on the April 29, 2019 Council agenda for discussion in relation to bringing forward additional community questions for the noted survey.

**CARRIED**

**10. MAYOR AND COUNCILLOR REPORTS**

**10.1 MAYOR'S REPORT**

Mayor Walker requested the following information to be noted in a public meeting: The Members of Council that will comprise the 2019 Grants In Aid Committee (Standing Committee of Council) will be as follows:

- Councillor Fathers (Chairperson)
- Councillor Chesney; and
- Councillor Manning.

Deputy Mayor Kristjanson noted the following community events / information:

- Mar 28, White Rock RCMP Volunteer Community Policing
- Mar 29 and 30, 2019 High Ground – Centre for Civic Governance Forum “Rising to the Challenge”
- Apr 4, Opening Reception at the Landmark Pop-Up Town Gallery for exhibits “Seriously Quirky” and “Wound and Bound”
- Apr 5-7, Earl Marriott Secondary School's Annual Pow Wow Celebration and Grand Entries
- Apr 7, 4<sup>th</sup> Annual Vitality Health and Wellness Expo

## 10.2 COUNCILLORS REPORTS

Councillor Chesney noted the following community events / information:

- Mar 28, White Rock RCMP Volunteer Community Policing
- Apr 6, Let's Talk Community Conversation
- Apr 5-7, Earl Marriott Secondary School's Annual Pow Wow Celebration and Grand Entries
- Apr 10, Announced that there will be a Translink information meeting at the White Rock Community Centre

Councillor Johanson noted the following community events / information:

- Mar 28, White Rock RCMP Volunteer Community Policing
- Mar 29 and 30, 2019 High Ground – Centre for Civic Governance Forum “Rising to the Challenge”
- Apr 4, Opening Reception at the Landmark Pop-Up Town Gallery for exhibits “Seriously Quirky” and “Wound and Bound”
- Apr 5, Peninsula Homeless to Housing Event
- Apr 5, Earl Marriott Secondary School's Annual Pow Wow Celebration and Grand Entries

Councillor Manning noted the following community events / information:

- Mar 13, Museum and Archives Board meeting
- Mar 29 and 30, 2019 High Ground – Centre for Civic Governance Forum “Rising to the Challenge”
- Apr 4, Opening Reception at the Landmark Pop-Up Town Gallery for exhibits “Seriously Quirky” and “Wound and Bound”
- Apr 5, Peninsula Homeless to Housing Event
- Apr 5, Earl Marriott Secondary School's Annual Pow Wow Celebration and Grand Entries
- Apr 8, Options, Affordable Housing Developments discussion

Councillor Trevelyan noted the following community events / information:

- Mar 12, BIA Social Event
- Mar 14, SASSY Awards Selection Panel Meeting
- Mar 19, BIA Board Meeting
- Mar 22, City met with BSNF
- Mar 28, White Rock RCMP Volunteer Community Policing
- Apr 5, Earl Marriott Secondary School's Annual Pow Wow Celebration and Grand Entries
- Apr 7, 4<sup>th</sup> Annual Vitality Health and Wellness Expo

Councillor Fathers noted the following community events / information:

- Mar 28, Semiahmoo Arts Society Annual General Meeting
- Mar 29, GVRD Meeting
- Mar 29, Social Justice Film Society event
- Apr 3, Pier Fundraising Committee meeting
- Apr 4, Tourism White Rock Board meeting
- Apr 4, Sea Festival Planning Committee meeting
- Apr 4, Opening Reception at the Landmark Pop-Up Town Gallery for exhibits “Seriously Quirky” and “Wound and Bound”
- Apr 6, Earl Marriott Secondary School’s Annual Pow Wow Celebration and Grand Entries

**10.2.1** **METRO VANCOUVER BOARD IN BRIEF**

Board In Brief – March 29, 2019

2019-136

**It was MOVED and SECONDED**

THAT Council receives for information the March 29, 2019 Metro Vancouver Board In Brief as circulated.

**CARRIED**

**11. MOTIONS AND NOTICES OF MOTION**

**11.1** **MOTIONS**

**11.1.1** Deputy Mayor Kristjanson provided the following motion for consideration at the April 8, 2019 regular Council meeting:

- The motion requests an update to the information now that the City’s water treatment plant is in operation
- The City will be evaluating the water quality between White Rock and Metro Vancouver, and what would be required to connect to the Metro Vancouver water system

2019-137

**It was MOVED and SECONDED**

THAT Council directs staff to prepare an updated business case to determine if White Rock should continue to use their current water supply or receive water from Metro Vancouver by joining the Greater Vancouver Water District.

**CARRIED**

**11.1.2** Deputy Mayor Kristjanson provided the following motion for consideration at the April 8, 2019 regular Council meeting.

Deputy Mayor Kristjanson expressed concern that residents could be renovicted, and reported that the City of Port Coquitlam has implemented Bylaw No. 4116 to address this matter in their City. It was noted that their bylaw does well to address tenants in rental apartments; however, it does not address residents renting in a strata unit or secondary suite.



Suggested that White Rock implement a bylaw that does not allow a suite to be vacant for longer than necessary when upgrades are required.

Discussion ensued and the following information was noted:

- It was noted that the City has implemented Council Policy No. 514, which must be done in combination with the Official Community Plan
- The Provincial “*Residential Tenancy Act*” provides protections for residents in secondary suites

2019-138

**It was MOVED and SECONDED**

THAT Council directs staff to bring forward a corporate report regarding “renoviction”, outlining the City’s current bylaws and policies in this area and reviewing the City of Port Coquitlam’s Bylaw No. 4116 ensuring the City of White Rock’s bylaws are protecting their residents from renovictions in the same or similar manner.

**CARRIED**

11.2

**NOTICES OF MOTION**

None

12.

**RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**

None

13.

**OTHER BUSINESS**

14.

**CONCLUSION OF THE APRIL 8, 2019 REGULAR COUNCIL MEETING**

The Chairperson declared the meeting concluded at 8:53 p.m.

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Scott Kristjanson,  
Deputy Mayor

S. Lam

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Stephanie Lam, Deputy  
Corporate Officer

**PRESENT:** Deputy Mayor Kristjanson  
Councillor Chesney  
Councillor Johanson  
Councillor Manning  
Councillor Trevelyan

**ABSENT:** Mayor Walker  
Councillor Fathers

**STAFF:** D. Bottrill, Chief Administrative Officer  
J. Gordon, Director of Engineering and Municipal Operations  
C. Johannsen, Director of Planning and Development Services  
S. Kurylo, Director of Financial Services  
P. Lemire, Fire Chief  
E. Stepura, Director of Recreation and Culture  
S. Lam, Deputy Corporate Officer  
D. Johnstone, Committee Clerk

Press: 0  
Public: 5 (approximately)

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1. **CALL MEETING TO ORDER**  
The meeting was called to order at 4:03 p.m.

2. **ADOPTION OF AGENDA**

2019-139 **It was MOVED and SECONDED**  
THAT the Corporation of the City of White Rock Council adopts the agenda for its special meeting scheduled for April 15, 2019 as circulated.

**CARRIED**

3. **CORPORATE REPORTS**

3.1 **FINANCIAL PLAN (2019-2023) BYLAW, 2019, NO. 2297**

Corporate report dated April 15, 2019 from the Director of Financial Services titled "Financial Plan (2019-2023) Bylaw, 2019, No. 2297).

Discussion ensued and the following comments / information was noted:

- Reporting that there is not enough room at the existing police station, an additional \$200K has been added to the asset improvement budget in the event funds are required to construct a modular office for the Community Policing staff
- An updated Schedule A/B was presented On Table with the adjustments highlighted in yellow
- It was noted that a calculation was corrected with respect to the sanitary sewer fees as well as to the funding for the East Beach repair
- Portion of the funding source for the East Beach repairs is anticipated to come from the Federal Government.

Staff also presented On Table an “Alternative” option that reduces the proposed tax increase from 3.17% to 2.9%. Understanding that Council had a desire to reduce taxes without reducing services, the amendment was accommodated by a one-time reduction of contributions to the capital works fund.

2019-140

**It was MOVED and SECONDED**

THAT Council receives the following for information:

- The corporate report from the Director of Financial Services titled “Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297”;
- The On Table item titled “Updated Financial Plan Bylaw Schedules”;
- The On Table item titled “Alternative Option (New)”.

**CARRIED**

4.

**BYLAWS**

4.1

**BYLAW 2297 - FINANCIAL PLAN (2019 TO 2023) BYLAW, 2019, NO. 2297**

The *Community Charter* requires that the 2019 to 2023 Financial Plan Bylaw be adopted before the property tax rate bylaw is adopted. The property tax rate bylaw must be adopted prior to May 15, 2019. Bylaw 2297 was presented for consideration of first, second, and third reading.

Deputy Mayor brought forward the following motion:

2019-141

**It was MOVED and SECONDED**

THAT Council directs the \$58K allocated for the LED signage at the corner of Russell Avenue and Johnston Road be removed from the Financial Plan.

**CARRIED**

It was reported that the funds allocated for the LED signage were funded by Community Amenity Contributions (CAC), which clarified that removal of this project would not impact the tax rate. As the motion does not impact the tax rate, staff clarified that the funding will remain in the budget; however, Council’s resolution is direction that staff will not act / move forward on the project.

Discussion ensued and the following information was provided in response to questions of Council:

- “Temporary Full-Time Communications Assistance (12 months) monies was adjusted to \$72,500 in order to account for benefits (originally noted as \$68,000)
- “Document Management Project Assistance” is carried out by Corporate Administration, a number of city records are currently being re-categorized and digitized into an electronic system. The funds are used towards bringing in some casual assistance for the project.

Staff provided the following update regarding the lamp standards along Thrift and Russell Avenue:

- The black poles are not being replaced, the project refers to the blue poles located between five corners up to Russell Avenue
- The head of the lamp is “failing”, due to the vibration of the poles

- An alternative option to address this issue is to only replace the heads of the lamp poles south of Roper Avenue

2019-142

**It was MOVED and SECONDED**

THAT Council directs staff to bring forward a corporate report outlining the options and relative costs to address the “failure” issues of the lamp poles, prior to proceeding with the work.

**CARRIED**

- There have not been any reports of falling bulbs; however, staff have seen broken bulbs within the lens. If they fell through the lens, they would likely fall onto parked vehicles
- The cost of replacing the lamp heads is estimated at \$100K
- There is a placeholder in the budget to address potential upgrades/investments to City Hall. At this time, work has not yet been decided; however, the funds are allocated once direction has been determined
- The City is working with the auditors to determine the 2018 operational surplus
- The slope stabilization of the vegetation of the hump can be done concurrently as the locations are not the same

2019-143

**It was MOVED and SECONDED**

THAT Council gives first, second, and third reading to amended “*Financial Plan (2019-2023) Bylaw, 2019, No. 2297*” with the schedules “Alternative Option (New)” that proposes a 2.9% tax increase.

**CARRIED**

Councillor Chesney voted in the negative

5.

**EMERGENCY OPERATIONS ORIENTATION**

City of White Rock Fire Chief to provided a PowerPoint presentation with respect to an Emergency Operations Orientation. Director of Recreation and Culture.

Throughout the presentation discussion ensued and the following comments were noted:

- Resources identified in the presentation can be found on the Emergency Management BC website
- In the event of an emergency where people may be separated from their medication, the City works with local suppliers to provide prescriptions to those who may need them
- Once a fire site / building has been stabilized (the fire has been extinguished, and it is safe for fire crews to enter), a reception area is available for residents / victims to report important / key items / basic provisions that they need from the home. With detailed directions / descriptions, the crews enter the unit to obtain the items
- Mayor and Council are not expected to assist in the Emergency Support Services; however, if present can serve to provide updates to the victims on what is taking place (depending on the circumstances)
- Staff can arrange for Mayor and Council to participate in a “Question and Answer” exercise / training

- Every emergent situation is assessed differently based on complexities. If required, neighbouring resources may be accessed for assistance
- In terms of notification of emergent / hazardous situations (eg: train derailment of dangerous goods), immediate areas are notified and media is often engaged to assist
- There are different alert systems / devices available and the City is looking to see which best fits the needs of the community
- Rail relocation is a concern expressed by both the Community and the City. The City will continue to advocate rail relocation to the relative levels of government
- White Rock participates in a cross-border Emergency Operations Group

2019-144

**It was MOVED and SECONDED**

THAT Council directs staff to provide a corporate report regarding various emergency notification systems.

**CARRIED**

The meeting recessed at 5:50 p.m. and reconvened at 6:20 p.m. with all noted Council members and staff in attendance.

Chief Lemire continued the PowerPoint presentation, and the following comments/information was noted:

- The Fire Chief will evaluate each emergency situation to designate the Level of emergency to declare (1, 2 or 3)
- For example purposes, the flood that took place in 1999 as well as the 2016 Five Corners Fire were designated as Level 2
- As a policy / decision making body, could be asked to make policy related decisions (eg: suspension of purchasing policy)
- In terms of how / when Mayor and Council is notified, typically the Fire Chief will call the Chief Administrative Officer, who will then reach out to members of Council
- Under the consultation of the Fire Chief and the Chief Administrative Officer, the Mayor, or his designate, have the authority to declare a state of emergency

Council thanked staff for the orientation, and requested a list / sheet that offers information on what Council should do during certain scenarios.

**6. CONCLUSION OF THE APRIL 15, 2019 SPECIAL COUNCIL MEETING**

The Chairperson declared the meeting concluded at 6:57 p.m.

*S. Lam*

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Scott Kristjanson  
Deputy Mayor

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Stephanie Lam  
Deputy Corporate Officer

Unapproved

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



**DATE:** April 29, 2019

**TO:** Mayor and Council

**FROM:** Eric Stepura, Director of Recreation and Culture

**SUBJECT:** Rotary Club of White Rock–Request to Operate Beer and Wine Gardens at the July 13, 2019 Tour de White Rock/TD Concerts for the Pier Performance and the August 08, 2019 TD Concerts for the Pier Performance

---

**RECOMMENDATIONS**

THAT Council

1. Receive for information the corporate report dated April 29, 2019 from the Director of Recreation and Culture titled Rotary Club of White Rock–Request to Operate Beer and Wine Gardens at the July 13, 2019 Tour de White Rock/TD Concerts for the Pier Performance and the August 08, 2019 TD Concerts for the Pier Performance; “ and
2. Approve the request for beer and wine gardens hosted by the Rotary Club of White Rock at the Tour de White Rock Criterium Race / TD Concerts for the Pier performance on Saturday, July 13, 2019 from 4:00 p.m. – 10:00 p.m. at Five Corners (Johnston Road and Pacific Avenue) and at the TD Concerts for the Pier performance on Thursday, August 08, 2019 from 6:00 p.m. – 10:00 p.m. at Five Corners.

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**INTRODUCTION**

For the past two years, the Tour de White Rock Committee of Council and the organizers of the TD Concerts at the Pier have asked the Rotary Club of White Rock, to host a hospitality area (beer and wine garden) at the Tour de White Rock Criterium cycle race and the TD Concerts at the Pier performances held at Five Corners in White Rock. The outdoor hospitality area added a fun and festive atmosphere, and attracted more spectators to the race and concerts.

The hospitality area was well-managed, and a huge success both in terms of drawing more people to the race and concert events, and it raised money for the charitable work being done by the Rotary Club of White Rock.

On April 16, 2019, the City received a letter from Mr. Alan Reynolds, President of the Rotary Club of White Rock (see Appendix A). The Rotary Club is requesting the City’s permission to operate a hospitality area (beer and wine garden) at the Tour de White Rock Criterium Race and the **TD Concerts for the Pier** (new name for 2019) performance.

Both events are taking place in the Five Corners area of White Rock as follows:

July 13, 2019: Tour de White Rock / TD Concert for the Pier

The Tour de White Rock Criterium Race activities will take place on Saturday, July 13, 2019, from 3:00 p.m. – 8:00 p.m. The TD Concert for the Pier will be held from 8:00 p.m.- 10:00 p.m.

August 8, 2019: TD Concert for the Pier

The TD Concert for the Pier event will take place on Thursday, August 08, 2019 from 7:00 p.m.– 10:00 p.m.

The applicant requests approval to operate a beer and wine garden at the corner of Johnston Road and Pacific Avenue (see map Appendix B).

The purpose of operating these two hospitality events is to raise money for Rotary Club of White Rock projects in the community, and to provide another fun attraction that will add to the experience of visitors to the Tour de White Rock Criterium Race and the TD Concerts.

The purpose of this corporate report is to outline further details about these events, and if approved by Council, outline the conditions that must be met prior to the events taking place.

**PAST PRACTICE / POLICY / LEGISLATION**

Beer Garden / Public Function Liquor Licences – Policy 704, attached to this corporate report as Appendix C, provides that beer and wine gardens/public function liquor licenses held on City property require City Council approval.

**ANALYSIS**

Staff discussed event details with Bert Coates, Chairman Fundraising for the Rotary Club of White Rock, and he agreed to meet the following conditions:

Details of the event are as follows:

- The beer/wine garden area is limited to 400 guests plus up to ten (10) servers and volunteers and security personnel.
- The beer/wine garden area will be located on the section of Johnston Road between Pacific Avenue and Beachview Avenue and will be closed for both events.
- The beer/wine garden area will be fenced off to create an enclosed festive décor complimented by tents, lighting, beverage serving stations, and tables and seating for patrons.
- On Saturday, July 13, 2019, setup of the hospitality area will start at 1:00 p.m., and the beer and wine garden serving hours will be from 4:00 p.m. – 10:00 p.m., and cleanup will be completed by 11:00 p.m.
- On Thursday August 08, 2019, setup of the hospitality area will start at 3:00 p.m., and the beer and wine garden serving hours will be from 6:00 p.m. – 10:00 p.m., and cleanup will be completed by 11:00 p.m.



Staff recommend approval of the two beer and wine gardens, subject to the following conditions being met prior to the events taking place:

- Provide the City with a copy of a certificate of insurance for the two events, which includes Comprehensive General Liability Insurance naming the City of White Rock as an additional insured for the entire duration of both events (from setup through takedown) with a minimum limit of \$5,000,000 coverage. Proof of insurance must be received by the City at least ten (10) days in advance of the July 13, 2019 event;
- Obtain an application for the two Special Occasions Licenses from the BC Liquor Control and Licensing Branch, submit it to the White Rock Detachment of the RCMP for approval at least ten (10) days in advance of the July 13, 2019 event. Following RCMP approval, the Special Occasions License may be issued by a BC Liquor Store Manager; and
- Provide the City with a sketch showing the festival and beer garden site layout, including the dimensions of all tents. The White Rock Fire Chief will review permit and safety issues related to tent size, structure and crowd capacity.

In addition, City staff will send letters to adjacent neighbors to notify them of these events.

### **BUDGET IMPLICATIONS**

There are no budget implications to the City as all expenses related to the setup, hosting and take down of these events are the responsibility of the Rotary Club of White Rock. The City may or may not assist by providing some event equipment services.

### **OPTIONS**

The following options are available for Council's consideration:

1. That Council support the request for two beer and wine gardens hosted by the Rotary Club of White Rock at the Tour de White Rock Criterium Race / TD Concerts for the Pier performance on Saturday, July 13, 2019 from 4:00 p.m. – 10:00 p.m. at Five Corners (Johnston Road and Pacific Avenue) and at the TD Concerts for the Pier performance on Thursday August 08, 2019 from 6:00 p.m – 10:00 p.m. at Five Corners.
2. That Council not support the request for two beer and wine gardens hosted by the Rotary Club of White Rock at the Tour de White Rock Criterium Race / TD Concerts for the Pier performance on Saturday, July 13, 2019 from 4:00 p.m.– 10:00 p.m. at Five Corners (Johnston Road and Pacific Avenue) and at the TD Concerts for the Pier performance on Thursday, August 08, 2019 from 6:00 p.m.- 10:00 p.m. at Five Corners.

Staff recommend Option 1, which is reflected in the recommendations of this corporate report.

## **CONCLUSION**

Staff have reviewed event details with representatives of the Rotary Club of White Rock and the White Rock RCMP. Staff recommend Council approve the two Beer/Wine Garden Special Occasions Liquor Licenses to be hosted by the Rotary Club of White Rock at the Tour de White Rock Criterium Race / TD Concerts for the Pier performance on Saturday, July 13, 2019 from 4:00 p.m.– 10:00 p.m. at Five Corners (Johnston Road and Pacific Avenue) and at the TD Concerts for the Pier performance on Thursday August 08, 2019 from 6:00 p.m.– 10:00 p.m. at Five Corners, subject to the conditions outlined in this corporate report.

Respectfully submitted,



Eric Stepura  
Director, Recreation and Culture

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

I concur with the recommendations of this corporate report.



Dan Bottrill  
Chief Administrative Officer

- Appendix A: Special Event Request Letter from Rotary Club of White Rock
- Appendix B: Site Map of the Proposed Beer and Wine Garden Area at Five Corners
- Appendix C: Beer Garden / Public Function Liquor Licences – Policy 704

White Rock City Council  
15322 Buena Vista Ave  
White Rock, BC

April 16, 2019

Dear White Rock City Council

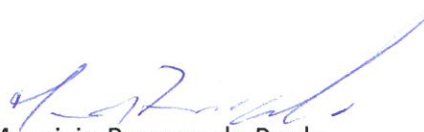
The Rotary Club of White Rock is requesting permission to host the Beer/Wine Hospitality Garden at Five Corners for Saturday July 13th, 2019 and in conjunction with the 40th Anniversary of the Tour de White Rock and the August 8th, 2019 BIA - TD Bank sponsored Concert Series events at Five Corners. (see maps included).

The Rotary Club of White Rock will provide insurance coverage for (including the City of White Rock, the BIA and Tour de White Rock Committee) for the beer garden operation, plus adequate fencing, security, police approval and liquor license as required.

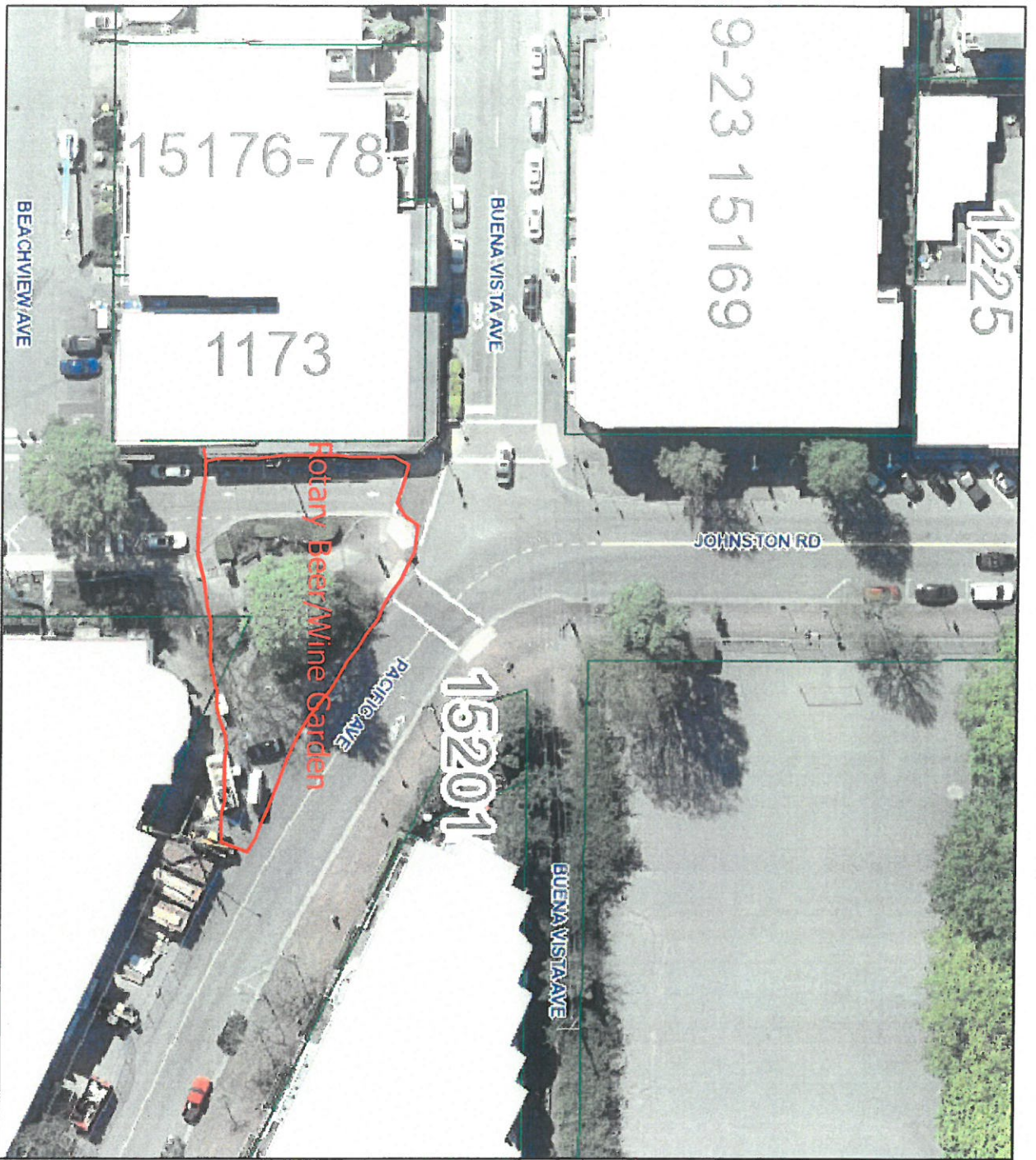
Regards,



Fred Wickens  
President 2018-2019  
Rotary Club of White Rock  
C: 604-506-0310



Mauricio Browne de Paula  
President 2019-2020  
Rotary Club of White Rock  
C: 604-308-9250



- Legend**
- Street Names
  - Streams
  - + Railway
  - ▨ Parks
  - Ocean
  - ▭ Building Outlines
  - Lots
  - Boundaries
- Appendix B

**WHITE ROCK**

*My City by the Sea!*

**Rotary Beer and Wine Garden Location**

Scale: 1:703



The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of White Rock. This information is provided for information and convenience purposes only. Lot sizes and legal descriptions must be confirmed at the Land Title Office.



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



**POLICY TITLE: BEER GARDEN / PUBLIC FUNCTION LIQUOR LICENCES**

**POLICY NUMBER: RECREATION AND CULTURE - 704**

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

**Policy:**

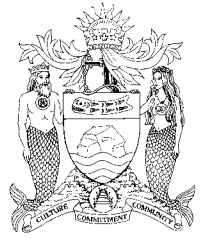
General Policy Guidelines:

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

**Rationale:**

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

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



**DATE:** April 29, 2019  
**TO:** Mayor and Council  
**FROM:** Sandra Kurylo, Director of Financial Services  
**SUBJECT:** Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292

---

**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled "Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292."

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**INTRODUCTION**

This corporate report introduces Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292 to Council for consideration of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 194 of the *Community Charter* authorizes Council, by bylaw to establish municipal fees for services, for the use of municipal property or to exercise the authority to regulate, prohibit or impose requirements. This bylaw sets out the fees related to solid waste services.

**ANALYSIS**

This bylaw sets out the 2019 solid waste collection user fee based on associated revenues in Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297. This fee is recommended to be \$331, as stated in Bylaw No. 2292. This incorporates a reduction of \$2 compared to 2018's fee.

**CONCLUSION**

It is recommended that Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292 proceed for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "S. Kurylo".

Sandra Kurylo  
Director of Financial Services

**Comments from the Chief Administrative Officer:**

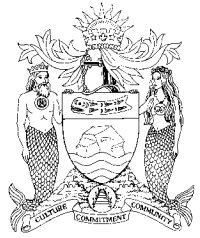
This corporate report introduces a proposed amendment to the solid waste user fee and is in accordance with the current financial plan.

A handwritten signature in black ink, appearing to read "Dan Bottrill", is centered on a light gray rectangular background.

Dan Bottrill  
Chief Administrative Officer



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



**DATE:** April 29, 2019

**TO:** Mayor and Council

**FROM:** Sandra Kurylo, Director of Financial Services

**SUBJECT:** White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293

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**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled "White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293."

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**INTRODUCTION**

This corporate report introduces White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293 to Council for consideration of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 194 of the *Community Charter* authorizes Council, by bylaw to establish municipal fees for services, for the use of municipal property or to exercise the authority to regulate, prohibit or impose requirements.

**ANALYSIS**

This Bylaw sets out the 2019 secondary suite service fee based on associated revenues in Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297. This fee is recommended to increase by \$10, from \$290 to \$300, as stated in Bylaw No. 2293.

**CONCLUSION**

It is recommended that White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293 proceed for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

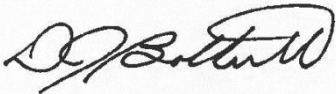
Respectfully submitted,



Sandra Kurylo  
Director of Financial Services

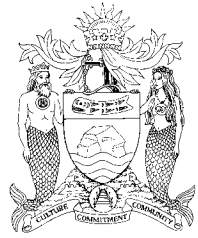
**Comments from the Chief Administrative Officer:**

This corporate report introduces a proposed amendment to the secondary suite service fee and is in accordance with the current financial plan.



Dan Bottrill  
Chief Administrative Officer

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



**DATE:** April 29, 2019

**TO:** Mayor and Council

**FROM:** Sandra Kurylo, Director of Financial Services

**SUBJECT:** White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294

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**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled “White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294.”

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**INTRODUCTION**

This corporate report introduces White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294 to Council for consideration of first, second and third readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 194 of the *Community Charter* authorizes Council, by bylaw, to establish fees for municipal services.

**ANALYSIS**

White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No.12, 2019, No. 2294 sets out 2019 drainage utility fees based on drainage fee revenues included in Financial Plan (2019 to 2023), Bylaw 2019, No. 2297, and the methodology noted in Schedule A of Bylaw No. 2244. This Bylaw incorporates a 5% increase in the fees.

**CONCLUSION**

It is recommended that White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294 proceed for first, second and third readings.

Respectfully submitted,



Sandra Kurylo  
Director of Financial Services

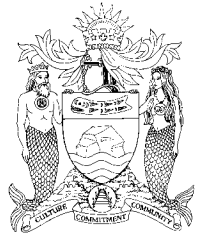
**Comments from the Chief Administrative Officer:**

This corporate report is provided for your information and serves as an introduction to the drainage utility amendment bylaw that is in accordance with the current financial plan.



Dan Bottrill  
Chief Administrative Officer

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



**DATE:** April 29, 2019  
**TO:** Mayor and Council  
**FROM:** Sandra Kurylo, Director of Financial Services  
**SUBJECT:** Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295

---

**RECOMMENDATION**

THAT Council receive for information the corporate report dated April 29, 2019 from the Director of Financial Services, titled "Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295."

---

**INTRODUCTION**

This corporate report introduces Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295 to Council for consideration of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 194 of the *Community Charter* authorizes Council, by bylaw to establish municipal fees for services, for the use of municipal property or to exercise the authority to regulate, prohibit or impose requirements. This bylaw sets out fees related to sanitary sewer services.

**ANALYSIS**

This bylaw sets out the 2019 sanitary sewer user fees based on associated revenues in Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297. The bylaw incorporates a 2.2% reduction in the sanitary sewer user fees, which equates to \$6 for both the residential and commercial rates.

**CONCLUSION**

It is recommended that Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295 proceed for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> readings.

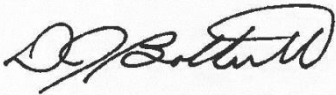
Respectfully submitted,



Sandra Kurylo  
Director of Financial Services

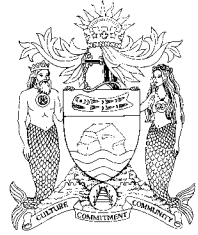
**Comments from the Chief Administrative Officer:**

This corporate report introduces proposed amendments to the sanitary sewer user fees and is in accordance with the current financial plan.



Dan Bottrill  
Chief Administrative Officer

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



**DATE:** April 29, 2019  
**TO:** Mayor and Council  
**FROM:** Sandra Kurylo, Director of Financial Services  
**SUBJECT:** White Rock Annual Rates Bylaw, 2019, No. 2296

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**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled "White Rock Annual Rates Bylaw, 2019, No. 2296."

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**INTRODUCTION**

This corporate report introduces White Rock Annual Rates Bylaw, 2019, No. 2296 to Council for consideration of first, second, and third readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 197 of the *Community Charter* requires that each year, after adoption of the financial plan, but before May 15, the City's property tax rates bylaw must be adopted.

**ANALYSIS**

White Rock Annual Rates Bylaw, 2019, No. 2296 includes the City's 2019 property tax rates based on the figures in Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297 and final property values for the year.

**CONCLUSION**

It is recommended that White Rock Annual Rates Bylaw, 2019, No. 2296 proceed for first, second, and third readings.

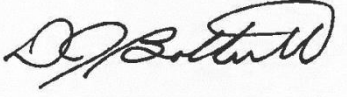
Respectfully submitted,

A handwritten signature in black ink, appearing to read "S. Kurylo", written in a cursive style.

Sandra Kurylo  
Director of Financial Services

**Comments from the Chief Administrative Officer:**

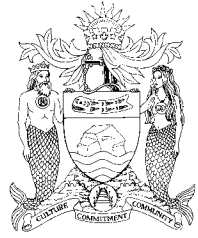
This corporate report is provided for information and serves to introduce the property tax rate bylaw.

A handwritten signature in black ink, appearing to read "Dan Bottrill", is centered on the page. The signature is written in a cursive style with a large, looped initial "D".

Dan Bottrill  
Chief Administrative Officer



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



**DATE:** April 29, 2019  
**TO:** Mayor and Council  
**FROM:** Sandra Kurylo, Director of Financial Services  
**SUBJECT:** 2019 Fees and Charges Bylaw, 2019, No. 2298

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**RECOMMENDATION**

THAT Council receive for information the April 29, 2019 corporate report from the Director of Financial Services, titled “2019 Fees and Charges Bylaw, 2019, No. 2298”.

---

**INTRODUCTION**

The purpose of this corporate report is to introduce 2019 Fees and Charges Bylaw, 2019, No. 2298, which is presented for consideration of first, second and third readings.

**PAST PRACTICE/POLICY/LEGISLATION**

Section 194 of the *Community Charter* authorizes Council, by bylaw, to establish municipal fees for services, for the use of municipal property or to exercise the authority to regulate, prohibit or impose requirements.

**ANALYSIS**

2019 Fees and Charges Bylaw, 2019, No. 2298 sets out 2019 fees and charges for services and items that are not included in any other City bylaw. Standard practice has been to adopt this annual bylaw prior to the beginning of the year, so the new fees are in effect on January 1. However, this year due to the transition to the new Council, the Bylaw was not brought forward until the 2019 to 2023 Financial Plan was endorsed. As a result, the updated fees will be effective when the Bylaw is adopted.

The main purpose of these fees is to recover costs of providing the associated services. Many of the fees in this bylaw incorporate inflationary increases compared to 2018. There have been some interim updates, as noted below:

- Parking decal and permit fees for 2019 were set in November 2018 with the adoption of Fees and Charges Bylaw, 2017, No. 2230, Amendment No. 1, 2018, No. 2270. This proposed bylaw includes those same fees.
- In January 2019, Fees and Charges Bylaw, 2017, No. 2230, Amendment No. 2, 2019, No. 2285 was adopted, which provided for free waterfront parking in February and March 2019. Since those dates have passed, the parking rates in this Bylaw reflect the rates that were in effect prior to February 2019. These rates are expected to be amended shortly, once the Parking Task Force finalizes its recommendations on waterfront parking rates (including the West Beach Parkade).

- Fees and Charges Bylaw, 2017, No. 2230, Amendment No. 2, 2019, No. 2285 also reduced the hours of pay parking in the hospital area. That remains unchanged in this Bylaw.
- The Sidewalk Use License fee was reduced in February 2019 with the adoption of Fees and Charges Bylaw, 2017, No. 2230, Amendment No. 3, 2019, No. 2286. This proposed bylaw includes the amended amount.

Fees for the following have been removed and are not included in Bylaw 2298:

- RCMP Checks for Driver Training Instructors
- Carnival Ice Rentals (total of 4 days once every 2 years)
- Banner Installation Services

The following new fees are proposed, and are included in 2019 Fees and Charges Bylaw, 2019, No. 2298:

RCMP Confirmation Letter	\$65
Centennial Park Leisure Centre - Monthly Boardroom Rental Rate (not-for-profit groups)	\$500
Reprinting copies of prior period Tax Notices and Water Bills	\$2
City of White Rock flags available to purchase	\$120
Annual Report printed - colour	\$10
Annual Report printed – black and white	\$5
Council and Committee Agenda Packages in colour – more than 300 pages *	\$10

\* As per Council and Committee Procedure Bylaw, 2018, No. 2232, five (5) copies of each agenda are printed and available for the public free of charge on a first come, first serve, basis. Once those agendas have been picked-up, the above fee shall apply.

In addition, this Bylaw reflects a policy decision made last year, to be effective in May 2019, that reserved parking stalls will no longer be available on Martin St. This block is considered to be a prime parking area for customers of waterfront businesses. With the permanent reduction in prime visitor parking stalls due to the Memorial Park upgrade, a decision was made to re-locate all reserved parking stalls to the Montecito Complex Parkade, leaving Martin St. parking available for customers/visitors. This decision was made with the objective of supporting waterfront businesses overall.

**CONCLUSION**

It is recommended that “2019 Fees and Charges Bylaw, 2019, No. 2298” be given first, second and third readings.

Respectfully submitted,



Sandra Kurylo  
Director of Financial Services

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

This corporate report is provided for information and serves to introduce the fees and charges bylaw.



Dan Bottrill  
Chief Administrative Officer

**PRESENT:** Deputy Mayor Kristjanson  
Councillor Chesney  
Councillor Fathers  
Councillor Johanson  
Councillor Manning  
Councillor Trevelyan

**ABSENT:** Mayor Walker

**STAFF:** D. Bottrill, Chief Administrative Officer  
T. Arthur, Director of Corporate Administration  
J. Gordon, Director of Engineering and Municipal Operations  
C. Johannsen, Director of Planning and Development Services  
S. Kurylo, Director of Financial Services  
E. Stepura, Director of Recreation and Culture

Press: 0  
Public: 2

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**1. CALL MEETING TO ORDER**  
The Chairperson called the meeting to order at 4:00 p.m.

**2. ADOPTION OF AGENDA**

2019-G/L-054 **It was MOVED and SECONDED**  
THAT the Governance and Legislation Committee adopts the agenda for April 8, 2019 meeting as amended to include as Item 4.4 Donor Recognition for Pier Restoration. **CARRIED**

**3. ADOPTION OF MINUTES**  
Governance and Legislation Committee Meeting – February 25, 2019

2019-G/L-055 **It was MOVED and SECONDED**  
THAT the Governance and Legislation Committee adopts the February 25, 2019 minutes as circulated. **CARRIED**

**4. POLICIES: TERMS OF REFERENCE (4.1.1 – 4.1.4)**

**4.1.1 Terms of Reference: History and Heritage Advisory Committee Council Policy– 159**  
Membership clarification required within the Terms of Reference, circulated with proposed amendments.

2019-G/L-056

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee recommends Council endorse Terms of Reference: History and Heritage Advisory Committee Council – 159 as circulated.

**CARRIED**

4.1.2

**Terms of Reference: Parking Task Force Council Policy – 156**

The first meeting of the Task Force was held and additional objectives have been requested.

The following discussion points were noted:

- It is understood that congestion in relation parking is included in the Terms of Reference
- The goal is to bring forward some immediate recommendations by May 30<sup>th</sup> (it is anticipated that there will be phased recommendations to come forward in regard to parking, there are many aspects to review)
- Extra matters to consider will likely extend the time needed for the Task Force (past May 30<sup>th</sup>)
- The next set of minutes should include recommendations to come forward

2019-G/L-057

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee recommends Council endorse Terms of Reference: Parking Task Force Council – 156 as circulated.

**CARRIED**

4.1.3

**Terms of Reference: Environmental Advisory Committee Council Policy - 138**

Committee Chairperson Johanson proposed a number of amendments to the Terms of Reference, circulated with the agenda.

It was requested that the first sentence of the Council Policy read “The purpose of the Environmental Advisory Committee is to advise City Council and staff on environmental issues in the City.”

2019-G/L-058

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee recommends Council endorse Terms of Reference: Environmental Advisory Committee Council – 138 as amended and include the following wording:

*“The purpose of the Environmental Advisory Committee is to advise City Council and staff on environmental issues in the City”.*

**CARRIED**

4.1.4

**Terms of Reference: Dogs on the Promenade Committee Council Policy – 162**

A first draft of the Terms of Reference was presented for the Committee’s consideration.

There was concern noted with the membership component stating it should include a broader range of perspectives and expertise and the member should be increased to seven (7).

2019-G/L-059

4.1.5

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee endorses the Terms of Reference: Dogs on the Promenade Committee Council Policy – 162 as proposed be amended in regard to the membership being increased to seven (7).

**CARRIED**

2019-G/L-060

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee recommends Council endorse Terms of Reference: Dogs on the Promenade Council – 162 as amended.

**CARRIED**

4.2

**BYLAW ENFORCEMENT / TICKETING – DOGS ON THE PROMENADE**

Councillor Johanson requested this item be added to the agenda at the February 25, 2019 Governance and Legislation Committee meeting.

It was noted that this item was placed on the agenda to have discussion in regard to bylaw enforcement in relation to dogs on the promenade. Would like to ensure the City is enforcing the bylaw / the public are adhering to the bylaw. If someone is not in compliance with the bylaw they should be ticketed.

It was noted that the City's practice is to gain compliance and then ticket if they don't adhere to the bylaw. The mechanics of issuing a ticket is that following trying for compliance first, a ticket will be issued but this requires identification for a ticket to be issued. If the individual does not give this to the staff then the RCMP would need to be contacted and become involved.

It was noted that the City of Calgary could be the model to look to in regard to tickets, they have a strong message that the public must adhere to the bylaw.

2019-G/L-061

**It was MOVED and SECONDED**

THAT the Governance and Legislation committee recommends Council endorse the City changes their current practice in regard to bylaw enforcement, specifically in regard to dogs on the promenade, that offenders will be ticketed as opposed staff working with the offender to try and gain compliance first.

**DEFEATED**

Councillors Chesney, Fathers,  
Trevelyan and Manning voted in the negative

4.3

**WHITE ROCK SIGN BYLAW, 2010, NO. 1923**

Councillor Trevelyan requested the White Rock Sign Bylaw, 2010, No. 1923 be added to the agenda for discussion by the Committee.

Through Council's Corporate Priorities session, it was determined that several bylaws be reviewed by Council, including the sign bylaw.

It was noted that there are a few sign bylaw matters that need to be reviewed. The Waterfront Enhancement Strategy and Marine Drive Task Force will review the bylaw, and provide a proposed update.

2019-G/L-061

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee recommends Council endorse adding to the Terms of Reference of the Marine Drive Task Force, under mandate - Review of the *White Rock Sign Bylaw, 2010, No. 1923*.

**CARRIED**

4.4

**DONOR RECOGNITION FOR PIER RESTORATION**

Discussion requested by Councillor Fathers in relation to possible donor recognition program for pier restoration.

Councillor Fathers reported that a group of businesses are working toward fundraising for the pier.

The following points were noted:

- Currently the City does not have the funding for the restoration and completion of the pier
- A group of businesses have formed a committee to assist with corporate donations for fundraising for the pier work(s)
- The Committee is looking at a variety of means to fundraise, to determine how best to do this with a goal of raising \$2M
- The Committee has suggested consideration of donor recognition on each of the planks that make up the pier (approximately 1400 planks)
- A business plan with consideration of consistent branding on the pier should be explored when looking into donor recognition
- The life span of the pier planks could be a concern (approximately 5 years)

2019-G/L-062

**It was MOVED and SECONDED**

THAT the Governance and Legislation Committee requests staff provide a corporate report on April 29, 2019 with options for donor recognition for the pier restoration.

**CARRIED**

5. **CONCLUSION OF THE APRIL 8, 2019 GOVERNANCE AND LEGISLATION  
COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:00 p.m.



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Councillor Fathers  
Chairperson

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Tracey Arthur, Director of  
Corporate Administration

Unapproved



**PRESENT:** Councillor Johanson, Chairperson  
Deputy Mayor Kristjanson  
Councillor Chesney  
Councillor Fathers  
Councillor Manning  
Councillor Trevelyan

**ABSENT:** Mayor Walker

**STAFF:** D. Bottrill, Chief Administrative Officer  
T. Arthur, Director of Corporate Administration  
J. Gordon, Director of Engineering and Municipal Operations  
C. Johannsen, Director of Planning and Development Services  
J. Johnstone, Director of Human Resources  
S. Kurylo, Director of Financial Services  
P. Lemire, Fire Chief  
E. Stepura, Director of Recreation and Culture  
C. Zota, Manager of Information Technology  
S. Lam, Deputy Corporate Officer

Press: 0  
Public: 3

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The meeting was called to order at 5:09 p.m.

**1. AGENDA APPROVAL**

2019-F/A-020 **It was MOVED and SECONDED**

THAT the Finance and Audit Committee adopts the agenda for the meeting scheduled for April 8, 2019 as circulated.

**CARRIED**

**2. PREVIOUS MINUTES**

- a) Finance and Audit Committee Meeting – March 11, 2019; and
- b) Finance and Audit Committee Meeting – March 13, 2019.

2019-F/A-021 **It was MOVED and SECONDED**

THAT the Finance and Audit Committee adopts the minutes as circulated of their meetings held:

- a) Finance and Audit Committee Meeting – March 11, 2019; and
- b) Finance and Audit Committee Meeting – March 13, 2019.

**CARRIED**

**3. 2019 – 2023 DRAFT FINANCIAL PLAN**

The City of White Rock's Five Year Financial Plan was introduced at the February 28, 2019 Finance and Audit Committee meeting (video and a copy of the PowerPoint presentation can be accessed on the City's website). There was an opportunity for public and/or written comments/submissions to the City's Five Year Financial Plan given on March 13, 2019.

A Special Council meeting has now been scheduled for Monday, April 15, 2019 where Council will consider the Financial Plan Bylaws. This meeting (April 8, 2019) has been called so the Committee can ask any further questions or give further direction in regard to the proposed 2019 – 2023 Financial Plan.

The Director of Financial Services provided a PowerPoint presentation. Discussion took place through the presentation and the following comments were noted:

- The 2<sup>nd</sup> phase of the Johnston Revitalization project will commence in 2020-2021, pending completion of the Bosa Development as the timing is dependent that project due to its location
- Questioned if the street poles will need to be removed (after new ones are installed) when the Johnston Revitalization occurs. Staff advised they would investigate
- The funding provided from the Solterra development is narrow in application and must be allocated towards a public art project
- Staff will report back on the definition of "failing" in terms of the streetlight poles
- The Sea Festival Committee anticipates falling short \$15K of their target fundraising due to various events taking place in the City this year. It was noted that this is the event's 70<sup>th</sup> anniversary and the funding would assist in a milestone event

2019-F/A-022

**It was MOVED and SECONDED**

THAT the Finance and Audit Committee endorses an additional \$25,000 be allocated towards the 2019 Sea Festival event.

**CARRIED**

Discussion continued and the following general comments were noted:

- All staff salaries are noted in the Financial Plan
- The Water Treatment Plant, when up and running, will operate five (5) days per week for eight (8) hours per day
- The White Rock Community Centre is used as a Council meeting venue when larger crowds are anticipated or for special circumstances (eg: Inaugural meeting of Council). At this time WRCC does not have the capacity for live streaming, and it is proposed that the venue be updated to accommodate that function

### **City Hall Feasibility Study**

Concerns were expressed regarding the \$50K allocated for a City Hall feasibility study. It was recognized that the existing building has reached its' lifetime. Members of the Committee advised they would like to know what the cost of the needed upgrades would be prior to determining if a new City Hall were to be built. It was further noted that the allocated funds do not include the Fir Street building in the study.

The Committee recognized that staff should be moved out of the Fir Street facility (Annex).

If the new City Hall project was deferred, the existing facility would need renovations to ensure it is up to code. The feasibility study will address the costs of renovations, retrofitting, identify how much space is needed and where departments should be situated.

Concerns were expressed regarding the cost of the study. It was suggested that this be deferred to a later date, as constructing a City Hall may not be a top priority of Council for this year. It was clarified that the City Hall project is item ten (10) on the list of corporate priorities. Discussion continued and others spoke to the importance of having all of the relevant information, which would be identified in a complete feasibility study, prior to making a decision on a new City Hall precinct.

2019-F/A-023

### **It was MOVED and SECONDED**

THAT the Finance and Audit Committee directs the City Hall feasibility study/needs assessment be limited, at this time, to renovating existing buildings and displacement costs of city staff, and that the corporate report exclude the development of a new City Hall.

### **DEFEATED**

Councillors Chesney, Fathers, Johanson, and Manning voted in the negative

The Committee spoke to the importance of ensuring that any study obtained include the costs of upgrading the existing City Hall so that a comparison can be made.

2019-F/A-024

### **It was MOVED and SECONDED**

THAT the Finance and Audit Committee directs a study be obtained that provides accurate numbers of upgrading the existing City Hall so that a comparison can be made with the numbers of constructing a new City Hall precinct.

### **CARRIED**

### **Parking**

The Committee recognized that the projected budget for parking revenue will be lower in 2019 as a result of the two (2) free months of parking. It was noted that if the Task Force did not want to address the difference in an increased parking rate, that an amendment to the Financial Plan could be considered.

It was noted that the City's Parking Task Force is responsible for recommending the parking rates to Council, therefore the City has not implemented any differential pricing to date. It was clarified that any rate changes would require an amendment to the City's Fees and Charges Bylaw.

The Committee noted that part of the parking fee is allocated to address the Burlington Northern Santa Fe (BNSF) lease, and questioned if the contract could be renegotiated to a lower rate, therefor lowering the parking price.

It was noted by staff that there are many elements to consider when re-opening contract negotiations.

2019-F/A-025

**It was MOVED and SECONDED**

THAT the Finance and Audit Committee recommends that staff enter into negotiations with Burlington Northern Santa Fe (BNSF) railway for a lower lease.

**DEFEATED**

Councillors Chesney, Fathers, Kristjanson, and Trevelyan voted in the negative

The meeting recessed at 6:12 p.m. and reconvened at 9:04 p.m. with all noted Council members and staff in attendance.

**Rail Relocation**

The Committee questioned if the \$75K allocated towards rail relocation can be included as one (1) sum in 2019. Staff advised that the funds for this were allocated from a reserve or surplus. It was further noted that monies need to be addressed in the budget before they can be spent. If the funds were not in place now (eg: pending grants), an amendment to the Bylaw could be done at a later date.

2019-F/A-026

**It was MOVED and SECONDED**

THAT the Finance and Audit Committee endorses the \$75,000 for a Rail Relocation study be budgeted in its entirety for 2019.

**CARRIED**

Councillor Fathers voted in the negative

**LED Sign Board**

In response to Council's questions, staff provided the following information regarding the LED sign board project:

- With the removal of the entrance banner on Johnston Road, the proposed digital sign is an alternative to a static poster
- The digital signage is dynamic and can change their messages
- The digital signage would be located in the Town Centre
- The digital signage would be a billboard type video screen on City property
- The signage would be approximately 2 feet in size, and would comply with the City's sign-bylaw

**General comments**

The Committee provided the following general comments:

- At Kent Street Activity Centre, the floors are in need of resurfacing and the siding of the building should be done as well
- With respect to Evergreen Daycare, all of the windows are slated for replacement
- The Water Master Plan notes that the water infrastructure at Martin/North Bluff to Roper is due for upgrade, noting that items addressed in the City's Masterplan are the City's responsibility
- \$100K of the project costs are to be paid for as a contribution by the Developer
- Hydrants are addressed under the asset improvement project and many are scheduled for replacement.

Staff clarified that they have noted the Committee's comments and that a public meeting is not required to address today's amendments.

**4. CONCLUSION OF THE APRIL 8, 2019 FINANCE AND AUDIT COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 9:23 p.m.

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E. Johanson, Chairperson

S. Lam

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S. Lam, Deputy  
Corporate Officer

**PRESENT:** Deputy Mayor Kristjanson (Chairperson)  
Councillor Chesney  
Councillor Fathers  
Councillor Johanson  
Councillor Manning  
Councillor Trevelyan

**ABSENT:** Mayor Walker

**STAFF:** D. Bottrill, Chief Administrative Officer  
T. Arthur, Director of Corporate Administration  
C. Johannsen, Director of Planning and Development Services  
C. Isaak, Manager of Information Technology

Press: 0  
Public: 4

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1. **CALL MEETING TO ORDER**  
The Chairperson called the meeting to order at 6:36 p.m.

2. **ADOPTION OF AGENDA**

2019-LU/P-008 **It was MOVED and SECONDED**  
THAT the Land Use and Planning Committee adopts the agenda for  
April 8, 2019 as circulated.

**CARRIED**

3. **ADOPTION OF MINUTES**  
March 11, 2019 – Land Use and Planning Committee Meeting

2019-LU/P-009 **It was MOVED and SECONDED**  
THAT the Land Use and Planning Committee adopts the minutes of the  
March 11, 2019 meeting as circulated.

**CARRIED**

4. **APPLICATION FOR ZONING AMENDMENT – 1541/1551 CHESTNUT  
STREET (ZON/SUB 18-018)**  
Corporate report dated April 8, 2019 from the Director of Planning and Development  
Services titled “Application for Zoning Amendment – 1541/1551 Chestnut Street  
(ZON/SUB 18-018)”.

2019-LU/P-010 **It was MOVED and SECONDED**  
THAT the Land Use and Planning Committee receives for information Land Use  
report dated April 8, 2019, from the Director of Planning and Development Services,  
titled “Application for Zoning Amendment – 1541/1551 Chestnut Street  
(ZON/SUB 18-018)”.

**CARRIED**

Discussion ensued and the following comments were noted:

- At minimum the consulting in regard to the application should be with the entire neighbourhood / this could be a large change to the neighborhood and must ensure this is right
- Would like to see a comprehensive review of this area / a similar change occurred at the 1200 Block of Kent Street and it changed the nature of the neighbourhood
- Concern with the location of this proposal being in the middle of the block, it could set a precedent

2019-LU/P-011

**It was MOVED and SECONDED**


THAT the Land Use and Planning Committee refers back to staff the application for Zoning Amendment – 1541/1551 Chestnut Street (ZON/SUB 18-018) for potential revisions, pending the outcomes of a neighbourhood-level public consultation on redevelopment of large lots in this area, similar to the East Side Large Lot Infill Area process, that is to be incorporated in the Official Community Plan Review.

**CARRIED**

**5. CONCLUSION OF THE APRIL 8, 2019 LAND USE AND PLANNING COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 6:49 p.m.

\_\_\_\_\_  
Scott Kristjanson, Deputy Mayor

  
\_\_\_\_\_  
Tracey Arthur, Director of  
Corporate Administration

**PRESENT:** Councillor Fathers, Chairperson  
Councillor Chesney  
Councillor Manning

**STAFF:** S. Kurylo, Director of Financial Services  
E. Stepura, Director of Recreation and Culture  
S. Lam, Deputy Corporate Officer

Press: 0  
Public: 1

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The meeting was called to order at 4:00 p.m.

**1. AGENDA APPROVAL**

2019-GIA-001

**It was MOVED and SECONDED**

THAT the Grants-In-Aid Sub-Committee adopts the agenda for the meeting scheduled for April 10, 2019 as circulated.

**CARRIED**

**2. PREVIOUS MINUTES**

a) Grants-In-Aid Sub-Committee Meeting – March 6, 2018

2019-GIA-002

**It was MOVED and SECONDED**

THAT the Grants-In-Aid Sub-Committee adopts the minutes of the March 6, 2018 meeting as circulated.

**CARRIED**

**3. 2019 GRANTS-IN-AID**

Corporate report dated April 10, 2019 from the Director of Financial Services titled “2019 Grants-in-Aid”.

The Committee reviewed each application, and provided the following comments:

- Tab 7 (CARP White Rock Surrey Chapter 11): Received a grant in 2018, and the required follow-up report was received late
- Tab 8 (Centre of Judaism of the Lower Fraser Valley): While the program may be serving seniors in White Rock, the program is Surrey based. It was noted that the program also is not open to all faiths
- Tab 9 (Rotary Club of White Rock): Beer garden events require certified security guards, which can be quite costly (approximately \$1,000 per event and previously the events could utilize volunteer security guards). The applicant is hosting four (4) events this year. It was noted that the applicant is required to pay rental fees for the venue (eg: curling club)



- Tab 10 (Semiahmoo Family Place): It was noted that the applicant is a Surrey Based organization.
- Tab 11 (Sources Community Resources Society): The applicant received some general savings for this year's event as they received free parking
- Tab 14 (White Rock Pride Society): The applicant is required to pay for the venue rental. They are unable to host the event at the White Rock Community Centre as strata rules do not permit events to run past 11:00 p.m. It is a worthy organization; it appears that some of the funds raised are collected in order to donate to other charitable organizations
- Tab 15 (White Rock South Surrey Stroke Recovery Branch): The City is currently negotiating with health care providers to rent the surplus space available at the Civic facility. It was noted that the applicant would like to use the available space while it is not being rented by another organization
- Tab 17 (Giant Puppets for the White Rock Sea Festival – c/o Sophie Macdonald): Unknown applicant/organization
- Tab 19 (Peninsula Productions Society): Past practice, generally, has been not to award grants for staffing of organizations. It was noted the policy does not exclusively prohibit support for this reason.
- Tab 20 (Surrey Youth Company): It was noted that there is an application presented under the Arts Grants-in-Aid program
- Tab 1 (Crescent Beach Pipe Band): This application was originally presented under the Arts and Culture Grants-in-Aid; however, as this is event is not new, it qualifies under the General Grants-in-Aid applications

Staff advised that Tab 5 (White Rock Social Justice Film Society) is not a new event and should be considered under the General Grants-in-Aid fund.

Councillor Fathers declared a conflict of interest with respect to the White Rock Social Justice Film Society and exited the meeting at 4:34p.m.

2019-GIA-003

**It was MOVED and SECONDED**

THAT the White Rock Social Justice Film Society (Tab 5) be awarded a \$1000 Grants-in-Aid.

**CARRIED**

Councillor Fathers returned to the meeting at 4:36 p.m.

- Tab 24 (2812 RCACC Seaforth Highlanders of Canada): The organization has marched in the Torch Light Parade and has offered to provide volunteers for various civic events

Staff advised that there is \$2,950 remaining in the General Grants-in-Aid budget that may be awarded following the second intake.

2019-GIA-004

**It was MOVED and SECONDED**

THAT the Grants-In-Aid Subcommittee:

1. Receive for information the April 10, 2019 report from the Director of Financial Services titled “2019 Grants-in-Aid”; and
2. Recommends that Council approves the following Grants-in-Aid requests:

<b>Tab</b>	<b>Organization</b>	<b>Award</b>
1	Crescent Beach Pipe Band	\$1,800
6	Avalon Recovery Society	\$1,500
7	CARP White Rock Surrey Chapter 11	\$500
9	Rotary Club of White Rock	\$500
11	Sources Community Resources Society	\$500
12	Volunteer Cancer Drivers Society	\$2,000
13	White Rock Polar Bear Swim	\$750
14	White Rock Pride Society	\$500
15	White Rock South Surrey Stroke Recovery Branch	\$1,000
16	Christmas on the Peninsula Society	\$2,000
18	Peninsula Arts Foundation	\$1,500
19	Peninsula Productions Society	\$500
21	White Rock Community Orchestral Society	\$500
22	White Rock Museum & Archives	\$1,500
23	White Rock Players' Club	\$2,000
24	2812 RCACC Seaforth Highlanders of Canada	\$1,000
25	Air Cadet League of Canada, 907 Squadron Sponsoring Committee	\$1,000
26	White Rock Lawn Bowling Club	\$2,000
27	BC Pets and Friends	\$1,000
28	Canadian Red Cross	\$500
29	Critter Care Wildlife Society	\$500

30	Earl Marriott Secondary School	\$1,000
31	Semiahmoo Peninsula Marine Rescue Society	\$2,000

4. **2019 GRANTS-IN-AID | ARTS AND CULTURE EVENTS Page 10**  
Corporate report dated April 10, 2019 from the Manager of Cultural Development titled “2019 Grants-in-Aid | Arts and Culture Events”.

The Committee reviewed each application with the exception of Tabs 1 and 5, which were considered under the General Grants-in-Aid fund. It was also noted that the purpose of the Arts Grants-in-Aid fund is to provide opportunities for new events and experiences in the Community.

2019-GIA-005

**It was MOVED and SECONDED**

THAT the Grants-in-Aid Committee

1. Receive for information the corporate report dated April 10, 2019 from the Manager of Cultural Development titled “2019 Grants-in-Aid | Arts and Culture Events;” and
2. Recommends that Council approve the following Grants-in-Aid requests:

Tab	Organization	Award
2	Peninsula Productions Society	\$3,000
3	Semiahmoo Arts Society	\$3,002
4	Surrey Youth Theater Company	\$3,000

It was noted that the deadline to receive late Grants-in-Aid applications is June 1, 2019. The Committee recognized that there was a significant amount of monies leftover in this fund and spoke to the importance of encouraging organizations to apply for a grant.

5. **CONCLUSION OF THE APRIL 10, 2019 GRANTS-IN-AID SUB-COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 4:45 p.m.



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Councillor Helen Fathers  
Chairperson

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Stephanie Lam,  
Deputy Corporate Officer

- PRESENT:** B. Dalziel, Race Director, Chairperson  
A. Anderson, Community Member  
G. Stonier, Community Member  
L. Taylor, Community Member  
R. Wright, Community Member  
L. Xu, Community Member
- COUNCIL:** Councillor D. Chesney (non-voting)
- ABSENT:** B. Coates, Community Member  
F. MacDermid, Community Member  
M. Isherwood, Community Member
- GUEST:** A. Vigoda  
R. Stott, Rotary Club
- STAFF:** E. Stepura, Director of Recreation and Culture  
D. Johnstone, Committee Clerk
- Public: 3  
Press: 0
- 

**1. CALL TO ORDER**

The Chairperson called the meeting to order at 6:01 p.m.

B. Dalziel assumed the role of Chairperson and round table introductions were conducted.

**2. ADOPTION OF AGENDA**

2019-TOUR-001 **It was MOVED and SECONDED**

THAT the Tour de White Rock Committee (the Committee) adopts the March 21, 2019 agenda as circulated.

**CARRIED**

**3. COMMITTEE ORIENTATION**

The Committee Clerk provided an orientation for the Committee. Committee meeting procedures were discussed.

**4. APPOINTMENT OF CHAIRPERSON AND VICE-CHAIRPERSON**

Members of the Committee to appoint a Chairperson and Vice-Chairperson for the 2019 Committee year.

- 2019-TOUR-002 **It was MOVED and SECONDED**  
THAT the Committee defers the appointment of Chairperson and Vice-Chairperson to the April 18, 2019 meeting.

**CARRIED**

5. **ADOPTION OF MINUTES**

- 2019-TOUR-003 **It was MOVED and SECONDED**  
THAT the Committee adopts the minutes of the October 18, 2019 meeting as circulated.

**CARRIED**

6. **COMMITTEE TERMS OF REFERENCE REVIEW- DIRECTOR OF RECREATION AND CULTURE**

The Director of Recreation and Culture reviewed the Terms of Reference for the Tour de White Rock Committee - Council Policy 144.

7. **SPONSORSHIP STATUS REPORT**

The Director of Recreation and Culture provided an on-table list of sponsors that have been approached, as well as sponsorship amounts that have been provided to date. It was noted that a Diamond (title) Sponsor for the 2019 Tour de White Rock has been confirmed.

**ACTION:** Staff to provide the sponsorship package to all members of the Committee.

In response to questions from the Committee, staff reported the following information:

- The City does not approach developers as potential sponsors until a building permit has been issued by the City.
- Sponsorship opportunities are not exclusive to White Rock businesses.
- Opportunities for sponsors include: banner signage, tickets to VIP functions, names/logos on posters and t-shirts, social media postings etc.
- Last year approximately 45 to 50 thousand dollars was raised through sponsorship.

Marketplace Proposal:

L. Taylor, Committee member, provided a presentation to the Committee regarding a proposal for an outdoor market on the all-weather field at White Rock Elementary School. It was noted that the Marketplace would be held from 3:00 p.m. to 7:00 p.m. on the Saturday of the Tour de White Rock bike race. The Marketplace would have its own volunteer base, and would not interfere with the beer gardens or the Kids Zone. Booth spaces would be sold to vendors, with a portion of the profits being allocated to the City for the Tour de White Rock event.

L. Taylor left the meeting, and the Committee provided the following discussion points:

- The Marketplace could attract a new network of people to the event.
- Communicating the times for the event with the vendors is important, as vendors are unable to leave between race hours.
- An additional entry/exit could be explored off Buena Vista Drive; however, further conversations with the School Board would be required.
- Concerns were expressed that the Marketplace could create additional pressure on current Tour de White Rock resources.
- White Rock Elementary would have a large enough space for the proposal.
- Logistics would need to be considered to ensure that vendors/ food trucks have adequate power sources.
- The Marketplace would be required to obtain their own insurance.

Staff reported that the School Board has already allocated the use of their property for the Tour de White Rock event. If, however, alcohol were to be permitted on school grounds further conversations with the School Board would be required.

The Committee noted that White Rock Elementary is a large space, and that the post-race concert and beer gardens could also be hosted on school property. If the School District would be willing to consider this idea, logistics surrounding power, lighting and washrooms would need to be explored by the City.

**ACTION:** The Director of Recreation and Culture to approach the School Board to discuss hosting the post-race concert and beer gardens on the grass field and the Marketplace proposal on the all-weather field at White Rock Elementary School.

2019-TOUR-04

**It was MOVED and SECONDED**

THAT the Committee supports the Marketplace proposal, subject to School Board approval.

**CARRIED**

L. Taylor returned to the meeting following the discussion on the Marketplace item.

**ACTION:** L. Taylor to provide a further update on the Marketplace at the Committee's next meeting.

**8. MARKETING AND PROMOTIONS STATUS REPORT**

The Committee provided the following suggestions:

- A series of hashtags should be established at the next Committee meeting.
- Encourage local businesses to be involved in the event.

- A representative from BC Super Week could be contacted to explore promotion opportunities and the cross-promotion of cycling events.

2019-TOUR-05

**It was MOVED and SECONDED**

THAT the Committee invite White Rock Tourism, the White Rock BIA, and the White Rock/ South Surrey Chamber of Commerce to attend the May 16, 2019 Tour de White Rock meeting to provide information and discuss promotion of the Tour de White Rock and its related events.

**CARRIED**

- As this is the 40<sup>th</sup> Anniversary for the Tour de White Rock, having a presence at other bike races was suggested.

**ACTION:** Staff to look into the status of the mini-bus wrap to see if it would be possible to wrap the bus with a promotional advertisement for the Tour's 40<sup>th</sup> Anniversary event.

- If it is too late to wrap the mini-bus, wrapping a car could be considered.
- The Tour de White Rock should be advertising that it is the longest continuously running road race.
- Reaching out to Cycle Canada was suggested, as they may be interested in writing an article on the 40<sup>th</sup> Anniversary race.

**ACTION:** L. Taylor to design a Tour de White Rock business card proof, to be provided to the Committee for their review.

9. **VOLUNTEER RECRUITMENT STATUS REPORT**

G. Stonier, Committee member, reported that approximately 80% of the volunteer captains from last year would be returning again this year. Three volunteer meetings would take place prior to the race (early May, early June and early July).

Discussion ensued, and the following comments were provided:

- Providing volunteers and sponsors with race shirts well in advance of the event would be a good way to promote the race.
- Selling Tour de White Rock shirts at the White Rock farmers market in advance of the race was encouraged.
- The shirt should be produced in both men's and ladies sizes.

**ACTION:** A. Anderson to provide a digital copy of the two original Tour de White Rock designs to R. Wright to explore future design options. The Committee suggested that the years for the event also be incorporated into the design.

The Committee noted that managing the website and social media accounts has been challenging in the past. Having a full-time person responsible for this could assist in the promotion of the event not only in White Rock but across the lower mainland.

Staff noted that the Communications Department does not have a designated person assigned to events, as the majority of their work is focused on Council and their priorities.

**10. STAGE LOCATIONS**

Staff reported the following information:

- The stage for the criterium race (the crit) would be in the same location as it was in 2018 (at the clock tower on Prospect Avenue).
- The finish line for this year's race will be considered near Memorial Park Plaza. The stage would be located in Memorial Plaza, which is scheduled to be completed in March/April, 2019.
- A Request for Proposal (RFP) has been issued for the reconstruction of the pier. Incentives have been included in the RFP if construction is completed before the end of the August.

**11. VIP RECEPTION REPORT**

Staff reported that the VIP reception would be held at the Boat House restaurant (Marine Drive), and the crit would be at Barrique Kitchen and Wine Bar (Five Corners).

**12. VARIOUS 40<sup>TH</sup> ANNIVERSARY ACTIVITIES TO BE CONSIDERED**

- Kids' Zone
- Beer Garden
- Beachfront and Beach Activities
- Concert Post Road Race – concert on beach on Sunday?
- Other ideas

Staff reported that at the March 13, 2019 Finance and Audit Committee meeting Council made a motion for an additional \$25,000 to be put towards events relating to the Tour de White Rock 40<sup>th</sup> Anniversary. Final approval of the budget will take place in April, at which time staff will provide a further update.

The Committee provided the following suggestions for 40<sup>th</sup> Anniversary events:

- An interest has been expressed to host a car-free day on Marine Drive (from east beach to west beach) in the afternoon following the Sunday road race.
- There would be parking opportunities for visitors in the parkade and parking at



east beach.

- Concerts and events would be hosted along Marine Drive throughout the afternoon.
- Events/attractions to consider: children's zone, food trucks, vendors along the Promenade, and a long boarding competition.
- The final day of the Tour de White Rock, and the first ever car-free day in White Rock would be cross-promoted. Advertising this throughout the lower mainland was encouraged.

**ACTION:** Councillor Chesney to follow up on pricing for advertisements on the Canada Line.

**13. BUDGET**

**ACTION:** Staff to provide a copy of the 2018 Tour de White Rock budget to the Committee for their information.

**14. OTHER BUSINESS**

Councillor Chesney, L. Taylor, A. Vigoda, R. Wright and L. Xu volunteered to serve on the marketing sub-committee.

**15. 2019 SCHEDULE OF COMMITTEE MEETINGS**

2019-Tour-006 **IT WAS MOVED AND SECONDED**

THAT the Tour de White Rock Committee endorses their 2019 meeting schedule as follows:


- March 21
- April 18
- May 16
- May 30
- June 20
- July 18 – Post-race debrief

**CARRIED**

16. **CONCLUSION OF THE MARCH 21, 2019 TOUR DE WHITE ROCK  
COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 8:02 p.m.

  
\_\_\_\_\_  
B. Dalziel, Chairperson

  
\_\_\_\_\_  
D. Johnstone, Committee Clerk

**PRESENT:** M. Armstrong  
C. Lane  
S. McQuade  
B. Sullivan

**COUNCIL:** Councillor C. Trevelyan, Chairperson (non-voting)

**NON-VOTING MEMBERS:** A. Nixon, BIA (arrived at 3:35 p.m.)

**ABSENT:** K. Klop  
G. Parkin  
A. Shah

**STAFF:** S. Kurylo, Director of Financial Services  
R. Volkens, Manager of Parking  
D. Johnstone, Committee Clerk

Public: 1  
Press: 0

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**1. CALL TO ORDER**

The meeting was called to order at 3:30 p.m.

**2. ADOPTION OF AGENDA**

2019-PTF-04

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) adopts the March 28, 2019 agenda as circulated.

**CARRIED**

**3. ADOPTION OF MINUTES**

2019-PTF-05

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) adopts the March 14, 2019 minutes as circulated.

**CARRIED**

**4. PARKING TASK FORCE TERMS OF REFERENCE**

2019-PTF-06

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) forward the amended Parking Task Force Terms of Reference – Council Policy 156 to Council for their consideration.

**CARRIED**

**5. WEST BEACH PARKADE AND WATERFRONT PARKING**

At the March 14, 2019 Parking Task Force meeting, the parkade and waterfront parking were noted as the first priority to be addressed by the Task Force.

Staff provided information on four (4) different waterfront scenarios. Each scenario was varied based on parking rates, and how many additional parking hours would need to be sold compared to the last three (3) years to meet the 2019 waterfront parking revenue target of 2.4 million dollars. This was based on certain assumptions, as noted in the documents. Historical data from 2016, 2017 and 2018 was also provided to the Task Force for their information.

It was noted that different variables impact parking revenues, and in order to provide the Task Force with scenario's one (1) through four (4) several assumptions were made:

- Revenue in lots vs. revenue from street parking;
- Percentage of revenue generated in the winter season vs. the summer season; and,
- Rates for the summer and winter months.

In response to questions from the Task Force, staff clarified the following:

- Both east and west beach lots, the Montecito Lot and the new parkade are included in the waterfront revenue budget numbers.
- The budget is net of GST and Translink parking taxes.
- The lease fee paid to BNSF is treated as a cost in the City's budget, similar to parking labour etc.
- Parking hours sold in 2016 reflect a more typical year in White Rock.
- An amendment to the Fees and Charges Bylaw is required to change parking rates.
- If rates on the waterfront remain the same for 2019, significantly more parking hours would need to be sold than in previous years to reach the target budget.
- The parkade will have 180 parking stalls; however, of those 67 are replacement stalls for parking lost through the renovations at Memorial Park and surface parking stalls at Vidal and Victoria.
- The numbers provided reflect free parking in the months of February and March. Should this change in the future, it would impact parking rates and revenue.

The Task Force noted the following discussion points:

- Determining an over-all objective and principles for the task force could be an important consideration before setting parking rates.
- Raising rates could make Marine Drive more viable; however, if an adverse reaction occurs (raising rates brings fewer people to the area) a loss would impact property taxes.
- One objective would be to turn the waterfront into an all-season place to do business, making the winter months more competitive if possible.

- Through the scenarios provided by staff it was noted that the possibility of lower parking rates generating more activity was not considered and could be.
- The BIA hosts several events in October to February on the waterfront; however, even with these events it would be unlikely to draw the same number of people that go to the area in the summer.
- Rather than blanket pricing for all of the waterfront, it was suggested that location pricing be considered. Areas with high usage (such as the lots around the pier) would continue to have higher usage, regardless of the parking rates.
- Location based pricing could also assist with congestion on Marine Drive, and could encourage more activity throughout the entire waterfront area.
- A blanket waterfront rate could still be considered in the winter months to assist local businesses.
- A Task Force goal could be to consider setting rates for the next five (5) years, as opposed to finding options to recover 2019 revenue.
- 2019 could be seen as an anomaly, with the building of the parkade, construction, the destruction of the pier and free parking being offered in February and March. Enquiries were made on whether funding for parking could be taken out of another source as a onetime option.

Staff reported that a motion would be required to go to Council for any kind of budget amendments. A reduction in the revenue budget would need to be subsidized with another funding source, which would be tax payer's dollars.

It was reported Council has not directed any amendments to Financial Plan with regard to parking rate changes in February and March.

In looking at parking rates in other parking facilities across the Lower Mainland the Task Force provided the following comments:

- The City relies on parking as a revenue operator. Further inquiries can be made to other municipalities where parking is the main revenue source.
- Parking permit holders in Vancouver are required to pay in prime locations, such as Stanley Park.
- On average, 32% of vehicles parking on the waterfront have a decal for free parking. It was suggested that parking decal usage for free parking on the waterfront could be further explored in peak and off seasons.

The Task Force reviewed the recommendations of the 2012 Mayor's Pay Parking Task Force (Information item 6b on the agenda). The following discussion points were noted:

- The City changed the Fees and Charges Bylaw to reflect the Mayor's Pay Parking Task Force recommendations to adjust the 6 month parking rate seasons, adjust the winter rate, and adjust the hours of pay parking. These six

(6) month high and low seasons were modified in 2018 due to supply and demand.

- Determining rates by month can be challenging, as weather can be a large factor.
- Discussion regarding the hours for pay parking – previously pay parking went until 2:00 a.m., which has been moved to 12:00 a.m.

**ACTION:** Staff to provide a revenue percentage for parking on the waterfront after 10:00 p.m.

- It was noted that many of the other comparable places for parking rates have pay parking starting earlier than 10:00 a.m.
- Promotion programs for businesses could be utilized to attract patrons if they contributed to a portion of the parking costs. The BIA could speak with businesses to see if there would be an interest in this.
- An interest was expressed in re-evaluating an off-season non-resident parking decal program. Staff noted that the City only sold eight (8) decals, and that Council had decided to discontinue this program. The Task Force suggested that marketing the decal could make a larger impact on their purchase.
- Increasing on-street parking opportunities in areas (such as the south side of Marine Drive, west of High Street) were determined to not be feasible by the City's Engineering Department.
- The City could work with the Semiahmoo First Nations (SFN) to establish a new foot path to East Beach
- The City has removed the re-design of Centre Street/ establishment of hillside walkways to the beach as a priority and the Five (5) Year Financial Plan.

Through discussion, the Task Force identified several key topics for further consideration. They include: location parking, seasonality of rates (adjustable/fixed), day rates, and pay parking hours. The Task Force also noted that defining performance measures / measurables for the Task Force would be important.

**Location Pricing:**

**ACTION:** Staff to provide a map with different parking areas, information on the number of stalls per lot, and usage rates to the Task Force at their next meeting.

- Parking near the Pier is a prime location, and pricing should reflect the demand for the area.

2019-PTF-07

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) pursues the concept of pay parking rates based on location.

**CARRIED**

2019-PTF-08

**It was MOVED and SECONDED**

THAT staff provide the Task Force with two (2) to four (4) recommended location-based parking zones for the waterfront.

**CARRIED**

- An interest was expressed to begin conversations with SFN to expand the promenade, which could create additional parking opportunities; however, it was noted that this could be pursued in the future.

**Seasonality:**

- The parking policy should be aligned with the tourist season.
- South Surrey and White Rock residents are prime supporters for Marine Drive businesses in the winter months.

2019-PTF-09

**It was MOVED and SECONDED**

THAT the Task Force requests staff report back with information on expected lost revenues for two (2) hours of free parking from November to February, broken down by month based on the previous year's data.

**CARRIED**

- Staff could look into lost revenue for the two hour period for pay parking anytime in the day, and not just the 4:00 p.m. to 6:00 p.m. time period.
- Staff noted that tracking/enforcing the two (2) hours of free parking will be a challenge.
- Based on the numbers provided by staff, the shoulder seasons appear to be October and April.
- Shoulder seasons could be determined by supply and demand and could be more flexible.
- Changing rates based on shoulder seasons could be an issue, as communicating this to the public could be challenging.
- Understanding how parking rates affect behavior can be a complex issue.
- Marketing a non-resident parking pass as a means to generate parking revenue could be considered, but only allowing this for South Surrey residents could be challenging.
- In winter months locals are the target, so it was suggested that a free parking decal could be provided for those low volume months in an effort to bring people to the waterfront.
- The BIA ran several advertisements regarding free parking on the waterfront in February and March. Interest in this promotion was expressed by people throughout the lower mainland, not just White Rock residents.

2019-PTF-10

**It was MOVED and SECONDED**

THAT staff explore the potential impact of decal revenues if parking for White Rock residents is free from November to February.

**DEFEATED**

C. Lane, B. Sullivan and S. McQuade voted in the negative

- Changes to the current parking decal program could affect the prices the City charges for the parking decals. Issuing a free four (4) month parking decal for residents in the winter months would mean that the usual parking decal would only be valid for eight (8) months of the year.

2019-PTF-11

**It was MOVED and SECONDED**

THAT the Task Force meeting be extended by 30 minutes.

**CARRIED**

Chairperson Trevelyan advised that the expected opening date for the parkade is April 2019. As it currently stands, the rate for the parkade would be the same as the rate for the rest of the waterfront.

The Task Force noted that when staff come back with the map to review, location pricing details, including the rate for the parkade, can be discussed further.

6.

**INFORMATION**

The following information was included in the agenda package, for the task Force's information and discussion:

- a) Memorandum dated June 16, 2008 from the Mayor's Task Force on Waterfront Parking re: Waterfront Parking Capacity and Convenience Recommendations;
- b) Mayor's Pay Parking Task Force Report, dated May 28, 2012
- c) 2016 East Beach Revenue
- d) 2016 West Beach Revenue
- e) 2017 East Beach Revenue
- f) 2017 West Beach Revenue
- g) 2018 East Beach Revenue
- h) 2018 West Beach Revenue
- i) Parking Financial Analysis 2017
- j) Financial Analysis and Discussion – Parking Facility July 24, 2017
- k) City of White Rock Benefits of Parking Bylaw Enforcement

7.

**CORRESPONDENCE**

- a) Email dated March 19, 2019 regarding parking permit concerns

The item was received for information.



**8. 2019 MEETING SCHEDULE**

The following 2019 Parking Task Force meeting schedule was approved by the Committee at its March 14, 2019 meeting and is noted for information purposes:

- April 11
- April 25
- May 9
- May 23
- June 13
- June 27
- July 11
- July 25

**9. CONCLUSION OF THE MARCH 28, 2019 MEETING**

The Chairperson declared the meeting concluded at 5:55 p.m.



\_\_\_\_\_  
Councillor Trevelyan, Chairperson

\_\_\_\_\_  
D. Johnstone, Committee Clerk

**PRESENT:** D. Campbell, Chairperson  
B. Sullivan, Vice-Chairperson  
H. Crawford  
F. Kubacki  
A. Nielsen  
C. Poppy  
A. Shah  
P. Zheng (arrived at 4:04 pm)

**COUNCIL:** Councillor Fathers (non-voting representative)

**ABSENT:** S. Sullivan

**GUESTS:** K. Huang  
I. Filonova

**STAFF:** E. Stepura, Director of Recreation and Culture (left the meeting at 4:45 p.m.)  
E. Keurvorst, Manager of Culture  
C. Westwood, Special Events Coordinator  
D. Johnstone, Committee Clerk

Public: 2  
Press: 0

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**1. CALL TO ORDER**  
The meeting was called to order at 4:01 p.m.

**2. ADOPTION OF AGENDA**

2019-SFC-06 **It was MOVED and SECONDED**  
THAT the White Rock Sea Festival Committee (the Committee) adopts the agenda for the April 4, 2019 meeting as circulated.

**CARRIED**

**3. APPROVAL OF MINUTES**

2019-SFC-07 **It was MOVED and SECONDED**  
THAT the Committee adopts the March 7, 2019 minutes as circulated.

**CARRIED**

#### 4. PROGRAM OF EVENTS

Ideas for the 70<sup>th</sup> Platinum Year

D. Campbell, Chairperson, asked for the Committee's suggestions on possible ways to celebrate the Sea Festival's 70<sup>th</sup> Platinum year. The Committee agreed that a theme relating to the platinum year for the festival be incorporated into many areas of the event, including:

- 70 parade entries;
- Platinum-coloured event shirts;
- A special brand/logo for the 70<sup>th</sup> anniversary (t-shirts, event décor, merchant tents, parade floats);
- Selfie-Contest;
- Inviting previous parade princesses and/or previous parade marshals;
- Potential entertainment groups;
- Encouraging vendors to decorate their areas/tents with the 70<sup>th</sup> Anniversary/Platinum theme;
- Community members turning 70 in 2019, or members who have lived in the community for 70 years could be invited and featured at a ceremony; and,
- Parade floats could be encouraged to decorate for the 70<sup>th</sup> theme, with a special judging category for those participants.

**ACTION:** Staff to follow-up on potential entertainment groups and the development of a 70<sup>th</sup> anniversary brand/logo.

**ACTION:** C. Poppy to follow up with the White Rock Ambassadors for information on previous parade princesses and/or previous parade marshals.

The following additional discussion points were noted:

- Local businesses and the Business Improvement Association (BIA) could work to help promote the event through contests etc.
- Ask organizers of Semiahmoo Days to cover the costs for their festival area.
- The White Rock Museum and Archives manage vendor tents, and are currently accepting applications.
- Currently the City budget for the event is fifty (50) thousand dollars.

The Chairperson encouraged members to follow-up on the ideas they provided, and to send any additional items to the Committee Clerk in advance of the next meeting for inclusion on the agenda.

**5. MARKETING AND COMMUNICATION**

Staff reported that the original marketing for the Sea Festival would be amended to reflect the 70<sup>th</sup> platinum anniversary theme. Marketing opportunities through White Rock Tourism Association and the City would take place.

The Committee noted that last year, Committee members assisted with a program of events translated into Chinese written language, which was distributed through the Chinese Village Club.

It was suggested that the City could also consider marketing the event to its Sister-City, La Conner Washington.

**ACTION:** Councillor Fathers to follow-up on an invitation from the Mayor's office to La Connor.

**6. PARADE**

Parade Marshal Suggestions:

B. Sullivan, Vice-Chairperson, requested that the Committee begin to brainstorm possible parade marshals for the festival. It was noted that parade protocol calls for the parade marshal to walk or be driven at the start of the parade, followed by the current Mayor. The parade marshal would be required to be at the parade one hour prior to its start time, and to hand out awards after it is finished.

The Committee provided several suggestions for potential parade marshals. Committee members agreed to follow-up on their suggested ideas.

Parade Float Uses:

Staff enquired if there would be an interest in placing the City's Sea Festival parade float in additional parades for 2019.

Discussion ensued, and the Committee suggested putting the float in the New Westminster Hyack Festival parade on May 25, 2019.

**ACTION:** C. Poppy to fill out online application form for the parade float entry.

**ACTION:** Staff to look into acquiring a driver for the float on May 25, 2019.

**ACTION:** D. Campbell, and C. Poppy to assist K. Huang with the parade float entry.

Parade Coordinators C. Poppy and A. Neilsen discussed the potential for charging an entry fee for parade floats. It was noted that the fee could be waived if applicants submitted their applications to the City by a certain date. Staff confirmed that currently there are no fees or charges associated with an entry fee for the Sea Festival parade.

Discussion ensued, and the Committee agreed that while an entry fee could be a good incentive to have applications in on time, it could also affect the number of parade entries received. The Committee agreed that they could consider looking into charging for parade entries in the future, but not for the 2019 event.

The following additional discussion points were noted:

- Consideration of a prize for corporate float entries, such as radio advertisement promotion, was suggested.
- Parade Coordinators would like to start the event at 7:30 p.m.
- Honorariums are to be considered on a case by case basis, for groups traveling from out of town. Staff to look into developing policy with respect to this for next year.
- Gifts-in-kind for MC's for the festival and/or a plaque could be offered in recognition of their service.
- Staff suggested that a band (or some sort of entertainment) play at Memorial Park, starting at the end of the parade. This could assist with traffic congestion in the area.
- Estimated parade time is one (1) and a half hours, from beginning to end.

Parade Coordinators encouraged members of the Committee to reach out to any contacts they may have with an interest in a parade float entry, and provide any suggestions back as soon as possible.

## 7. **SPONSORSHIP UPDATES**

Tent Request – the Launching Pad

D. Campbell, Committee Chair, reported that the Launching Pad is a not-for-profit recovery society/-centre that provides volunteers for the Sea Festival and Canada Day events. It was suggested that a tent could be provided to the society as an in-kind contribution for the assistance they provide to the City.

Discussion ensued, and it was noted that several non-profits would be interested in having tents at the Sea Festival; however, it is not financially feasible for non-profit groups to pay as a vendor.

It was noted that having vendors that bring activation to the area would be encouraged, and could be considered as part of the festival programming. In this regard non-profits willing to activate spaces could be considered by staff on a case-by-case basis. Staff clarified that the White Rock Museum and Archives is now responsible for all vendor spaces along the promenade, and that further discussions with them would need to take place before establishing a policy. Staff noted that currently the cost for vendor space is \$325 for the weekend.

With respect to sponsorship, the following update was provided:

- Currently the Committee has close to \$16,000 raised.
- A main sponsor for the Sea Festival Committee is still required.
- Staff noted that they began reaching out to potential sponsors last fall.
- Clarity around the rules and regulations for volunteers who bring their own sponsors to the event was encouraged.

**ACTION:** Staff to have formal agreements with all instructors, and to develop a policy around instructors bringing their own sponsors to events.

**8. VENDORS**

There was no update provided at this time.

**9. TRANSPORTATION**

B. Sullivan, Vice-Chairperson, suggested that handicap and senior access should be a logistic that the Committee start thinking of well in advance of the Sea Festival. Staff reported that TransLink would be notified of the necessary road closures, and that a request could be placed for additional Handi-Dart buses to help assist with those wanting to attend the festival.

**10. LOGISTICS UPDATE**

Staff reported that they are currently looking into a new security and a new sound company for the festival.

**11. VOLUNTEER**

Schedule to Recruit Volunteers:

The following update was provided:

- The volunteer application form has been revised, which include a waiver and agreement with clear guidelines and expectations. The revised application form is currently available on the City's website.
- Over fifty (50) volunteers signed up for the festival at the volunteer fair at Semiahmoo High school.
- A Flying Squad volunteer fair will be held on April 14<sup>th</sup> at Surrey Central Mall, if Committee members are able to attend to recruit additional volunteers.
- Additional opportunities for volunteer recruitment include booths at the White Rock Farmers Market and Semiahmoo Shopping Centre.

**12. BUDGET**

Staff provided an On-Table handout of last year's festival budget, for the Committee's information. It was noted that the City's budget will not be approved until the end of April, and that currently the City does not have a presenting or main stage sponsor.

The Committee agreed to table budget discussions for Pirates at the Park, and fund raising prospects until the May meeting.

**ACTION:** Staff will provide a draft 2019 budget to the Committee at their next scheduled meeting.

**13 2019 MEETING SCHEDULE**

The following 2019 Sea Festival meeting schedule was approved by the Committee at its March 7, 2019 meeting and is noted for information purposes.


- April 4
- May 2
- June 6
- July 4
- July 25
- August 1 – (Volunteer Orientation 6pm-8pm following the Committee Meeting)
- August 22 – Debrief Meeting

**10. CONCLUSION OF THE APRIL 4, 2019 MEETING**

The Chairperson declared the meeting concluded at: 600 p.m.

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D. Campbell, Chairperson



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D. Johnstone, Committee Clerk

**PRESENT:** M. Armstrong  
S. McQuade  
G. Parkin (left at 5:47 p.m.)  
A. Shah  
B. Sullivan

**COUNCIL:** Councillor C. Trevelyan, Chairperson (non-voting)

**NON-VOTING MEMBERS:** A. Nixon, BIA (arrived at 3:33 p.m.)

**ABSENT:** K. Klop  
C. Lane

**STAFF:** S. Kurylo, Director of Financial Services  
R. Volkens, Manager of Parking  
D. Johnstone, Committee Clerk

Public: 0  
Press: 0

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**1. CALL TO ORDER**  
The meeting was called to order at 3:30 p.m.

**2. ADOPTION OF AGENDA**

2019-PTF-12

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) adds the following item to the agenda:

- Item 5b – Percentage of Total 2018 Waterfront Parking Revenue Generated after 10:00 PM; and,

THAT the Task Force adopts the agenda as amended.

**CARRIED**

**3. ADOPTION OF MINUTES**

2019-PTF-13

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) adopts the March 28, 2019 minutes as circulated.

**CARRIED**



#### 4. WEST BEACH PARKADE AND WATERFRONT PARKING

a) Parking rate zones

Staff provided three (3) potential zones (East Beach Value Rate Zone, West Beach High Demand Zone, and West Beach Value Rate Zone) to be considered by the Task Force for location-based pricing.

The Task Force noted that in the East Beach Value Rate Zone, many stalls are located across from retail and/or restaurants, which could be considered to be prime locations. The Task Force agreed that those areas should be included in the High Demand Zone. West Beach Value Rate Zones could be considered towards Bayview Park, as it is not a commercial area and would likely be utilized for recreational purposes.

b) Number of rate seasons (winter/summer seasons and shoulder seasons)

The following discussion points were noted:

- The four (4) slowest months for businesses on the waterfront are November through February, with October and March as potential shoulder seasons.
- Supply and demand should be the driver for cost.
- The goal for implementing different rates for shoulder seasons would be to stimulate business activity on the waterfront.

c) Maximum hourly rates for each season

The Task Force provided the following comments with respect to winter (November to February) and shoulder (October and March) parking rates:

- Research on the impact of parking rates on parking (price elasticity) shows that parking prices are not a determinate on whether or not people park in a certain area.
- A variety of parking rates (i.e. Surrey parking meters and Semiahmoo First Nations lots) should be considered when looking into setting White Rock rates.
- Data from Marine Drive businesses for the free parking trial in the months of February and March is still being collected by the White Rock Business Improvement Association (BIA).
- Free or dramatically discounted parking rates in the winter months could be a gesture of good will to both the businesses on the waterfront and White Rock residents.
- Parking rates need to generate enough revenue so as to not cause an impact on property taxes.
- It was proposed that during the slowest winter months (November through February) weekday parking on the waterfront be free. Weekend rates in

high demand zones on the waterfront would be the same rate as what would be charged for the shoulder seasons (October and March).

- Implementing two (2) hours of free parking would be challenging to regulate from an enforcement standpoint, as the pay parking system is regulated through stall number, and not by license plate.

2019-PTF-14

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommends that for four (4) months (November to February) per year parking rates be discounted.

**CARRIED**

- It was reported that about 60% of revenues in the winter months are generated on the weekends.
- Currently there is a four-hour maximum for parking on west beach between Oxford street and the hump. There is no maximum in the east beach lots.
- Implementing two (2) hours of free parking on the waterfront during the winter months would be difficult to track and enforce.

2019-PTF-15

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommends that free parking on the waterfront be provided during weekdays (Monday-Friday) from November to February.

**CARRIED**

- Parking rates can influence where people park, which could assist with congestion on Marine Drive.
- Residents with a White Rock parking decal are able to park in any area on the waterfront for four (4) hours for free, which could affect revenue projections, especially if parking in high-demand zones with higher rates.
- Parking decal usage is an assumption that needs to be considered, especially as it relates to behavior and rate changes.
- Increasing rates in the summer to provide lower rates in the winter was encouraged.

2019-PTF-16

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) provides a recommended parking scenario, with a maximum of two (2) other options to Council for their consideration.

**CARRIED**

**Note:** The Task Force unanimously agreed to extend the meeting past its two (2) hour time limit.

2019-PTF-17

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommends that the shoulder seasons (March and October) have the same hourly parking rate as the weekend rate of the winter season.

**CARRIED**

2019-PTF-18

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) request that staff provide the implications/impacts of applying the hourly rates of \$1.50 and \$2.00 for waterfront parking as the winter (November to February) pay rate to the Task Force for their next meeting.

**CARRIED**

The Task Force provided the following comments with respect to summer (April to September) parking rates:

- In the high demand areas, a rate of two (2) dollars per 30 minutes and four (4) dollars per hour was suggested.

**ACTION:** Staff to look into the implications/ impacts of applying the hourly rates of \$3.75 and \$4.00 per hour for high demand zones as the summer parking rate.

- Meters at the waterfront currently operate in 20 minute increments. This came as a result of the 2012 Mayor's Parking Task Force recommendations.
- Several parking spots on the beach offer fifteen minutes of free parking, which could be utilized for quick pick-ups and drop-offs.
- Value rates would need to offer enough of a discount to draw people to those areas.
- Encouraging a four (4) hour max on the marine drive spots in the high demand area is preferred by businesses.
- Currently there is no maximum time limit for parking on East Beach.

2019-PTF-19

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommend that parking rates in the Value Rate Parking Zone (e.g. west of Oxford) be set at .50 cents less per hour than the parking rate in the High Demand Zone in the summer season.

**CARRIED**

2019-PTF-20

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommend that parking times on the meters be changed from 20 minute to 30 minute increments.

**CARRIED**

d) Flat rates (i.e. daily/ half-day/evening rates)

The Task Force expressed an interest in offering day rates in the Montecito and the new parkade in West Beach, as well as in East Beach lots. It was suggested this could free up visible parking spaces along the waterfront, and could alleviate parking congestion in high traffic areas on Marine Drive. The day rate would be applicable for all hours of pay parking (currently 10 a.m. until 12 a.m.).

When setting a rate value, the Task Force noted that it would be important to find a fair rate that would limit the impact on parking revenue. The Task Force suggested that a \$20 flat rate be considered.

The Task Force felt that implementing an evening rate was not something that they wished to pursue at this time; however, event parking opportunities could be further explored.

e) Pay parking start and end times

Staff summarized an on-table report regarding 2018 waterfront revenue generated after 10:00 p.m. It was noted that 2.7% of the waterfront revenues was generated for parking time after 10:00 p.m.

It was suggested that the City maintain the current 12:00 a.m. end time for pay parking hours.

With respect to pay parking start times, the Task Force noted that Surrey parking meters along Marine Drive charge between the hours of 8 a.m. to 11 p.m. The majority of other parking locations have parking start times earlier than 10:00 a.m.

2019-PTF-21

**It was MOVED and SECONDED**

THAT the Parking Task Force (the Task Force) recommend that parking hours on the Waterfront be moved from 10:00 a.m. to 8:00 a.m.

**CARRIED**

G. Parkin voting in the negative.

**5. INFORMATION**

The Task Force received the following items for information:

- a) Two Hour Free Parking – November to February.
- b) Percentage of Total 2018 Waterfront Parking Revenue Generated after 10:00 P.M.

**7. CORRESPONDENCE**

- a) Email dated March 12, 2019 regarding free parking  
The item was received for information.

**8. 2019 MEETING SCHEDULE**

The following 2019 Parking Task Force meeting schedule was approved by the Committee at its March 14, 2019 meeting and is noted for information purposes:

- April 25
- May 9
- May 23
- June 13
- June 27
- July 11
- July 25

**9. CONCLUSION OF THE APRIL 11, 2019 MEETING**

The Chairperson declared the meeting concluded at 6:22 p.m.



\_\_\_\_\_  
Councillor Trevelyan, Chairperson

\_\_\_\_\_  
D. Johnstone, Committee Clerk

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



**POLICY TITLE: TERMS OF REFERENCE:  
ENVIRONMENTAL ADVISORY COMMITTEE**

**POLICY NUMBER: COUNCIL - 138**

<i>Date of Council Adoption:</i> April 16, 2012	<i>Date of Last Amendment:</i> January 28, 2019
<i>Council Resolution Number:</i> 2012-107, 2013-082, 2015-130, 2015-2014, 2016-483; 2019-045	
<i>Originating Department:</i> Corporate Administration	<i>Date last reviewed by the Governance and Legislation Committee:</i> <del>January 14, 2019</del> <u>April 8, 2019</u>

**Policy:**

The purpose of the Environmental Advisory Committee is to advise City Council and staff on ~~environmental matters regarding~~ environmental issues in the City. The Environmental Advisory Committee will also review the City’s Integrated Storm-Water Management Plan and the Environmental Strategic Plan. The Committee may make representation to Council on environmental matters.

**Committee General Terms**

**Term**

The committee appointments will be made by City Council for a two (2) year term.

**Membership**

- a) The Environmental Advisory Committee will consist of up to seven (7) voting members appointed by Council following a public recruitment process, and representing a broad range of perspectives and expertise from the community.
- b) In addition, one (1) member of Council and Alternate, the Chief Administrative Officer and the Director of Engineering and Municipal Operations (or Designate) will be non-voting members of the Committee.
- c) Committee members shall serve in a voluntary capacity without remuneration or gifts.

**Chairperson / Vice-Chairperson**

The committee will appoint a Chairperson and a Vice-Chairperson from among its voting members at the committee’s inaugural meeting.

## Meetings

- a) The committee shall mutually agree to a meeting schedule. The meeting schedule will be published on the City website and up-dated as needed by the Committee Clerk.
- b) The Chairperson of the committee may call a meeting of the committee, with at a minimum of staff being able to give twenty-four (24) hours' notice to the committee members, in addition to the scheduled meetings or may cancel a meeting.
- c) Quorum for meetings shall mean a majority of all of its Committee voting members.
- d) If there is no quorum of the committee present within 15 minutes of the scheduled start time the Committee Clerk will:
  - i) record the names of the members present, and those absent; and
  - ii) conclude the meeting until the next scheduled meeting.
- e) All committee meetings are open to the public unless designated as closed to the public pursuant to Sections 90 and 93 of the *Community Charter* by the Committee.
- f) The public is welcome to observe the meeting. When deemed relevant to the discussion of a particular item of business under consideration by the Committee, the Chairperson may, with majority consent of those Committee members in attendance, give permission to members of the public in attendance to speak to the item in question.
- g) Meetings shall last no longer than two (2) hours, except under extraordinary circumstances as agreed to by the committee members present.
- h) If a member:
  - i. Fails to attend three (3) consecutively held meetings of the committee, or
  - ii. Fails to attend a committee meeting in any sixty (60) day period, providing a meeting of the committee is held in that sixty (60) day period (whichever is the longer period of time) and
  - iii. Unless the absence is because of illness; or
  - iv. Unless the absence is with the express leave of the Chairperson, the appointment of the member shall be revoked.

The Committee Clerk will keep an attendance log and notify the Chairperson and Director of Corporate Administration where there have been two (2) consecutive absences without consent. The Director of Corporate Administration will then make contact with the Committee member.

- i) Any person with particular expertise, including municipal staff may be invited by the Chairperson or staff member of the committee to attend a committee meeting in order to provide information or advice, but only members appointed by City Council may vote on matters coming before the committee.
- j) The Corporate Administration Department will be responsible for preparing committee agendas, minutes, updating Terms of Reference policy, meeting schedule, and providing

administrative support to the committee. Agendas and approved minutes will be posted on the City's website.

- k) Committee minutes, with recommendations noted, will be forwarded to Council for information and action as required.
- l) Committees may hear and consider representations by any individual, group or organization on matters referred to the Committee by Council.
- m) Where a member of a committee, their family, employer or business associates have any interest in any matter being considered by the committee, that member will absent themselves from all aspects of consideration of that matter by declaring a Conflict of Interest.
- n) An annual report will be submitted to the Chief Administrative Officer for review and to be forwarded to City Council.
- o) A committee cannot direct staff to take action without endorsement by City Council.
- p) Committees do not have the authority to commit funds, enter into contracts or commit the City to a particular course of action.
- q) On routine matters such as organizing or setting up yearly or ongoing events or projects which do not have budget implications or have received prior budget approval, the committee may make decisions without the approval of Council, provided that the committee works with the staff member assigned to that committee on those matters.
- r) On broader matters such as organizing or setting up major or unusual events or projects which do not have budget implications, the committee must receive prior approval from Council.
- s) The committee's Chairperson may appoint members to a subcommittee to consider, inquire into, report and/or make recommendations to the committee for a specific purpose.
- t) Members of the committee are not permitted to speak directly with the media on behalf of the committee.

### **Procedures**

Unless otherwise provided for in these terms of reference, the procedures of the Committee will be governed by the City's Council and Committee Procedure Bylaw.

### **Code of Conduct**

Appointees will be required to sign a statement agreeing that they have read, understood, and will conform to the City's code of conduct as defined the Council policy regarding Code of Conduct for Committee Members. This will be required immediately upon appointment. The statement / agreement for signature is attached to and forming part of this policy.



**CITY OF WHITE ROCK  
COMMITTEE CODE OF CONDUCT  
STATEMENT / AGREEMENT**

This will confirm that as of \_\_\_\_\_, I have read Council  
(DATE)  
Policy 120, “Code of Conduct for Committee Members” and Council Policy \_\_\_\_\_,  
Committee Terms of Reference and I understood and will conform to the City’s Code of  
Conduct as outlined in these policies.

\_\_\_\_\_  
(PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

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



**POLICY TITLE:**     **TERMS OF REFERENCE:**  
                                   **PARKING TASK FORCE**

**POLICY NUMBER:** **COUNCIL - 156**

<i>Date of Council Adoption:</i> January 14, 2019	<i>Date of Last Amendment:</i> <del>February 25,</del> <u>2019</u>
<i>Council Resolution Number:</i> <u>2019-091,</u>	
<i>Originating Department:</i> Corporate Administration	<i>Date last reviewed by the Governance and Legislation Committee:</i> <del>January 14, 2019</del> <u>April 8, 2019</u>

**Purpose**

The Parking Task Force will review and potentially revise pay parking in White Rock, including rates, parking permits, and the integration of the new parkade. The Task Force mandate will be to ensure rates are competitive with neighbouring jurisdictions, White Rock businesses are supported, and White Rock residents receive the best possible value in our City.

The specific objectives will include:

- To review and recommend seasonal parking rates at the new parkade.
- To review and recommend seasonal parking rates at the Montecito underground parkade.
- To review and recommend seasonal parking rates along the waterfront.
- To review and recommend parking rates at Centennial Arena.
- To review and recommend parking rates at Peach Arch Hospital.
- To review both the White Rock Resident Parking Decal and the new White Rock Resident Parking Permit.
- To ensure that any changes in parking rates do not impact property taxes.
- To review opportunities for electric charging stations throughout White Rock.
- To review non-resident permit parking options.
- To review congestion as it relates to parking.
- To review requirements for parking spaces in new developments.
- To complete an annual review to evaluate the effectiveness of the decisions of the Parking Task Force.

Staff have been requested to work with the White Rock Business Improvement Association (BIA) to provide to Council an assessment/ summary of the impact that the free parking offered in 2019 had for both businesses on the West and East of Marine Drive with the following elements to be included:

- Two (2) years of Financials 2018 and 2019 (giving fact as to the impact)
- Cross section of businesses.

### **Membership**

The Parking Task Force will consist of no more than seven (7) voting members, one (1) non-voting member of Council, one (1) non-voting representative for the Business Improvement Association and City staff as required. The composition of the Task Force will be determined by City Council who will review applications from the public. It is hoped that the Task Force will be composed of a cross section of interested parties, including waterfront businesses, interested residents, and White Rock staff and council.

Committee members shall serve without remuneration or gifts.

### **Chairperson**

The Parking Task Force will be chaired by the Council representative, who will serve as a non-voting member.

### **Term**

The goal of the Parking Task Force will be to present its recommendations to Council by May 30<sup>th</sup> 2019.

### **Meetings**

Meetings will be held as the need arises at the call of the Chairperson. A majority of the members shall constitute a quorum.

### **Procedures**

Unless otherwise provided for in these terms of reference, the procedures of the Committee will be governed by the City's Council and Committee Procedure Bylaw.

### **Code of Conduct**

Appointees will be required to sign a statement agreeing that they have read, understood, and will conform to the City's code of conduct as defined in the Council policy regarding Code of Conduct for Committee Members. This will be required immediately upon appointment. The statement / agreement for signature is attached to and forming part of this policy.

**CITY OF WHITE ROCK  
COMMITTEE CODE OF CONDUCT  
STATEMENT / AGREEMENT**

This will confirm that as of \_\_\_\_\_, I have read Council  
(DATE)  
Policy 120, “Code of Conduct for Committee Members” and Council Policy \_\_\_\_\_,  
Committee Terms of Reference and I understood and will conform to the City’s Code of  
Conduct as outlined in these policies.

\_\_\_\_\_  
(PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

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



**POLICY TITLE:** **TERMS OF REFERENCE:**  
**HISTORY AND HERITAGE ADVISORY COMMITTEE**  
**POLICY NUMBER:** **COUNCIL-159**

<i>Date of Council Adoption: February 25, 2019</i>	<i>Date of Last Amendment:</i>
<i>Council Resolution Number: 2019-091,</i>	<i>Historical Changes (Amends, Repeals or Replaces):</i>
<i>Originating Department: Recreation and Culture</i>	<i>Date last reviewed by the Governance and Legislation Committee: <u>April 8, 2019</u></i>

**Policy:**

The History and Heritage Advisory Committee shall act as an advisory body to Council on matters relating to White Rock's built, natural, and cultural heritage resources.

The History and Heritage Advisory Committee:

- a) advises Council on heritage conservation programs and policies, including:
  - i. identify sites of historical significance relating to White Rock's built, natural, and cultural heritage; and
  - ii. inspect and make maintenance recommendations of existing heritage markers such as heritage stones, storyboards, and memorial plaques.
- b) reviews and submits recommendations to Council on land use and planning matters which have heritage implications;
- c) supports activities and programs undertaken by the City or community organizations in the areas of built, environmental and cultural heritage that seek to benefit and advance awareness, preservation, and interpretation of heritage in the City;
- d) supports heritage education and public awareness through programs such as Heritage Week displays, newsletters, etc.;
- e) promotes and enhances the City's owned heritage resources;
- f) requests expenditures for heritage purposes; and,
- g) The Committee will endeavor to engage with the Semiahmoo First Nation and other indigenous groups in order to celebrate White Rock and the history of the Semiahmoo First Nation/ other indigenous groups.

The Committee will endeavor to engage with the Semiahmoo First Nation and other indigenous groups on matters regarding the natural and cultural heritage of this region.

## **Committee General Terms**

### **Term**

The committee appointments will be made by City Council for a two (2) year term, with the initial appointments expiring December 31, 2020 or until the activities are complete, whichever is sooner.

### **Membership**

- a) The History and Heritage Advisory Committee will consist of up to five (5) voting members appointed by City Council from the community at large, with an interest and knowledge in local heritage conservation and history, architecture, planning and design, and environmental and cultural preservation and interpretation;
- b) One (1) voting member from the White Rock Museum and Archives Board of Directors;
- c) One (1) voting representative from the Semiahmoo First Nations;
- d) One (1) non-voting staff member from the White Rock Museum and Archives;
- e) In addition, one (1) member of Council, the Director of Recreation and Culture and city staff as required will serve as non-voting members;
- f) The majority of members will be White Rock Residents or representatives of local organizations; and,
- g) Committee members shall serve without remuneration or gifts.

### **Chairperson / Vice-Chairperson**

The committee will appoint a Chairperson and a Vice-Chairperson from among its voting members at the committee's inaugural meeting.

### **Meetings**

- a) The committee shall mutually agree to a meeting schedule at their inaugural meeting. The meeting schedule will then be published and updated as needed by the Committee Clerk.
- b) The Chairperson of the committee may call a meeting of the committee, with at a minimum of staff being able to give twenty-four (24) hours' notice to the committee members, in addition to the scheduled meetings or may cancel a meeting.
- c) Quorum for meetings shall be one half of the voting membership plus one (1) or a member majority if the membership is of an even number (if the membership is ten members, quorum = six members).

- d) If there is no quorum of the committee present within 15 minutes of the scheduled start time the Committee Clerk will:
  - i) record the names of the members present, and those absent; and
  - ii) conclude the meeting until the next scheduled meeting.
- e) All committee meetings are open to the public unless designated as closed to the public (in accordance with the *Community Charter*) by the Committee. The public would attend the meeting to observe only. When deemed relevant to the discussion of a particular item of business under consideration by the Committee, the Chairperson may, with majority consent of those Committee members in attendance, give permission to a member of the public in attendance to speak to the item in question.
- f) Meetings shall last no longer than two (2) hours, except under extraordinary circumstances as agreed to by the committee members present.
- g) If a member:
  - i fails to attend three (3) consecutively held meetings of the committee, or
  - ii fails to attend a committee meeting in any sixty (60) day period, providing a meeting of the committee is held in that sixty (60) day period (whichever is the longer period of time) and
  - iii unless the absence is because of illness; or
  - iv unless the absence is with the express leave of the Chairperson, the appointment of the member shall be revoked.

The Committee Clerk will keep an attendance log and notify the Chairperson and Corporate Officer where there have been two consecutive absences without consent. The Corporate Officer will make contact with the Committee member.
- h) Any person with particular expertise, including municipal staff may be invited by the Chairperson or staff member of the committee to attend a committee meeting in order to provide information or advice, but only members appointed by City Council may vote on matters coming before the committee.
- i) The Corporate Administration Department will be responsible for preparing committee agendas, minutes, updating Terms of Reference policy, meeting schedule, and administrative support to committees. Agendas and approved minutes will be posted on the City's website.
- j) Committee minutes, with recommendations noted, will be forwarded to Council for information and action as required.
- k) A committee meeting or a portion thereof may be closed to the public pursuant to Sections 90 and 93 of the *Community Charter*.
- l) Committees may hear and consider representations by any individual, group or organization on matters referred to the Committee by Council.

- m) Where a member of a committee, their family, employer or business associates have any interest in any matter being considered by the committee, that member will absent themselves from all aspects of consideration of that matter by declaring a Conflict of Interest.
- n) Committee chairpersons and staff liaisons will prepare an annual report to be submitted to the Chief Administrative Officer for review and to be forwarded to City Council.
- o) A committee cannot direct staff to take action without endorsement of City Council.
- p) A committee cannot direct staff to take any action which is contrary to existing policies or directives or establish policies for the City.
  - i. any such action must be referred to Council for consideration and adoption;
  - ii. the staff member assigned to the committee or the Chief Administrative Officer may advise the committee of existing policies or directives and the needs to refer the matter to Council prior to taking any action.
- q) Committees do not have the authority to commit funds, enter into contracts or commit the City to a particular course of action.
- r) On routine matters such as organizing or setting up yearly or ongoing events or projects which do not have budget implications or have received prior budget approval, the committee may make decisions without the approval of Council, provided that the committee works with the staff member assigned to that committee on those matters.
- s) On broader matters such as organizing or setting up major or unusual events or projects which do not have budget implications, the committee must receive prior approval from Council.
- t) The committee Chairperson may appoint members to a subcommittee to consider, inquire into, report and make recommendations to the committee for a specific purpose.
- u) Members of the committee are not permitted to speak directly with the media on behalf of the committee.

### **Procedures**

Unless otherwise provided for in these terms of reference, the procedures of the Committee will be governed by the City's Council and Committee Procedure Bylaw.

### **Code of Conduct**

Appointees will be required to sign a statement agreeing that they have read, understood, and will conform to the City's code of conduct as defined in the Council policy regarding Code of Conduct for Committee Members. This will be required immediately upon appointment. The statement / agreement for signature is attached to, and forming, part of this policy.



**Rationale:**

The purpose of the History and Heritage Advisory Committee is to act as an advisory body to Council on matters relating to White Rock's built, natural and cultural heritage resources.

**CITY OF WHITE ROCK  
COMMITTEE CODE OF CONDUCT  
STATEMENT / AGREEMENT**

This will confirm that as of \_\_\_\_\_, I have read Council  
(DATE)  
Policy 120, “Code of Conduct for Committee Members” and Council Policy \_\_\_\_\_,  
Committee Terms of Reference, and I understood and will conform to the City’s Code of  
Conduct as outlined in these policies.

\_\_\_\_\_  
(PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

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



**POLICY TITLE: TERMS OF REFERENCE: MARINE DRIVE TASK FORCE**

**POLICY NUMBER: COUNCIL - 160**

<i>Date of Council Adoption: March 13, 2019</i>	<i>Date of Last Amendment: N/A</i>
<i>Council Resolution Number: 2019-</i>	
<i>Originating Department: Planning and Development Services</i>	<i>Date last reviewed by the Governance and Legislation Committee: February 25, 2019</i>

**Policy:**

The Marine Drive Task Force will advise Council on Marine Drive issues such as: business viability, economic development, tourism, redevelopment, building and public realm design and character, signage, sidewalk use and programming, beautification, events and Marine Drive business areas relationship to the Promenade/Pier, Beach and parking.

**Mandate:**

The main channel for Task Force’s advice will be through providing advice on the development and implementation of a ‘Marine Drive / Waterfront Enhancement Strategy’ (the ‘Strategy’). This would include a review of the Waterfront Enhancement plan, Economic Strategic plan, business bylaws, [the White Rock Sign Bylaw](#) and other related materials deemed relevant and provide feedback and recommendations to Council.

**Strategy:**

In conjunction with the Planning and Development Services department and concurrent with the review of waterfront related policies in the Official Community Plan (OCP) as well as public input, the Marine Drive Task Force will fulfill the directives set out in the Policy and recommend policy changes in several key areas including but not limited to:

- Establishing character areas along the Marine Drive with form and character design guidelines for new buildings and the public realm.
- Enhancements to the streetscape including recommendations regarding sidewalks/patios, street furniture and lighting, signage, and re-use of parking lots.
- Business strategies to reinforce the attractiveness of the “jewel” of White Rock as a year-round generator of economic activity.

The Task Force key activities will include:

- Seeking input from businesses, residents, agencies, the City’s Economic Investment Committee and governments to identify opportunities to strengthen the year-round business environment and attractiveness of the buildings and public spaces along and near Marine Drive;
- Reviewing background reports on the existing conditions in the Marine Drive business areas and examples of best practices for waterfront commercial vitalization from other waterfront communities;
- Attending public workshops, forums or open houses to observe and provide an additional link between Council and the public engagement process for the Strategy;
- Providing critical feedback on both the existing Official Community Plan waterfront related policies and the recommendations of a draft Strategy;
- Supporting the implementation of the Strategy, as endorsed by Council, by identifying potential partnership and funding opportunities that can bring the Strategy to life.
- Sharing the results of the Strategy with their personal/professional networks and the community at large.

In addition to the engagement and advisory work related to the Strategy, the Task Force may also produce its own recommendations regarding Marine Drive improvements for Council’s consideration (including initiatives, policies, actions and Bylaw amendments to address these issues), particularly in the area of tourism and economic development.

### **Committee General Terms**

#### **Term**

The committee appointments will be made by City Council for a one (1) year term, with the initial appointments expiring March 31, 2020 or until the activities are complete, whichever is sooner.

#### **Membership**

- a) The Task Force will consist of up to five (5) voting members appointed by Council from the community at large, Mayor Walker and a Council representative and alternate as non-voting members, up to four (4) non-voting members from the list below, and City staff as required.

Five (5) representatives from the public will be invited to participate on the Task Force, with a preference for Marine Drive residents and/or business representatives.

The following individuals and groups will be invited to participate as non-voting members on the Task Force:

- Semiahmoo First Nation
- Alex Nixon, Executive Director, White Rock Business Improvement Association
- Ritu Khanna, Executive Director, South Surrey & White Rock Chamber of Commerce
- Cathy James, Tourism White Rock

In the event the specific individuals noted in this section are unable to attend the scheduled meetings another representative from the organization may attend on their behalf.

Staff liaisons are:

- Director of Planning and Development Services
- Director of Engineering and Municipal Operations
- Manager of Planning
- Committee and FOI Clerk

b) Members shall serve without remuneration or gifts.

### **Chairperson / Vice-Chairperson**

The Task Force will be chaired by Catherine Ferguson and the Committee will appoint a Vice-Chairperson of the Task Force.

### **Meetings**

- a) The members shall mutually agree to a meeting schedule at their inaugural meeting. The meeting schedule will then be published and updated as needed by the Committee Clerk.
- b) The Chairperson may call a meeting of the Task Force, with at a minimum of staff being able to give twenty-four (24) hours notice to the members, in addition to the scheduled meetings or may cancel a meeting.
- c) Quorum for meetings shall mean a majority of all of the Task Force voting members.
- d) If there is no quorum present within 15 minutes of the scheduled start time the Committee Clerk will:
  - i) record the names of the members present, and those absent; and
  - ii) conclude the meeting until the next scheduled meeting.

- e) All Task Force meetings are open to the public unless designated as closed to the public (in accordance with the *Community Charter*) by the Task Force. The public would attend the meeting to observe only. When deemed relevant to the discussion of a particular item of business under consideration, the Chairperson may, with majority consent of those members in attendance, give permission to a member of the public in attendance to speak to the item in question or leave written submissions for the Task Force to review and consider.
- f) Notwithstanding section (e) above, an optional mobile site visit workshop for the Task Force may be organized to visit waterfront business areas in nearby communities, and due to travel logistics this meeting format is not open to the public.
- g) Meetings shall last no longer than two (2) hours, except under extraordinary circumstances as agreed to by the members present, and in the case of the optional mobile site visit workshop described in section (f).
- h) If a member:
  - i) fails to attend three (3) consecutively held meetings; or
  - ii) fails to attend a meeting in any sixty (60) day period, providing a meeting is held in that sixty (60) day period (whichever is the longer period of time) and
  - iii) unless the absence is because of illness; or
  - iv) unless the absence is with the express leave of the Chairperson, the appointment of the member shall be revoked.

The Committee Clerk will keep an attendance log and notify the Chairperson and the Director of Corporate Administration where there have been two consecutive absences without consent. The Director of Corporate Administration will make contact with the Task Force member.

- i) Any person with particular expertise may be invited by the Chairperson or staff member to attend a meeting in order to provide information or advice, but only members appointed by City Council may vote on matters coming before the Task Force.
- j) The office of Corporate Administration, with the support of staff from Planning and Development Services, will be responsible for preparing agendas, minutes, updating Terms of Reference policy, meeting schedule, and administrative support to the Task Force. Agendas and approved minutes will be posted on the City's website.
- k) Meeting minutes, with recommendations noted, will be forwarded to Council for information and action as required.
- l) The Task Force will hear and consider representations by any individual, group or organization on matters referred to the Task Force by Council.

- m) Where a member of the Task Force, their family, employer or business associates have any interest in any matter being considered by the Task Force, that member will absent themselves from all aspects of consideration of that matter by declaring a Conflict of Interest.
- n) Following review of the draft Strategy by the Task Force, the Chairperson and staff liaisons will prepare commentary and recommendations on the draft Strategy to be submitted to the Mayor and Chief Administrative Officer for review and to be forwarded to City Council.
- o) The Chairperson and staff liaisons will prepare a concluding report to be submitted to the Mayor and Chief Administrative Officer for review and to be forwarded to City Council. The concluding report will identify whether the Task Force recommends an extension of the term of the Task Force in order to implement or monitor the actions within the Strategy.
- p) The Task Force cannot direct staff to take any action.
  - i) any such action must be referred to Council for consideration and adoption;
  - ii) the staff member assigned to the Task Force or the Chief Administrative Officer may advise the Task Force of existing policies or directives and the needs to refer the matter to Council prior to taking any action.
- q) The Task Force does not have the authority to commit funds, enter into contracts or commit the City to a particular course of action. Such commitments and contracts will be done through recommendation from the Task Force through the Chief Administrative Officer, the Mayor and Council.
- r) On broader matters such as organizing or setting up major or unusual events or projects which do not have budget implications, the Task Force must receive prior approval from the Director of Planning and Development Services.
- s) The Chairperson may appoint members to a subcommittee to consider, inquire into, report and make recommendations to the Task Force for a specific purpose.
- t) Members of the Task Force are not permitted to speak directly with the media on behalf of the Task Force.

### **Procedures**

Unless otherwise provided for in these terms of reference, the procedures of the Task Force will be governed by the City's Council and Committee Procedure Bylaw.

### **Code of Conduct**

Appointees will be required to sign a statement agreeing that they have read, understood, and will conform to the City's code of conduct as defined in the Council policy regarding Code of Conduct for Committee Members. This will be required immediately upon appointment. The statement / agreement for signature is attached to, and forming, part of this policy.

### **Rationale:**

The purpose of the Marine Drive Task Force is to provide assistance to Planning and Development Services in completing the review of waterfront related policies in the Official Community Plan and in preparing a Marine Drive / Waterfront Enhancement Strategy.



**CITY OF WHITE ROCK  
COMMITTEE CODE OF CONDUCT  
STATEMENT / AGREEMENT**

This will confirm that as of \_\_\_\_\_, I have read Council  
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Policy 120, “Code of Conduct for Committee Members” and Council Policy \_\_\_\_\_,  
Committee Terms of Reference and I understood and will conform to the City’s Code of  
Conduct as outlined in these policies.

\_\_\_\_\_  
(PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

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



**POLICY TITLE:**        **TERMS OF REFERENCE:**  
                                  **DOGS ON THE PROMENADE TASK FORCE**

**POLICY NUMBER:** **COUNCIL – 162**

<i>Date of Council Adoption:</i>	<i>Date of Last Amendment:</i>
<i>Council Resolution Number: 2019-XXX</i>	
<i>Originating Department:</i> Corporate Administration	<i>Date last reviewed by the Governance and Legislation Committee:</i> <u>April 8, 2019</u>

**Purpose**

City of White Rock Council has approved a trial period for dogs on leash to be allowed to be on the Waterfront Promenade. The term of the trial period is from October 1, 2019 to March 31, 2020.

The Dogs on the Promenade Task Force has been formed in advance of the trial period to determine the approach that will be used to assess the relative success or failure of allowing dogs on the promenade prior to the trial period. The outcomes of this assessment are expected to be used to determine if dogs should be allowed on the promenade beyond the trial period (on a seasonal basis or year round).

**Membership**

- a) The Task Force will consist of no more than ~~five~~ Seven (57) voting members. The composition of the Task Force will be determined by City Council who will review applications from the public.
- b) In addition, one (1) member of Council and Alternate, and the Director of Planning and Development Services, and/or delegate (ie. the Manager of Building and Bylaw Enforcement), will serve as non-voting members in support of the objectives of the Task Force.
- c) The majority of members will be White Rock residents.
- d) Committee members shall serve without remuneration or gifts.

**Chairperson**

The Task Force will be chaired by the Council representative, who will serve as a non-voting member.

**Term**

The goal of the Task Force will be to present its recommended approach for assessing the trial period to Council by June 30<sup>th</sup> 2019.

## Meetings

- a) Meetings will be held as the need arises at the call of the Chairperson. The meeting schedule will then be published and updated as needed by the Committee Clerk.
  - b) The Chairperson of the committee may call a meeting of the committee, with at a minimum of staff being able to give twenty-four (24) hours' notice to the committee members, in addition to the scheduled meetings or may cancel a meeting.
  - c) Quorum for meetings shall be one half of the voting membership plus one (1) or a member majority if the membership is of an even number (if the membership is ten members, quorum = six members).
  - d) If there is no quorum of the committee present within 15 minutes of the scheduled start time the Committee Clerk will:
    - i) record the names of the members present, and those absent; and
    - ii) conclude the meeting until the next scheduled meeting.
  - e) All committee meetings are open to the public unless designated as closed to the public (in accordance with the *Community Charter*) by the Committee. The public would attend the meeting to observe only. When deemed relevant to the discussion of a particular item of business under consideration by the Committee, the Chairperson may, with majority consent of those Committee members in attendance, give permission to a member of the public in attendance to speak to the item in question.
  - f) Meetings shall last no longer than two (2) hours, except under extraordinary circumstances as agreed to by the committee members present.
  - g) If a member:
    - i fails to attend three (3) consecutively held meetings of the committee, or
    - ii fails to attend a committee meeting in any sixty (60) day period, providing a meeting of the committee is held in that sixty (60) day period (whichever is the longer period of time) and
    - iii unless the absence is because of illness; or
    - iv unless the absence is with the express leave of the Chairperson, the appointment of the member shall be revoked.
- The Committee Clerk will keep an attendance log and notify the Chairperson and Corporate Officer where there have been two consecutive absences without consent. The Corporate Officer will make contact with the Committee member.
- h) Any person with particular expertise, including municipal staff may be invited by the Chairperson or staff member of the committee to attend a committee meeting in order to provide information or advice, but only members appointed by City Council may vote on matters coming before the committee.

- i) The Corporate Administration Department will be responsible for preparing committee agendas, minutes, updating Terms of Reference policy, meeting schedule, and administrative support to committees. Agendas and approved minutes will be posted on the City's website.
- j) Committee minutes, with recommendations noted, will be forwarded to Council for information and action as required.
- k) A committee meeting or a portion thereof may be closed to the public pursuant to Sections 90 and 93 of the *Community Charter*.
- l) Committees may hear and consider representations by any individual, group or organization on matters referred to the Committee by Council.
- m) Where a member of a committee, their family, employer or business associates have any interest in any matter being considered by the committee, that member will absent themselves from all aspects of consideration of that matter by declaring a Conflict of Interest.
- n) Committee chairpersons and staff liaisons will prepare an annual report to be submitted to the Chief Administrative Officer for review and to be forwarded to City Council.
- o) A committee cannot direct staff to take action without endorsement of City Council.
- p) A committee cannot direct staff to take any action which is contrary to existing policies or directives or establish policies for the City.
  - i. any such action must be referred to Council for consideration and adoption;
  - ii. the staff member assigned to the committee or the Chief Administrative Officer may advise the committee of existing policies or directives and the needs to refer the matter to Council prior to taking any action.
- q) Committees do not have the authority to commit funds, enter into contracts or commit the City to a particular course of action.
- r) On routine matters such as organizing or setting up yearly or ongoing events or projects which do not have budget implications or have received prior budget approval, the committee may make decisions without the approval of Council, provided that the committee works with the staff member assigned to that committee on those matters.
- s) On broader matters such as organizing or setting up major or unusual events or projects which do not have budget implications, the committee must receive prior approval from Council.
- t) The committee Chairperson may appoint members to a subcommittee to consider, inquire into, report and make recommendations to the committee for a specific purpose.
- u) Members of the committee are not permitted to speak directly with the media on behalf of the committee.

**Procedures**

Unless otherwise provided for in these terms of reference, the procedures of the Committee will be governed by the City’s Council and Committee Procedure Bylaw.

**Code of Conduct**

Appointees will be required to sign a statement agreeing that they have read, understood, and will conform to the City’s code of conduct as defined the Council policy regarding Code of Conduct for Committee Members. This will be required immediately upon appointment. The statement / agreement for signature is attached to and forming part of this policy.

**CITY OF WHITE ROCK  
COMMITTEE CODE OF CONDUCT  
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This will confirm that as of \_\_\_\_\_, I have read Council  
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Policy 120, “Code of Conduct for Committee Members” and Council Policy \_\_\_\_\_,  
Committee Terms of Reference and I understood and will conform to the City’s Code of  
Conduct as outlined in these policies.

\_\_\_\_\_  
(PRINT NAME)

\_\_\_\_\_  
(SIGNATURE)

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



**POLICY TITLE: GRANTS –IN-AID**

**POLICY NUMBER: FINANCE - 302**

<i>Date of Council Adoption:</i> September 28, 2015	<i>Date of Last Amendment:</i> July 25, 2016
<i>Council Resolution Number:</i> 2013-346, 2015-336, 2016-282	
<i>Originating Department:</i> Finance	<i>Date last reviewed by Finance and Audit Committee:</i> July 11, 2016

**POLICY:**

1. Applications shall be sent annually to previous year's recipients, and the deadline for receipt of applications shall be February 1<sup>st</sup>.
2. The annual deadline for the receipt of late applications is June 1<sup>st</sup>.
3. Applications received after June 1<sup>st</sup>, may be considered outside of the above noted timelines, only if they are of an emergent nature (new circumstances that did not exist prior).
4. The Grants-In-Aid Committee shall be responsible for reviewing grant applications received and shall prepare a recommended list of grant recipients and the suggested grant for each. This list shall be presented to City Council for review and approval no later than April 1<sup>st</sup>. Organizations located in the City of White Rock will be given first priority.
5. The Grants-In-Aid Committee shall confine its allocation to 95% of the total grant-in-aid budget. The remaining 5% shall be held back in the event of a worthy late submission.
6. One grant may be awarded per organization with a maximum award of \$2,000, with the exception of White Rock based arts and cultural organizations who may apply for an additional \$5,000 to host an arts or/and culture event.
7. To be eligible for receiving a grant the following criteria shall be considered:
  - a. Membership in the group, team, or society applying for the grant should be at least 25% from White Rock. Notwithstanding if, in the opinion of the Committee, the group will bring some substantial benefit to the community, and then approval may be granted.

- b. An individual requesting a grant must be a White Rock resident or must be representing White Rock in a provincial, federal, or international event. Notwithstanding, exceptions can be made if the applicant has a current affiliation with the City or has made a significant contribution to the City in the past.
  - c. Grants shall not be approved where the stated or likely purpose is to pay for past deficits or debts incurred by the organization.
  - d. A sports team or club will only be considered for a grant if they are regional or provincial champions are identified with White Rock, and are participating in national, Western Canadian, or international competition.
  - e. The grant must be used to contribute to the general interest and advantage of the City of White Rock.
  - f. Organizations must submit their most recent financial statements and approved budgets. Where applicable, itemized budgets should also be submitted for specific events that funding is applied for.
  - g. All grant recipients must submit a report to the Director of Financial Services disclosing the use of the grant funds on or before December 31. Recipients who do not submit a report will be ineligible to apply for a grant in the subsequent year.
  - h. Applicants who require funds prior to July 1 should indicate this fact, including rationale, on the application.
8. Notwithstanding 5 above, a group, team, or society may be given a grant-in-aid if it is the opinion of Council that such an award would be in the best interest and for the benefit of the City.
9. The City offers supplementary funding (total annual allocation of \$20,000) to support and develop arts and culture events. The funding is not intended to provide continuing support to organizations indefinitely. The program is intended to encourage the development of event capacity, organization efficiency and best practices. The following criteria are for organizations applying for the additional arts and cultural event fund.
- a. The event must occur in the City of White Rock.
  - b. The event must showcase local area artists, be inclusive, accessible and welcoming to the public.
  - c. Applicants must be an arts and cultural organization registered and in good standing as a non-profit society in the province of British Columbia.
  - d. Applicants from organizations that have received a grant in aid from the City of White Rock must demonstrate that the proposed project is different from the activity which received the grant in aid.
  - e. Preference will be given to new events that address gaps in the existing event calendar and have the potential to become major arts and culture events. A new event, for the purpose of this policy, is defined as an event that has not previously



existed and is occurring for the first time. An event that is part of an ongoing series or part of the core programming of an organization is not considered new.

### **RATIONALE:**

The intent of the deadline is to ensure applications are received and processed effectively.

A hold-back of unallocated money is required to deal with unforeseen or late-rising events or applications.

Non-community based organizations will not be considered because people in the community have many opportunities to contribute to them at other times. Since Council is merely redirecting the taxpayer's money it is not believed to be appropriate to make these kinds of choices for the taxpayers.

A reasonable percentage of the membership benefiting from the grant should be taxpayers or residents of the City - otherwise they could request a grant from their own City Council.

Grant recipients should be doing works, which benefit the people of the City or bring favourable publicity to the City and in so doing raise civic pride and awareness.

Individuals or sports teams representing the City should be doing so in a capacity which is official (i.e. representing the province or the country) and at a high level of competition - groups going on self-sponsored tours in which they have no official capacity should not receive grants. Examples of groups who have applied in the past but would not qualify for a grant are: school rugby teams on tour, highland dancers troupe on tour, and a dance company performing in a recital overseas.

In the Council approved Cultural Strategic Plan 2014-2018, a key priority is to increase grant funding for arts and culture events in order to stimulate new activities and contribute to White Rock being a cultural destination. The City recognizes the important contribution arts and cultural festival and events make to the economy and cultural character of a city.

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2297**



A Bylaw to adopt a Financial Plan for 2019 to 2023

WHEREAS the City Council of the Corporation of the City of White Rock is empowered by the provisions of Section 165 of the “Community Charter” to adopt a Financial Plan for the five-year period ending the thirty-first day of December 2023.

AND WHEREAS it is necessary for such Financial Plan to be adopted before the annual property tax rate bylaw is adopted.

The CITY COUNCIL of The Corporation of the City of White Rock in open meeting assembled, ENACTS as follows:-

1. Schedule “A” and Schedule “B” attached hereto and forming part of this Bylaw are hereby adopted as the Financial Plan of the Corporation of the City of White Rock for the five-year period ending December 31, 2023.
2. All payments already made from City Revenue for the current year are hereby ratified and confirmed.
3. This Bylaw may be cited for all purposes as the “*Financial Plan (2019-2023) Bylaw, 2019, No. 2297*”.

RECEIVED FIRST READING on the	15 <sup>th</sup>	day of	April, 2019
RECEIVED SECOND READING on the	15 <sup>th</sup>	day of	April, 2019
RECEIVED THIRD READING on the	15 <sup>th</sup>	day of	April, 2019
ADOPTED on the		day of	

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

	2019	2020	2021	2022	2023
<b>Revenues:</b>					
Municipal Property Taxes	\$ 22,195,600	\$ 23,387,295	\$ 24,618,532	\$ 25,716,183	\$ 26,478,573
Regional Library Levy	958,066	977,227	996,772	1,016,707	1,037,041
BIA Levy	356,500	338,600	345,300	352,200	359,200
Local Improvement Parcel Tax	5,206	5,206	5,206	5,206	5,206
Grant in Lieu of Taxes & Utility Levy	274,700	280,194	285,798	291,514	297,344
Development Cost Charges	495,000	1,119,200	1,476,900	917,800	1,208,100
Fees & Charges	15,505,700	16,133,105	16,958,902	17,744,415	18,454,170
Own/Other Sources	23,545,634	16,674,488	13,429,450	8,912,431	8,686,885
Government Grants	5,774,000	13,452,800	883,000	889,100	555,800
<b>Total Revenues</b>	<b>\$ 69,110,406</b>	<b>\$ 72,368,115</b>	<b>\$ 58,999,860</b>	<b>\$ 55,845,556</b>	<b>\$ 57,082,319</b>
<b>Expenses:</b>					
Interest on Debt	694,663	694,663	694,663	694,663	694,663
Other Municipal Purposes	41,234,266	38,975,975	40,408,079	41,259,696	42,205,542
Amortization Expense	6,090,200	7,559,800	8,166,400	8,643,300	8,736,100
<b>Total Expenses</b>	<b>\$ 48,019,129</b>	<b>\$ 47,230,438</b>	<b>\$ 49,269,142</b>	<b>\$ 50,597,659</b>	<b>\$ 51,636,305</b>
<b>Surplus Before Adjustments</b>	<b>\$ 21,091,277</b>	<b>\$ 25,137,677</b>	<b>\$ 9,730,718</b>	<b>\$ 5,247,897</b>	<b>\$ 5,446,014</b>
<b>Adjustment for Non Cash Items:</b>					
Amortization Expense	6,090,200	7,559,800	8,166,400	8,643,300	8,736,100
<b>Adjustments for cash items not recognized as revenues or expenses in the Statement of Operations:</b>					
Tangible Capital Asset Expenditures	(35,268,000)	(30,809,000)	(21,645,000)	(12,498,000)	(11,021,000)
Principal Payments on Capital Leases	(4,500)	-	-	-	-
Principal Payments on Long Term Debt	(680,220)	(702,426)	(725,367)	(749,046)	(773,363)
Transfer from Capital Works Reserve	2,617,400	607,000	596,000	745,000	892,000
Transfer from Land Sale Reserve	236,600	-	-	-	-
Transfer from Equipment Replacement Reserve	146,000	1,042,000	798,000	435,000	80,000
Transfer from Statutory Community Amenity Contribution Reserve	6,152,100	1,255,000	50,000	50,000	50,000
Transfer from Water Fund Internal Loan Reserve	-	500,000	-	500,000	-
Transfer from Non-statutory Community Amenity Contribution Reserve	261,100	-	-	-	-
Transfer from Other Reserves	16,897,748	9,046,548	14,921,448	6,599,848	5,199,448
Transfer from Operating Funds	4,064,700	4,444,200	4,611,200	4,450,400	4,530,800
Appropriation from Surplus	1,196,000	-	-	-	-
Transfer to Capital Works Reserve	(998,100)	(1,263,200)	(1,335,200)	(1,398,100)	(1,442,000)
Transfer to Equipment Replacement Reserve	(583,100)	(612,300)	(624,600)	(637,100)	(649,800)
Transfer to Statutory Community Amenity Contribution Reserve	(8,696,000)	(2,880,000)	(3,600,000)	-	-
Transfer to Water Fund Internal Loan Reserve	-	(500,000)	-	(500,000)	-
Transfer to Other Reserves	(8,399,805)	(8,346,099)	(6,297,399)	(6,403,799)	(6,482,399)
Transfer to Surplus	(58,700)	(35,000)	(35,000)	(35,000)	(35,000)
Transfer to Capital Funds	(4,064,700)	(4,444,200)	(4,611,200)	(4,450,400)	(4,530,800)
<b>Financial Plan Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Financial Plan (2019 to 2023) Bylaw, 2019, No. 2297**

**Schedule B - Revenue and Tax Policy Statements**

**1. Proportions of 2019 Revenue:**

Property Value Taxes	34%
Fees & Charges	22%
Other Sources	42%

Property Value Taxes are typically the largest revenue source in the City's Financial Plans. However, in this Financial Plan, the City has budgeted to receive or recognize a significant amount of community amenity contributions from developers, building permit fees as well as government grants, which have skewed the figures temporarily. These items are included in the "Other Sources" revenue category. Property Value Taxes include municipal, Fraser Valley Regional Library, and Business Improvement Area levies as well as grants & levies received in lieu of taxes from certain utility companies.

Fees and Charges represent 22% of 2019 budgeted revenue. The most significant of these are water, sanitary sewer, drainage and solid waste user fees, as well as Recreation and Culture program revenue.

The Other Sources category represents 42% of 2019 budgeted revenue. The revenue proportions are skewed temporarily due to a significant amount of community amenity contribution and building permit revenue budgeted to be received or recognized. As well, the City is budgeting to receive significant government grants, which are also included in this revenue category. Other components of Other Sources revenues include pay parking, investment income and business licences.

Over the four years 2020 to 2023, these proportions are projected to remain similar, except for fluctuations in projected community amenity contribution revenue, building permit revenue and government grants.

**2. 2019 Municipal Property Tax Distribution:**

Class 1 Residential	90.25%
Class 2 Utility	0.21%
Class 6 Business & Other	9.51%
Class 8 Recreational & Nonprofit	0.03%

The calculation of municipal property tax distribution is based on historical class multiples, as adjusted by new development.

### 3. **Permissive Tax Exemptions:**

White Rock Council Policy No. 317 details the City's policy for permissive property tax exemptions, in accordance with the Community Charter. This policy provides the criteria for granting permissive tax exemptions to certain properties in the following categories:

- Land surrounding the buildings of places of worship;
- Burlington Northern Santa Fe Railway property leased by the City;
- City properties leased to not-for-profit organizations that are providing a community service not currently available through the City and have not previously paid property taxes on the City property in question;
- Property owned by organizations whose principal purpose is to directly support Peace Arch Hospital's provision of health and wellness services to citizens of White Rock;
- Property owned by a charitable, philanthropic or other not-for-profit organization whose principal purpose is delivery of social services to citizens of White Rock, provided that the property is being used for that purpose and it provides a beneficial service to the Community; and
- Property owned by not-for-profit organizations whose principal purpose is delivery of cultural services to citizens of White Rock, provided that the property is being used for that purpose and it provides a beneficial service to the Community.

At this time there is no change anticipated to the City's Permissive Tax Exemption Policy.

Permissive tax exemptions granted for 2019 will be listed in the City's 2019 Annual Report.

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2292**



A bylaw to amend the Collection, Removal, Disposal  
and Recycling of Solid Waste Bylaw 2015, No. 2084

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. SCHEDULE "A" of the said Bylaw and amendments thereto shall be deleted and the following shall be substituted:

**SCHEDULE "A"**

<b>Service</b>	<b>Fee</b>
Solid Waste Collection Service	\$331

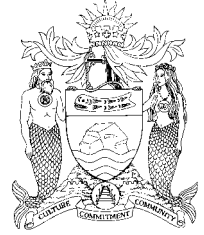
2. This Bylaw may be cited for all purposes as the "Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 4, 2019, No. 2292".

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ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2293**



A bylaw to amend the White Rock Secondary Suite  
Service Fee Bylaw, 2012, No.2009

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

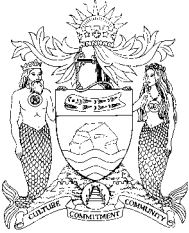
1. Section 3 of the said Bylaw is hereby deleted in its entirety and replaced with the following:  
 "The amount of the secondary suite service fee payable under Section 2 of this Bylaw shall be \$300."
  
2. This Bylaw may be cited for all purposes as the "White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 5, 2019, No. 2293."

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2294**



A bylaw to amend the White Rock Drainage Utility  
User Fee Bylaw, 2004, No. 1739

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. Schedule "A" attached to and forming part of the "White Rock Drainage Utility User Fee Bylaw, 2004 No. 1739", is hereby deleted and replaced by Schedule "A" attached hereto and forming part of this Bylaw.
2. This bylaw may be cited as "White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 12, 2019, No. 2294."

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION



**Schedule “A”**

**Drainage Utility Fees**

A fee is based upon parcel size, a runoff factor calculated for each Land Zoning and a city-wide annual rate.

A fee is calculated as follows:

$$A \times R \times \text{rate} = \text{drainage utility fee (but subject to the minimum fee)}$$

Where:

A is - the gross area of a parcel\* (square metres) and,

R is - the runoff factor established for a parcel based on the following land use zoning:

R	Land Zoning
0.25	RE-1, RE-2, and RS-1 parcels with an area equal to or greater than 2,000 square metres
0.45	RS-4, RE-3, RT-1, RT-2, CD-7, CD-24, and RS-1 parcels with an area less than 2,000 square metres
0.60	RS-2, CD-10, CD-26, CD-51, CD-59
0.65	RS-3, RI-1, RI-2, RM-1, CD-9, CD-25, CD-27, CD-28, CD-30, CD-31, CD-32, CD-35, CD-39, CD-40, CD-41
0.70	RM-2, CD-11, CD-13, CD-15, CD-21, CD-34
0.75	RM-3, RM-4, CD-4, CD-5
0.80	P-3
0.90	P-1, P-2, CR-3, CR-4, CD-3, CD-6, CD-8, CD-14, CD-18, CD-19, CD-20, CD-36, CD-46, CD-48, CD-54, CD-56, CD-57
0.95	CR-1, CR-2, CR-5, CR-6, CD-2, CD-16, CD-17, CD-23, CD-29, CD-58, CD-61

“Rate” is – the annual charge established by the Council of the City, being \$1.4921 per square meter of parcel area.

The minimum drainage utility fee for any property is \$47.00.

\* If a parcel has been subdivided into strata units to accommodate residential or commercial uses each unit created will be charged an equal share of the user fee calculated for that parcel.

e.g. A parcel has been developed to create 10 strata units. Each unit owner pays 1/10 of the Fee calculated for the parcel.

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2295**



A Bylaw to amend the Sewer Connection and Rental  
Charges Bylaw, 1970, No. 396

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. SCHEDULE “B” of the said Bylaw and amendments thereto shall be deleted and the following shall be substituted:

**SCHEDULE “B”**

		<b>ANNUAL RENTAL</b>
(1)	Each Single-Family Home	\$ 260
(2)	Each Self-contained Suite	260
(3)	Motel (for each unit)	273
(4)	Hotels, Rest Homes and Lodging Houses (for each two sleeping rooms or fraction thereof)	273
(5)	Liquor outlets (for each flush)	273
(6)	Public Recreational Centres and Public Halls (for each flush)	273
(7)	Commercial and business establishments (for each flush)	273
(8)	Peace Arch District Hospital (per available bed)	260
(9)	Schools (for each flush)	273
(10)	Coin-Operated Laundries (for each machine)	167

2. This Bylaw may be cited for all purposes as the “Sewer Connection and Rental Charges Bylaw, 1970, No. 396, Amendment No. 29, 2019, No. 2295”.

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ADOPTED on the    day of

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2296**

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A bylaw for the levying of rates on land and  
improvements for the year 2019

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. In this Bylaw, unless the context otherwise requires:

"City" means The Corporation of the City of White Rock.

"Improvements" and "Land" shall have the meanings respectively assigned to them in the Schedule of the *Community Charter*, S.B.C. 2003. c. 26.

2. To provide in and for the year 2019 for the monies required for all lawful municipal general purposes of the City, including the provision for uncollectible taxes and for taxes that it is estimated will not be collected during the year, the rates appearing in Column "A" of Schedule "A" of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2019. Such rates shall be known as the "General Rates".
3. To provide in and for the year 2019 for the monies required to pay the assessments levied against the City by the Fraser Valley Regional Library, the rates appearing in Column "B" of Schedule "A" of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2019. Such rates shall be known as the "Fraser Valley Regional Library Rates".
4. To provide in and for the year 2019 for the monies which when added to the amount remaining in the Metro Vancouver Regional District (Regional District) account from the previous year, are sufficient for the share of the City for the expenses of the Regional District, and the share of the City debts incurred for Regional District purposes, according to the requisition submitted by the Regional District Board, the rates appearing in Column "C" of Schedule "A" of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for hospital purposes for the year 2019. Such rates shall be known as the "Metro Vancouver Regional District Rates".

- 5. To provide in and for the year 2019 for the monies granted to the White Rock Business Improvement Association for implementation of the White Rock Business Improvement Area Business Promotion Scheme, the rate appearing in Column “D” of Schedule “A” of this Bylaw is hereby imposed upon the full assessed value of all Class 06 taxable land and all Class 06 taxable improvements within White Rock Business Improvement Area according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2019. The White Rock Business Improvement Area is defined in “White Rock Business Improvement Area Bylaw, 2015, No. 2075”. This rate shall be known as the “Business Improvement Area Rate”.
  
- 6. This Bylaw may be cited as the "White Rock Annual Rates Bylaw, 2019, No. 2296".

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ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

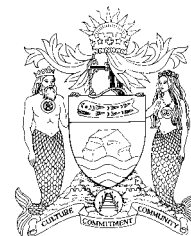
**Schedule “A”**

Tax Rates (Dollars of tax per \$1,000 Taxable Value)

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>Property Class</b>	<b>Municipal General Purposes</b>	<b>Fraser Valley Regional Library Purposes</b>	<b>Metro Vancouver Regional District Purposes</b>	<b>Business Improvement Area</b>
01 Residential	2.20533	0.09515	0.04454	N/A
02 Utilities	13.87649	0.59871	0.15587	N/A
06 Business/Other	5.07357	0.21890	0.10911	0.92509
08 Seasonal/Recreation	1.75748	0.07583	0.04454	N/A

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2298**

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A Bylaw to impose fees and charges for various services offered by the City that are not included in any other City Bylaw.

The Council of the City of White Rock, in open meeting assembled, enacts as follows:

**1. Definition**

1.1 In this bylaw, the following definition applies:

**City** means the City of White Rock

**2. Bylaw Duration**

2.1 The fees and charges are set out in this bylaw for the year 2019.

2.2 “2019 Fees and Charges Bylaw, 2019, No. 2298” will take effect the date this bylaw is adopted. If a new bylaw regarding Fees and Charges has not been adopted by January 1, 2020, the fees and charges contained in this bylaw will continue to remain in effect until a new bylaw on this matter has been adopted by City Council.

**3. Fees and Charges Schedules**

3.1 A person will pay the specified fees / charges for services set out in the following schedules which are attached to and form part of this bylaw:

Schedule A	Planning and Development Services
Schedule B	Engineering and Municipal Operations
Schedule C	RCMP
Schedule D	Centennial Park Leisure Centre - Arena Facility Rental
Schedule E	Centennial Park Leisure Centre – Hall / Lounge / Boardroom / Recreation Room Facility Rentals
Schedule F	Centre for Active Living - Facility Rental
Schedule G	Kent Street Activity Centre - Facility Rental
Schedule H	White Rock Community Centre - Facility Rental
Schedule I	Centennial Park Leisure Centre - Outdoor
Schedule J	Recreation and Culture - Miscellaneous
Schedule K	Financial Services
Schedule L	Photocopies, Mapping and Computer Information
Schedule M	Fire Rescue

4. **Tax**

4.1 Unless specifically indicated otherwise, the fees and charges in this bylaw are subject to applicable taxes.

5. **Further Fees / Charges Considerations**

5.1 In addition to paying the facility rental fee or filming fee, a person must also provide liability insurance to rent a facility listed in **Schedules D – J** or film on City property as in **Schedule J** by:

- (a) paying the City an insurance liability premium according to the User Group Rating Schedule provided by the City's insurance provider; or
- (b) naming the City as a co-insured on the liability insurance policy, valued at least \$5 million, and providing the City with proof of coverage.

6. **Refunds (when applicable) and Cancellations**

6.1 For a facility rental fee in Schedules D – J the City may issue a refund of 100% if the refund is requested at least 14 days before the actual booked date.

6.2 For a facility rental fee in Schedules D – J the City will not issue a refund, if:

- a) the refund is requested less than 14 days before the actual booked date; and/or;
- b) there is inclement weather that affects the booking for outdoor special events.

In these circumstance only the damage deposit is refundable.

6.3 Three months advance notice is required to cancel an ongoing facility user contract.

6.4 White Rock Recreation and Culture reserves the right to cancel bookings at any time, with a full refund of funds paid.

7. **Repeal of Bylaws**

7.1 City of White Rock "2018 Fees and Charges Bylaw, 2017, No. 2230" and all its amending bylaws are repealed as of the date this bylaw is adopted.



8. **Severability**

8.1 If a portion of the bylaw is held invalid by a Court of competent jurisdiction, the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

9. **Citing**

9.1 This Bylaw may be cited as the “*2019 Fees and Charges Bylaw, 2019, No. 2298*”.

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

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MAYOR

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DIRECTOR OF CORPORATE ADMINISTRATION

**Schedule 'A'**  
**PLANNING and DEVELOPMENT SERVICES**

<b>ITEM</b>	<b>2019</b>	
Building Code Alternative Solution/Equivalency		\$636
Change of Address		\$563
<b>Letter of Enquiry</b>		
• Residential		\$159
• Multi-family or commercial		\$624
Noise Bylaw Extension of Hours – Admin Fee		\$260
<b>Property File Research and Copies</b>		
• Research and first printed copy		\$15
• Each additional copy		\$5
• Copies on disc or flash drive (excluding print cost)		\$20
<b>Building Permit Plans (Architectural Drawing Size)</b>		
• First Print		\$49
• Each additional print		\$24
Property Site Survey Certificate		\$20
Sidewalk Use License – per square foot *		\$4
Sidewalk Use Agreement Application		\$168
<b>Other Fees</b>		
• Accessory registered secondary suite in conjunction with a new house building permit registration		\$240
• All other secondary suite registrations		\$318
• Underground Oil Storage Tank Removal documentation		\$218
<b>Building Permit Fees:</b>		
<b>Range of “Construction Value”</b>	<b>Initial Fee</b>	<b>Additional fee per \$1,000 or part thereof</b>
\$0 to \$1,000	\$200	
\$1,001 to \$100,000	\$200	\$17
\$100,001 to \$250,000	\$1,833	\$13
\$250,000 and over	\$3,833	\$11
<b>NOTES:</b>		
The current edition of the Marshal Valuation Service or the Marshall and Swift Residential Cost Handbook may be used by the Building Official to determine the “Construction Value” of the work for the purpose of assessing permit fees.		
Any Building Permit fee payable shall be reduced by 2.5% to a maximum reduction of \$500.00 where any aspect of the construction of the proposed building or alteration is under the review and Letters of Assurance of a CRP – Coordinating Registered Professional.		

**Schedule 'A'**  
**PLANNING and DEVELOPMENT SERVICES - Continued**

<b>Other Building Permit Related Fees</b>	
• Extension of Building Permit	\$208
• Creation of New Civic Address	\$564
• Building Permit Transfer	\$364
• Re-review of Plans Fee - per hour	\$260
• Building Move Fee	\$208
• Digital Archive Fee – per page	\$5
• Re-Inspection Fee	\$260
<b>Demolition Permit</b>	
• Accessory Building	\$84
• SFD/Duplex	\$1,092
• Commercial/Multi-Family	\$1,300
<b>Plumbing Permit Fees</b>	
• First Fixture	\$79
• Each Additional Fixture	\$42
• First Sprinkler Head	\$79
• Each Additional Sprinkler Head to 100	\$5
• Each Additional Sprinkler Head over 100	\$3
• Each Fire Hydrant	\$47
• Each Standpipe	\$47
• Each Hose Valve	\$47
• Fire Department Connection	\$47
• SFD/Duplex Sanitary Sewer	\$79
• SFD/Duplex Storm Sewer	\$79
• SFD/Duplex Water Service	\$79
• MFD/Commercial Sanitary Sewer first 30m	\$136
• MFD/Commercial Storm Sewer first 30m	\$136
• MFD/Commercial Water Service first 30m	\$136
• Each Additional 30m of Commercial Sanitary Sewer, Storm Sewer, or Water Service or part thereof	\$67
• Each Sump, Manhole, or Catch Basin	\$67
• Re-Inspection Fee	\$260
• Non-compliance Inspection Fee	\$260
• Special or Other Inspection Fee	\$260
<b>Signage</b>	
• 'No Smoking' signs	\$5

\* Pro-rated based on license coverage dates for seasonal licenses.

**Schedule 'B'**  
**ENGINEERING and MUNICIPAL OPERATIONS**

ITEM	2019	
<b>Waste Bags</b>		
• Kitchen – large (lined) – per 5 pack		\$6.50
• Kitchen – small (lined) – per 10 pack		\$5.20
• Yard – per 5 pack		\$3.90
Roll Outs (for eligible locations of 6 or less units)		\$156
Curbside Blue or Red Recycling Boxes		\$5
Surplus Household Waste Decals		\$5
<b>Parks Dedication Program</b>	<b>Initial</b>	<b>Renewal</b>
• Bench	\$3,240	\$1,620
• Drinking Fountain	\$4,540	\$2,275
• Light Standard	\$3,010	\$1,510
• Picnic Table	\$3,470	\$1,735
<b>Parks Dedication Program – Replacement Plaques</b>		\$225
<b>Road and Right of Way Fees</b>		
• Road and ROW Alteration Permit Fee		\$540
• Road and ROW Use Application Fee		\$54
• Road and ROW Use Permit Fee		\$215
• Road and ROW Re-inspection Fee		\$255
<b>Servicing Agreement Fees</b>		
• Application fee		\$1,620
• Extension fee		\$325
• Latecomer Agreement Application Fee		\$1,620
<b>Engineering Administration Fees on Service Agreements</b>		
• First \$250,000 of estimated construction cost		4.0%
• Next \$250,000 of estimated construction cost		2.5%
• Remaining estimated cost exceeding \$500,000		1.5%

**Schedule 'C'**  
**RCMP**

<b>ITEM</b>	<b>2019</b>
Accident Reports (MV6020's) copies for ICBC	\$65
Request for information relating to Thefts/B & E's etc. received from insurance companies	\$65
Police Certificates (Form 1868)	\$65
Court Ordered File Disclosure Copy of File (Notice of Motion)	\$65 flat fee \$0.50/page \$10 Shipping
Police Information Checks	\$65
<ul style="list-style-type: none"> <li>• Volunteers – live in White Rock and volunteer in either White Rock or South Surrey (requires letter from agency) n/c</li> <li>• Students – for school or training program (requires letter from the agency/school) n/c</li> </ul>	
Photographs	\$2
CD of Photographs	\$5
Fingerprints	\$65
Traffic Analyst Report	\$175
Field Drawing Reproduction	\$65
Mechanical Inspection Reproduction	\$65
Crash Data Retrieval Report – Black Box	
<ul style="list-style-type: none"> <li>• (Non ICBC request) \$175</li> <li>• (ICBC request) \$65</li> </ul>	
Field Drawing Reproduction	\$65
Scale Drawing Reproduction	\$65
Measurements – Provided by Member	\$65
Confirmation letter	\$65

**Schedule 'D'**  
**CENTENNIAL PARK LEISURE CENTRE**  
**ARENA**  
**Facility Rental**

<b>ITEM</b>	<b>Aug 2018 to April 2019 Per Hour unless otherwise stated</b>	<b>Aug 2019 to April 2020 Per Hour unless otherwise stated</b>
<b>Ice Rentals (Non-Subsidized)</b>		
• Prime Rate	\$304	\$313
• Non-Prime Rate	\$232	\$239
• Statutory Holiday Rate	\$349	\$359
<b>Ice Rentals (Partially Subsidized)</b>		
• Prime Rate	\$145	\$149
• Non-Prime Rate	\$82	\$84
• Statutory Holiday Rate	\$215	\$221
<b>Ice Rentals (Bonus Days)</b>		
• Minor Hockey Tournament (all hours)	\$215	\$221
• Minor Hockey Bonus Days & Ringette Tournament (all hours)	\$82	\$84
• Hockey School (non-profit society or WR Leisure Services - all hours)	\$146	\$150
• Skills Academy (school hours)	\$71	\$73
• School/Family Skates (all hours)	\$116	\$119
• Figure Skating (three Special Event/Test Days)	\$83	\$84
	<b>April 2018 to August 2019 Per Hour unless otherwise stated</b>	<b>April 2019 to August 2020 Per Hour unless otherwise stated</b>
<b>ITEM</b>		
<b>Dry Floor</b>		
• Minor Lacrosse, Ball Hockey, Roller Hockey (includes non-profit)	\$68	\$70
• Adult Lacrosse, Ball Hockey, Roller Hockey (includes non-profit)	\$98	\$101
• Special Event Days (one Tournament – 3 days max)	\$68	\$70
• Dances/Major Events (8 hours)	\$957	\$986
• Commercial Dry Floor (not-subsidized)	\$150	\$155
• Statutory Holiday	\$101	\$104

**Schedule 'E'**  
**CENTENNIAL PARK LEISURE CENTRE**  
**HALL/LOUNGE/BOARDROOM/RECREATION ROOM**  
**Facility Rentals**

<b>ITEM</b>	<b>2019 Per Hour unless otherwise stated</b>
<b>Hall</b>	
• Commercial Rate	\$54
• Not for Profit Rate	\$36
• Wedding Parties (1:30 pm – 1:00 am)	\$493
• Private Rental	\$46
• Deposit for Key/Access	\$36
• Statutory Holiday (min 2 hours)	\$65
<b>Lounge</b>	
• Commercial Rate	\$42
• Not for Profit Rate	\$25
• Wedding Parties (with Hall rental (1:30 pm – 1:00 am)	\$98
• Private Rental	\$37
• Deposit for Key/Access	\$36
• Statutory Holiday (min 2 hours)	\$53
<b>Boardroom</b>	
• Commercial Rate	\$31
• Not for Profit Rate	\$19
• Private Rental	\$27
• Deposit for Key/Access	\$36
• Statutory Holiday (min 2 hours)	\$41
• Monthly Rental Rate (not-for-profit groups)	\$500/month
<b>Recreation Room</b>	
• Commercial Rate	\$42
• Not for Profit Rate	\$29
• Private Rental	\$37
• Deposit for Key/Access	\$36
• Statutory Holiday (min 2 hours)	\$53
Contract Amendment Fee Per Occurrence	\$26

**Schedule 'F'**  
**CENTRE FOR ACTIVE LIVING**  
**Facility Rental**

<b>ITEM</b>	<b>2019 Per Hour</b>
<b>Cardio Gym 1</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$90 \$56 \$74 \$100
<b>Cardio Gym 2</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$90 \$56 \$74 \$100
<b>Fitness Studio 1</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$55 \$36 \$48 \$65
<b>Fitness Studio 2</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$55 \$36 \$48 \$65
<b>Education Room</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$46 \$31 \$40 \$56



**Schedule 'G'**  
**KENT STREET ACTIVITY CENTRE**  
**Facility Rental**

<b>ITEM</b>	<b>2019 Per Hour</b>
<b>Auditorium</b>	
• Commercial Rate	\$94
• Not for Profit Rate	\$61
• Private Rental Rate	\$79
• Statutory Holiday (min 2 hours)	\$104
<b>Classroom</b>	
• Commercial Rate	\$63
• Not for Profit Rate	\$50
• Private Rental Rate	\$54
• Statutory Holiday (min 2 hours)	\$73
<b>ITEM</b>	<b>2019 Per Year</b>
<b>WRLS Membership Fees</b>	
• Adult	\$40
• Youth	\$29

**Schedule 'H'**  
**WHITE ROCK COMMUNITY CENTRE**  
**Facility Rental**

<b>ITEM</b>	<b>2019 Per Hour unless otherwise stated</b>
<b>Presentation Room ABC with Lobby</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Wedding Parties (11:30am – 11:00pm)</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$213 \$131 \$2,119 \$180 \$223
<b>Presentation Room ABC</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$183 \$110 \$158 \$193
<b>Hall A, B, or C</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$63 \$40 \$54 \$73
<b>Art Room</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$47 \$30 \$41 \$57
<b>Gallery</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$57 \$36 \$50 \$67
<b>Studio</b> <ul style="list-style-type: none"> <li>• Commercial Rate</li> <li>• Not for Profit Rate</li> <li>• Private Rental Rate</li> <li>• Statutory Holiday (min 2 hours)</li> </ul>	\$57 \$36 \$50 \$67
<b>Kitchen</b> <ul style="list-style-type: none"> <li>• Commercial Rate / hour</li> <li>• Damage Deposit</li> <li>• Statutory Holiday / hour (min 2 hours)</li> </ul>	\$63 \$550 \$73

**Schedule 'T'**  
**CENTENNIAL PARK LEISURE CENTRE**  
**Outdoor**

<b>ITEM</b>	<b>2019 Per Hour</b>
<b>Lacrosse Box</b>	
• Youth – non-profit	n/c
• Adult – non-profit	\$7.65
• Private	\$12.75
• Commercial – adult or youth	\$18.40
<b>ITEM</b>	<b>2019 Per Hour</b>
<b>Sports Fields &amp; Ball Diamond Rentals</b>	
• Youth – non-profit	n/c
• Adult – non-profit	\$15.30
• Commercial – adult or youth	\$23.50
<b>ITEM</b>	<b>2019 Per Season</b>
<b>Advertising Boards</b>	
• Taylor Box, per season (Mar-Feb)	\$280
• Centennial Park Ball Diamond, per season (Apr-Mar)	\$280

**Schedule 'J'**  
**RECREATION AND CULTURE - MISCELLANEOUS**

<b>ITEM</b>	<b>2019</b>
• Bayview Park Plaza Rental (per 3 hour time slot)	\$254
<b>Filming Fees</b>	
• Filming Application Fee (includes one day of filming)	\$306
• Filming Fee - Additional Days – per day	\$102
• Operations Site Supervisor, RCMP or Fire Personnel	Cost recovery
• Pay Parking stalls	Current hourly rate
• Other Street Parking per space per day	\$12.75
• Street Use Fee for (30m or 100ft) per day	\$55.60
• Pier per day	\$1,120
• Location on Promenade per day	\$810
• Sidewalk Site – per location per day	\$455
• Other City Park or Land Site per day	\$560
• City Building Site per day unless hourly rate applies	\$435

**Schedule 'K'**  
**FINANCIAL SERVICES**

<b>ITEM</b>	<b>2019</b>
<b>Property Tax information (Tax Certificate)</b>	
• property owners	n/c
• requested online	\$37
• requested at City Hall	\$53
• Reprinting Copies of prior period Tax Notices or Water Utility Bills - each	\$2
Property Tax information to Mortgage Companies (per property)	\$39
Returned Payment fee	\$33
Refund Fee	\$25
Transfer between accounts fee (Property Tax & Utility)	\$10
Apportionments (per property)	\$39
Electronic copy of annual property tax information for Fraser Valley Real Estate Board (per property)	\$0.04
Accounts receivable administration fee on billable services	15% (min \$15, max \$200)
City of White Rock Flag	\$120

**Schedule 'K'**  
**FINANCIAL SERVICES - Continued**

<p><b>Pay Parking</b></p> <ul style="list-style-type: none"> <li>• Waterfront including parkades (per hour)  10:00 am - 12:00 midnight (April 1 - September 30) <span style="float: right;">\$ 3.25</span>  10:00 am - 12:00 midnight (October 1 – March 31) <span style="float: right;">\$1.50</span>  4 hr maximum stay applies to prime parking area (Oxford to Hump)</li> <li>• Centennial Arena (per day)  In effect 24 hrs per day <span style="float: right;">\$2.00</span></li> <li>• Peace Arch Hospital (per hour)  10:00 am - 12:00 midnight <span style="float: right;">\$2.50</span></li> </ul> <p>Note: all pay parking rates (meters &amp; dispensers) are inclusive of applicable taxes</p>	
<p><b>Parking Decals (4 hours maximum at metered stalls)</b></p> <ul style="list-style-type: none"> <li>• Centennial Park/Arena <span style="float: right;">\$16</span></li> <li>• Resident <span style="float: right;">\$47</span></li> <li>• Non - Resident Commercial Property** <span style="float: right;">\$146</span></li> <li>• Merchant Decals (on Marine Dr &amp; Vidal St)** <span style="float: right;">\$348</span></li> <li>• Residential Decals (specific properties on Marine Dr)** <span style="float: right;">\$309</span></li> <li>• Replacement Decal <span style="float: right;">\$5</span></li> </ul> <p>**These decals pertain to specific properties - see staff for guidelines</p>	
<p>Reserve Parking Rate (decals are sold annually) <span style="float: right;">\$141 /month</span>  Reserved Stall Additional Decals <span style="float: right;">\$29</span></p>	
<p><b>Resident Parking Permits for use in areas designated as Permit Parking Only (maximum 4 per dwelling unit)</b></p> <ul style="list-style-type: none"> <li>• Parking Permit <span style="float: right;">\$ 12</span></li> <li>• Replacement Parking Permit <span style="float: right;">\$12</span></li> </ul>	

**Schedule ‘L’  
PHOTOCOPIES, MAPPING AND COMPUTER INFORMATION**

<b>ITEM</b>	<b>2019</b>
<b>Mapping Data</b>	
• Zoning Maps set	\$121
• large	\$64
• small	\$31
• sheet	\$25
• menu size drawing (11” x 17”) B&W	\$31
• City contour map (24” x 68”)	\$18
• small street map (11” x 34”)	\$13
• standard (24” x 36”) engineering drawing B&W	\$6
<b>Photocopies and Prints</b>	
Black & White	
• 8½” x 11” or 8½” x 14” single-sided	\$0.35
• 8½” x 11” or 8½” x 14” double-sided	\$0.65
• 11” x 17” single-sided	\$1.20
• 11” x 17” double-sided	\$2.40
Colour	
• 8½” x 11” or 8½” x 14” single-sided	\$1.25
• 8½” x 11” or 8½” x 14” double-sided	\$2.45
• 11” x 17” single-sided	\$2.45
• 11” x 17” double-sided	\$4.75
Annual Report	
• Black and White	\$5.00
• Colour	\$10.00
<b>Council and Committee Agenda Packages</b>	
Black and White only (double sided)	
• 1-300 pages	Free
• 1-300+ pages*	\$10
*Note: As per Council and Committee Procedure Bylaw, 2018, 2232, five (5) copies of each agenda are printed and available for the public free of charge on a first come, first serve, basis. Once those agendas have been picked-up, the above fees shall apply.	

**Schedule 'M'**  
**FIRE RESCUE**

<b>ITEM</b>	<b>2019</b>
<b>Burning</b>	
Outdoor burning violation	
• first offence	\$108
• each offence thereafter	\$216
Non-compliance of residential fireplace/woodstove burning	
• first offence	\$108
• each offence thereafter	\$216
<b>Fire Prevention</b>	
Fire Safety Plan Review	
• first 2 hours	\$163
• per hour thereafter	\$81
Re-Inspection of outstanding violations (each occurrence)	\$108
Requested Inspection	\$108
<b>Contact</b>	
Failure to comply with requirement for contact person	
• first non-compliance	\$108
• second non-compliance	\$216
• per hour standby charge	\$270
Fire Investigation of incident over \$5,000 in damage	\$540
Comfort Letter	\$163





*Serving the Community for over 36 Years*

Peace Arch Hospice Society  
*...a special kind of caring*



RECEIVED

JAN 25 2019

CITY OF WHITE ROCK  
ADMINISTRATION

January 21<sup>st</sup>, 2019

**Request for City of White Rock PROCLAMATION – May is National Hospice Month**

Your Worship Mayor Darryl Walker and Members of Council,

We write to ask that you please acknowledge **May as Hospice Month** on your regular Council Agenda. We have enclosed a Request for Proclamation.

Our Hospice Society has supported Semiahmoo Peninsula residents for over 36 years free of charge (so that our programs and services are accessible by all) and we would like to continue to celebrate our history of serving our White Rock and South Surrey communities.

If and when, would you please let us know at which Council Meeting the Proclamation would be announced as we would love to have a representative present – as we have in the past.

Thank you for your consideration and support.

Sincerely,

Beth Kish  
Executive Director  
Peace Arch Hospice Society



*Serving the Community for over 36 Years*



January 21<sup>st</sup>, 2019

**Request for City of White Rock PROCLAMATION – May is National Hospice Month**

Dear Mayor Darryl Walker,

Peace Arch Hospice Society is hosting our 17<sup>th</sup> Annual **Hike for Hospice**, which is a pledge-based community awareness and fundraising event that takes place on Sunday, May 5<sup>th</sup>, 2019 at beautiful Blackie Spit Park in Crescent Beach. Each year the White Rock community supports our much needed Hospice Society Programs and Services, which are offered free of charge to our community members. We hope to have over 150 people of all ages join us at this national event.

We ask that Mayor Walker please proclaim, **‘May is Hospice Month’**.

- Whereas      May is National Hospice Month
- Whereas      Hospices across Canada will host their annual Hike for Hospice on Sunday, May 5<sup>th</sup>, 2019
- Whereas      2019 marks the 36<sup>th</sup> year of Peace Arch Hospice Society serving White Rock and South Surrey residents
- Whereas      Peace Arch Hospice Society plays an important role in the well-being of our communities by offering end-of-life and/or grief support programs & services free of charge to our residents

Thank you for your consideration and support. We invite you to join us at our Hike for Hospice to see what a great community event it is.

Sincerely,

Beth Kish  
Executive Director  
Peace Arch Hospice Society

March 25, 2019



District of Kitimat  
270 City Centre  
Kitimat, British Columbia  
Canada V8C 2H7

Phone 250.632.8900  
Fax 250.632.4995

Dear Mayor and Council

VIA EMAIL

On March 3, 2005, a motorcycle accident occurred that would forever change the life of Ms. Denise Lodge. Her 21-year old son Corey bought his first motorcycle, a high speed 1000cc racing sport bike. He wrote his learners license on the same day. In less than 24 hours he was involved in a fatal accident on the Malahat Highway. Unable to navigate the turn, the worst possible outcome was realized.

From this fateful event grew a movement affectionately known as The Coalition of Riders Educating Youth (C.O.R.E.Y). This alliance was organized by a mother who vowed to change an outdated system of motorcycle laws in an effort to advance motorcycle safety initiatives. Over the past 14 years C.O.R.E.Y has been working with the Government asking for them to give New Riders the Skills to have a safe ride.

In 2016, C.O.R.E.Y started working with the RCMP and RoadSafetyBC, presenting to over 7,900 Grade 9 – 12 high school students in Northern and Central BC. The interactive discussion brings full awareness of motorcycles to the new drivers as half of the deaths occur because the driver of the other vehicle does not see the motorcyclist. To further highlight the need of this program a recent statistic from the coroner indicates that there were thirty (30) motorcyclist deaths from January to July 2018. This is a 114% increase over the number of motorcyclist deaths occurring from January to July 2017.

At the 2016 UBCM Conference the following resolution was submitted by the District, and adopted by the North Central Local Government Association at the conference in Dawson Creek. Due to time constraints the resolution was not considered by the UBCM membership; however, it was endorsed post-conference by the UBCM Community Safety Committee:

Graduated Licensing for Motorcycles

DISTRICT OF KITIMAT

**WHEREAS** many changes and improvements have occurred regarding the operation of motorcycles including: increased fines for dangerous behavior while riding, mandatory approved helmet laws, and new seating regulations which require that the passenger's feet must remain on the foot pegs to prevent children who are too small from riding as passengers;

**AND WHEREAS** motorcycles make up three per cent of BC's insured vehicles, yet they are involved in approximately eleven per cent of all road fatalities:

**THEREFORE BE IT RESOLVED** that the Provincial Government implement the final phase of the graduated licensing program for motorcycles including power restrictions and mandatory training.

As the program has not yet been implemented, The District of Kitimat Mayor and Council are requesting letters of support be written to the Province to finalize and implement the Graduated Licensing Program for Motorcycles (GLP-M), including Power Restrictions and Mandatory Training.

We ask that letters of support be forwarded to:

Honourable Mike Farnworth, MLA  
[pssg.minister@gov.bc.ca](mailto:pssg.minister@gov.bc.ca)

CoreySafe Society  
[coreysafe@outlook.com](mailto:coreysafe@outlook.com)

Sincerely,

A handwritten signature in black ink that reads "Phillip Germuth". The signature is written in a cursive, slightly slanted style.

Mayor Phillip Germuth  
District of Kitimat

## Stephanie Lam

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**From:** Tracey Takahashi <TTakahashi@portmoody.ca>  
**Sent:** Wednesday, March 27, 2019 2:09 PM  
**To:** Dorothy Shermer  
**Cc:** Tracey Takahashi  
**Subject:** City of Port Moody Resolution Regarding Greenhouse Gas Limits for New Buildings  
**Attachments:** Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings.pdf

Good afternoon,

At the Regular Council Meeting held on March 12, 2019, City of Port Moody Council considered the attached report dated February 26, 2019 from the Climate Action Committee regarding Greenhouse Gas Limits for New Buildings and passed the following resolution:

RC19/116

THAT the following resolution regarding Greenhouse Gas Limits for New Buildings be submitted to the Lower Mainland Local Government Association, for subsequent submission to the Union of BC Municipalities, as recommended in the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings:

WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;

AND WHEREAS the *British Columbia Energy Step Code* establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;

AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;

AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;

THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the *British Columbia Building Code*, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;

AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032";

AND THAT a request be sent to local governments in British Columbia for staff to advise their Councils to support the City of Port Moody's forthcoming resolution "Greenhouse Gas Limits for New Buildings" at the Lower Mainland Local Government Association conference on May 8-10, 2019 and the Union of BC Municipalities conference on September 23-27, 2019.

City of Port Moody Council is asking all municipalities in BC to support the forthcoming resolution at the Lower Mainland Local Government Association conference to be held on May 8-10, 2019 and at the Union of BC Municipalities conference to be held on September 23-27, 2019.

Thank you.

**Tracey Takahashi, CMC**

**Deputy Corporate Officer, City of Port Moody**

604-469-4539 (t) 604-364-7520 (c) 604-469-4550 (f)

[ttakahashi@portmoody.ca](mailto:ttakahashi@portmoody.ca) | [www.portmoody.ca](http://www.portmoody.ca)

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# City of Port Moody

## Report/Recommendation to Council

Date: February 26, 2019 File No. 01-0360-20-55-00

Submitted by: Climate Action Committee

Subject: Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

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### Purpose / Introduction

To bring forward a Union of British Columbia Municipalities resolution regarding greenhouse gas limits for new buildings and seek Council endorsement to advance the resolution to the Lower Mainland Local Government Association (LMLGA) and the Union of British Columbia Municipalities (UBCM) for consideration, as recommended by the Climate Action Committee.

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### Recommended Resolutions

**THAT the following resolution regarding Greenhouse Gas Limits for New Buildings be submitted to the Lower Mainland Local Government Association, for subsequent submission to the Union of BC Municipalities, as recommended in the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings:**

**WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;**

**AND WHEREAS the British Columbia Energy Step Code establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;**

**AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;**

**AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;**



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**THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the British Columbia Building Code, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;**

**AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032";**

**AND THAT a request be sent to local governments in British Columbia for staff to advise their Councils to support the City of Port Moody's forthcoming resolution "Greenhouse Gas Limits for New Buildings" at the Lower Mainland Local Government Association conference on May 8-10, 2019 and the Union of BC Municipalities conference on September 23-27, 2019.**

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## Executive Summary

The Province of British Columbia (BC) has committed to reducing greenhouse gas (GHG) emissions by at least 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. In BC, most GHG emissions come from creating and using energy. Major energy-related sources of GHG emissions include transportation, such as driving cars, and stationary combustion sources, such as heating buildings.

New buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable low-carbon energy solutions after construction. The sooner new buildings achieve near zero emissions, the fewer buildings there will be that require costly and challenging deep energy retrofits to achieve GHG reduction targets.

While the BC Energy Step Code establishes a provincial framework for reducing energy use in new buildings, it does not explicitly address GHG emissions from buildings. As buildings represent up to half of GHG emissions at the community level, there is a need to develop an effective policy framework to achieve emissions reductions.

The Climate Action Committee recommends advancing a resolution to the LMLGA and subsequently to the UBCM, calling on the Province to mandate GHG limits for new buildings as an enforceable element of Division B of the British Columbia Building Code (BCBC). The resolution also asks that the provincial goal in the CleanBC Plan "to make every new building constructed in BC net-zero energy ready by 2032" be revised to "make every new building constructed in BC net-zero energy ready and zero emissions by 2032".

As the proposed resolution will support other BC communities in achieving GHG emissions reductions, the Climate Action Committee further recommends that local government staff in BC be requested to advise their Councils to support the City of Port Moody's forthcoming resolution



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February 26, 2019

“Greenhouse Gas Limits for New Buildings” at the LMLGA May 8-10, 2019 and UBCM  
September 23-27, 2019 conferences.

## Background

At the February 25, 2019 Climate Action Committee meeting, staff provided a presentation on the BC Energy Step Code (Step Code), including an overview of GHG emissions modelling in relation to the Step Code, how greenhouse gas intensity (GHGI) is calculated, the reasoning for focusing on GHGs in new buildings, and introduced the proposed UBCM resolution (**Attachment 1**).

After the staff presentation, the Climate Action Committee passed a resolution in support of the proposed UBCM resolution and seeking support from other municipalities. This resolution is included as the recommended resolution in this report.

## Discussion

### Climate Change and Greenhouse Gas Emissions

In October of 2018, the Intergovernmental Panel on Climate Change (IPCC) published a special report on the impacts of global warming of 1.5°C<sup>1</sup> above pre-industrial levels and related global greenhouse gas emission pathways. The report states that human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels and that global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate. Global warming reflecting current nationally stated mitigation goals until 2030 is estimated to result in global warming of about 3°C by 2100, with warming continuing afterwards due to past and ongoing emissions.

Impacts on natural and human systems from global warming have already been observed as many land and ocean ecosystems and some of the services they provide have already changed due to global warming. In addition, climate-related risks to health, livelihoods, food security, water supply, and economic growth are projected to increase with global warming of 1.5°C and increase further with 2°C and 3°C (**Attachment 2**).

Warming from anthropogenic emissions from the pre-industrial period to the present will persist for centuries to millennia and will continue to cause further long-term changes in the climate system, such as sea level rise. The IPCC special report states that reaching and sustaining net zero global anthropogenic CO<sub>2</sub> emissions is necessary to halt anthropogenic global warming on multi-decadal time scales.

The IPCC advises that pathways limiting global warming to 1.5°C would require rapid and far-reaching transitions in energy, land, urban, and infrastructure, including transportation and buildings, and industrial systems in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century.

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<sup>1</sup> [https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15\\_SPM\\_version\\_stand\\_alone\\_LR.pdf](https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf)

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Provincial Goals

The Province has committed to reducing GHG emissions by at least 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. In BC, most GHG emissions come from creating and using energy. Major energy-related sources of GHG emissions include transportation, such as driving cars, and stationary combustion sources, such as heating buildings.

Building-related emissions account for almost half of community GHG emissions in most of B.C. As such, reducing building-related emissions can have a significant impact on meeting provincial and community GHG emissions reduction targets.

New buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable low-carbon energy solutions after construction. The sooner new buildings achieve near zero emissions, the fewer buildings there will be that require costly and challenging deep energy retrofits to achieve GHG reduction targets. Low-carbon mechanical systems that provide space heating, cooling, and domestic hot water heating are available in the market today for all of BC's climate and building needs. Most low-carbon energy systems can be cost-effectively incorporated into new buildings.

The BC Energy Step Code

The BC Energy Step Code was introduced in April 2017 as a voluntary energy-efficiency standard in the *British Columbia Building Code (BCBC)*. As an optional compliance path within the *BCBC*, any builder can choose to build to the requirements of the Step Code, and local governments can implement bylaws or policies that require compliance with the Step Code. To comply, builders must use energy modelling software and on-site testing to demonstrate that both their design and the constructed building meet the energy efficiency requirements of the Step Code. The Step Code establishes targets for increasing energy efficiency of new construction, but does not explicitly address GHG emissions.

Greenhouse Gas Emissions in BC Buildings

Rapidly reducing GHG emissions is an important objective for BC and local governments to reach GHG emission reduction targets consistent with the science of climate change. While Step Code establishes a framework for reducing energy use in new buildings, it does not explicitly address GHG emissions from buildings.

There are many examples of buildings constructed throughout the region using a variety of low-carbon heating and cooling systems. These include air source heat pumps, ground source heat pumps, waste heat recovery systems, biomass systems, and solar collectors. There are multiple options for most building types including single-family, multi-family and commercial buildings, including building-scale and district energy systems. These systems are cost-competitive with more carbon-intensive systems, and can be reliably designed, installed, and operated.

The City of Vancouver has requirements to limit GHG emissions in new buildings, and a number of other local governments have introduced Step Code policies that include a low-carbon energy system option with a lower step (including Surrey, Richmond, Burnaby, New Westminster, and

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the Township of Langley), while others are considering a similar approach. This low-carbon system “option” approach may result in more low-carbon buildings, but GHG reduction is not guaranteed, and a more rigorous and standardized approach is needed.

In order to better understand the relationship between energy efficiency performance and GHG emissions, as well as policy options, the Provincial Ministry of Housing and Affairs is commissioning a study to explore the range of possible GHG emission reductions in new buildings at each step of the Step Code in relation to common and/or emerging energy systems in buildings, and to provide policy options on how to optimize GHG emission reductions from new buildings.

CleanBC Plan

CleanBC, released in December 2018, outlines the Province’s plan for a more prosperous, balanced, and sustainable future. CleanBC includes a target for GHG reduction for buildings of 40% by 2030, and notes the need for further electrification of buildings and support of low-carbon approaches. The CleanBC plan also recognizes the benefits of living and working in greener buildings, like greater comfort, lower energy use, and better air quality – both indoors and in communities. The plan establishes a goal to make every new building constructed in BC net-zero energy ready by 2032.

However, CleanBC does not specifically outline a policy pathway to achieve the 40% target, nor state a long-term goal of zero-carbon buildings. Therefore, policies and regulations that achieve GHG reduction as well as energy efficiency are consistent with both provincial and local government interests.

Encouraging Zero-Carbon Buildings

Although population growth in Port Moody has been moderate in the past, the number of development applications has increased with the addition of the Evergreen Line extension in recent years, making Port Moody an attractive and accessible location. With minimal opportunity for new development, redevelopment has become the focus. As redevelopment in Port Moody continues to grow, an opportunity exists to reduce community GHG emissions by ensuring replacement buildings are equipped with low-carbon solutions.

There is no current governing plan or policy that outlines Port Moody’s targets or commitments to building-related emissions reduction. Local governments in BC are required through the *Green Communities Statutes Amendment Act* (Bill 27) to include targets, policies, and actions for the reduction of GHG emissions in their Official Community Plans (OCP). Both the OCP and the Master Transportation Plan (MTP) refer to a community emissions database that is outdated, as well as an interim GHG reduction target of 10% below 2007 levels by 2017, that is past due.

The City has identified a number of climate action goals and initiatives in the OCP that signal Council’s commitment to a low-carbon building stock, outlined in **Attachment 3**.

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Port Moody continues to show support for zero-carbon buildings by encouraging and prioritizing low-carbon development applications using the Sustainability Report Card, exploring early adoption of the Step Code, and leading by example through investments in energy efficient upgrades to civic facilities.

Clear direction and leadership in climate policy will strengthen Port Moody's local green economy, and contribute to reaching climate change goals.

**Next Steps**

The Climate Action Committee is recommending to advance a resolution to the LMLGA and subsequently to UBCM, calling on the Province to mandate GHG limits for new buildings as an enforceable element of Division B of the *British Columbia Building Code*. The resolution also asks that the provincial goal in the CleanBC Plan “to make every new building constructed in BC net-zero energy ready by 2032” be revised to “make every new building constructed in BC net-zero energy ready and zero emissions by 2032”.

As the proposed resolution will support other BC communities in achieving GHG emissions reductions, the Climate Action Committee recommends that local government staff in BC be requested to advise their Councils to support the City of Port Moody's forthcoming resolution “Greenhouse Gas Limits for New Buildings” at upcoming 2019 LMLGA and UBCM conferences.

**Other Options**

THAT the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings be received for information.

**Financial Implications**

There are no financial implications associated with the recommendations in this report.

**Communications and Civic Engagement**

No communications or civic engagement initiatives are required by the recommendations in this report.

**Council Strategic Plan Objectives**

Advancing the UBCM resolution regarding GHG limits in new buildings is consistent with the strategic outcomes in the areas of Community Planning and Preserving the Environment identified in the 2015-2018 Council Strategic Plan.

**Attachments:**

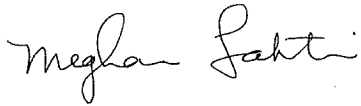
1. UBCM Resolution Regarding GHG Limits in New Buildings.
2. Global Warming Impacts Based on the IPCC Special Report.
3. OCP Policies to Support Zero-Emission New Buildings.

**Report/Recommendation to Council**

Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

February 26, 2019

**Prepared by:**



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Councillor Meghan Lahti  
Chair

**UBCM Resolution**

**Greenhouse Gas (GHG) limits in the  
British Columbia Building Code**

City of Port Moody

WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;

AND WHEREAS the *British Columbia Energy Step Code* establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;

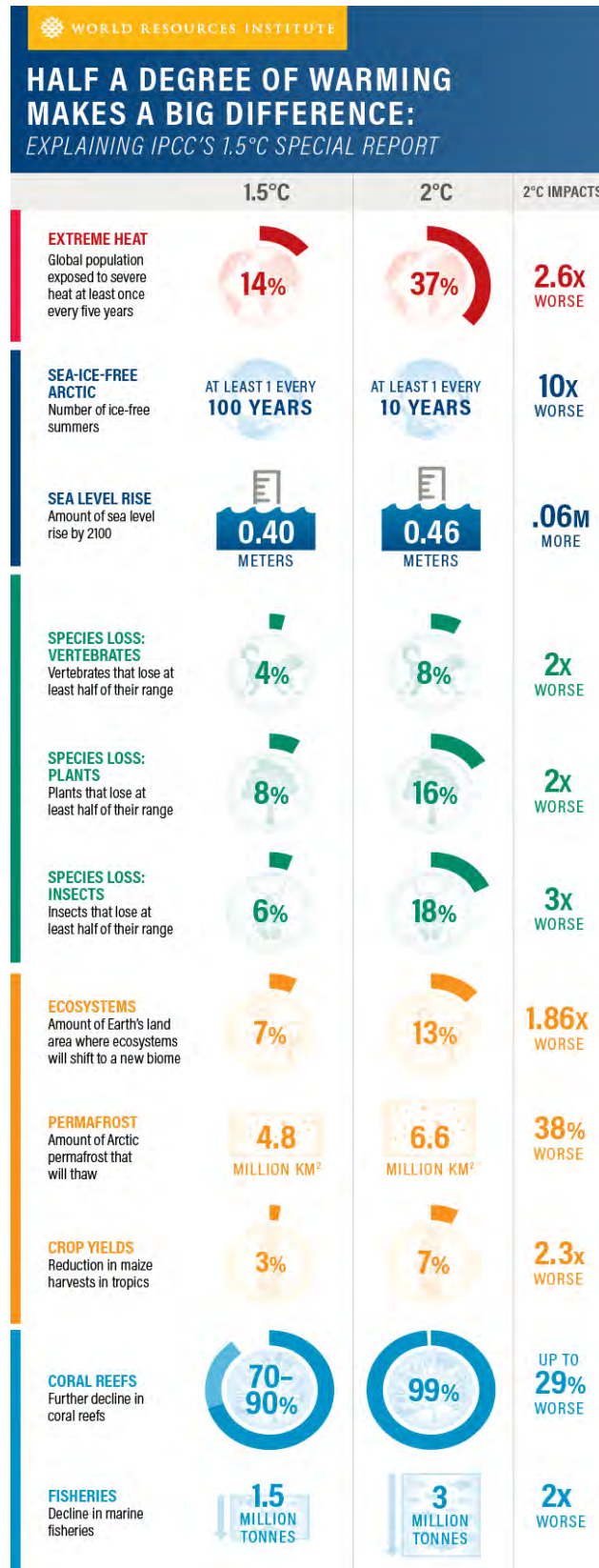
AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;

AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;

THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the British Columbia Building Code, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;

AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032".

Attachment 2 – Global Warming Impacts based on the IPCC Special Report



**Attachment 3 – OCP Policies to Support Zero-Emission New Buildings**Chapter 5 – Sustainable Resource Use and Climate Change Response

3. The City will develop a Community-wide Sustainable Building Policy to encourage the renovation of existing buildings and the creation of new development that meets a high standard of sustainable building performance with features that may include but are not limited to:

- (d) Passive building systems;
- (e) Energy efficiency technology;
- (f) On-site renewable energy technology;
- (g) District renewable energy systems;

5. The City will develop, implement and regularly update a community GHG and energy management plan as a means to plan for an energy-wise and low-carbon future where energy demand is reduced and needs are met through sustainable practices through the community and by sustainable energy systems (e.g., renewable, affordable, reliant, efficient, etc.).

10. The City will encourage the planning, design and construction of efficient neighbourhoods and buildings to minimize resource consumption, increase use of renewable resources, increase alternative modes of transportation, reduce greenhouse gas emissions and prepare for climate change.

11. The City will encourage local low carbon energy systems, including district energy, as part of larger developments and within areas expected to experience significant redevelopment.

12. The City will encourage sustainable project development by applying the Sustainability Checklist, including energy considerations, to assess the relative strengths of a development proposal from a sustainability perspective and encourage the most sustainable project possible.

14. To encourage strong energy performance, the City will consider incentives for developers including variances, density bonusing, modified/alternative development standards or other appropriate mechanisms available under the Local Government Act.

15. The City will work to provide information to local developers, builders and homeowners about energy efficient building practices and available incentives and funding programs.



## Stephanie Lam

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**Subject:** FW: April 29 Correspondence. Thx. City of Abbotsford Resolutions: Criminal Justice Reform in British Columbia and Continued Widening of TransCanada Highway#1, through the Fraser Valley

**Attachments:** 2019-04-18 Letter - Hon. John Horgan, Premier re City of Abbotsford, Resolution - Criminal Justice Reform in British Columbia.pdf; 2019-04-18 Letter - Hon. John Horgan, Premier re City of Abbotsford Resolution, Continued Widening of TransCanada Highway#1, through the Fraser Valley.pdf

**Importance:** High

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**From:** Nancy Friesen <[NFriesen@abbotsford.ca](mailto:NFriesen@abbotsford.ca)>

**Sent:** Thursday, April 18, 2019 11:45 AM

**To:** Nancy Friesen <[NFriesen@abbotsford.ca](mailto:NFriesen@abbotsford.ca)>

**Subject:** FW: City of Abbotsford Resolutions: Criminal Justice Reform in British Columbia and Continued Widening of TransCanada Highway#1, through the Fraser Valley

**Importance:** High

Good morning,

Attached please find two resolutions passed by Abbotsford City Council that are to be shared with all British Columbia Local Governments:

- Resolution: Continued Widening of TransCanada Highway#1, through the Fraser Valley; and
- Resolution: Criminal Justice Reform in British Columbia.

Please distribute accordingly.

With kind regards,

Nancy

### Nancy Friesen

Executive Assistant to Mayor

Tel: 604.864.5500 Fax: 604.853.1934

Email: [nfriesen@abbotsford.ca](mailto:nfriesen@abbotsford.ca)



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## Councillors

R. Bruce Banman  
Les Barkman  
Sandy Blue  
Kelly Chahal



## CITY OF ABBOTSFORD Mayor, Henry Braun

## Councillors

Brenda Falk  
Dave Loewen  
Patricia Ross  
Ross Siemens

April 18, 2019

File: 0530-03

*Via Post and Email: premier@gov.bc.ca*

Honourable John Horgan,  
Premier of British Columbia  
PO Box 9041 STN Prov Govt  
Victoria, BC V8W 9E1

Dear Premier Horgan:

**Re: City of Abbotsford, Resolution: Continued Widening of TransCanada Highway # 1, through the Fraser Valley**

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On behalf of Abbotsford City Council, I am requesting your favourable consideration and resolutions of support for the continued widening of the TransCanada Highway #1, through the Fraser Valley.

At the April 15, 2019 Council Meeting, Council approved the following resolution:

Resolution: Continued Widening of TransCanada Highway #1, through the Fraser Valley

WHEREAS the critical congestion problems on the TransCanada Highway between the Fraser Valley and the Port Mann bridge continue to interrupt a safe, reliable and efficient multi-modal transportation network that supports employment and economic development movement of goods and services, as well as job creation for the Province of BC;

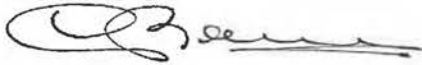
AND WHEREAS the Federal Government has already identified the continuation of the next phase of the TransCanada Highway 6-laning improvements from 216<sup>th</sup> street to the Whatcom Road interchange as a priority to expand markets for key local economic sectors, support thousands of residents in accessing employment, support the continued success of the Abbotsford International Airport, provide access to Universities, hospitals, aid in the reduction of greenhouse gas emissions, improve affordability of families, and support increased public safety through the reduction of traffic congestion:

THEREFORE BE IT RESOLVED that UBCM lobby the provincial government to prioritize funding toward the expansion of the TransCanada Highway through the Fraser Valley;

AND BE IT FURTHER RESOLVED that this funding be made a high priority of the government of British Columbia.

We look forward to your support on this matter.

Yours truly,



Henry Braun  
Mayor

- c. Hon. François-Philippe Champagne, Minister of Infrastructure and Communities, Canada  
Hon. Claire Trevena, Minister of Transportation and Infrastructure, BC  
Hon. Darryl Plecas, Speaker of the Legislative Assembly of British Columbia, MLA Abbotsford South  
Jati Sidhu, MP Mission-Matsqui-Fraser Canyon  
Ed Fast, MP Abbotsford  
Simon Gibson, MLA, Abbotsford-Mission  
Mike de Jong, MLA Abbotsford West  
Council members  
Peter Sparanese, City Manager  
Mike Serr, Chief Constable, Abbotsford Police Department  
The Union of British Columbia Municipalities (UBCM) Annual Convention  
British Columbia Municipalities and Regional Districts  
Greater Vancouver Board of Trade  
Vancouver Port Authority  
Surrey Board of Trade



## Councillors

R. Bruce Banman  
Les Barkman  
Sandy Blue  
Kelly Chahal



## CITY OF ABBOTSFORD

Mayor, Henry Braun

## Councillors

Brenda Falk  
Dave Loewen  
Patricia Ross  
Ross Siemens

April 18, 2019

File: 0530-03

*Via Post and Email: premier@gov.bc.ca*

Honourable John Horgan,  
Premier of British Columbia  
PO Box 9041 STN Prov Govt  
Victoria, BC V8W 9E1

Dear Premier Horgan:

**Re: City of Abbotsford, Resolution: Criminal Justice Reform in British Columbia**

On behalf of Abbotsford City Council, I am requesting your favourable consideration and resolutions of support for Criminal Justice Reform in BC to enhance efforts to address the Lower Mainland Gang Conflict.

At the April 15, 2019 Council Meeting, Council approved the following resolution:

**Resolution: Criminal Justice Reform in British Columbia**

WHEREAS British Columbia currently has the highest threshold/charge approval standard in Canada in proceeding with charges and criminal prosecution of gangsters while communities across British Columbia's lower mainland have concurrently seen a year over year rise in gang-related homicide and violence;

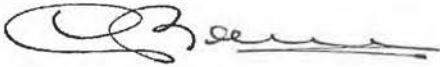
AND WHEREAS ongoing court delays favour the rights of the accused over the rights of victims and/or the community;

AND WHEREAS the Government of Canada committed \$328-million over 5 years beginning in 2018, and \$100-million annually thereafter to tackle the increase in gun related violence and gang activity in Canada as well as \$43 million annually in the National Crime Prevention Strategy to develop cost-effective ways to prevent crime among at-risk populations and vulnerable communities.

THEREFORE BE IT RESOLVED that the Mayor's Caucus/UBCM request that, in support of addressing the ongoing gang violence across the lower mainland of BC, the Province of BC and BC's Attorney General and Minister of Public Safety immediately begin working with the Government of Canada to take steps to explore initiatives to address issues within the British Columbia justice system including BC's restrictive charge approval standards, the ongoing high volume of court delays as well as measures to address community safety in support of the rights of all Canadians to live in safe communities.

We look forward to your support on this matter.

Yours truly,



Henry Braun  
Mayor

- c. Hon. Mike Farnworth, Minister of Public Safety and Solicitor General
- Hon. David Eby, Attorney General
- Hon. Darryl Plecas, Speaker of the Legislative Assembly of British Columbia, MLA Abbotsford South
- Simon Gibson, MLA, Abbotsford-Mission
- Mike de Jong, MLA Abbotsford West
- Council members
- Peter Sparanese, City Manager
- Mike Serr, Chief Constable, Abbotsford Police Department
- The Union of British Columbia Municipalities (UBCM) Annual Convention
- British Columbia Municipalities and Regional Districts
- Canadian Association of Chiefs of Police
- British Columbia Association of Police Boards

APR 15 2019

RECEIVED

File: CR-12-01  
Ref: RD 2019 Mar 29

Mayor Darryl Walker and Council  
City of White Rock  
15322 Buena Vista Avenue  
White Rock, BC V4B 1Y6

APR 16 2019

CITY OF WHITE ROCK  
ADMINISTRATION

Dear Mayor Walker and Council:

**Re: The 2018 Regional Parking Study – Key Findings**

On behalf of the Metro Vancouver Board of Directors, I am pleased to provide you with the enclosed copy of The 2018 Regional Parking Study – Key Findings for your reference.

At its March 29, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

*That the MVRD Board:*

- a) *receive for information the report dated February 15, 2019, titled “The 2018 Regional Parking Study – Key Findings”; and*
- b) *write letters to share the key findings of the 2018 Regional Parking Study and Technical Report to the Mayors’ Council on Regional Transportation, the TransLink Board of Directors, and the Councils of member jurisdictions.*

The 2018 Regional Parking Study is a major planning research initiative that was co-led by TransLink and Metro Vancouver. The Study provides timely information to local municipal planning and engineering staff as a consideration for municipal parking bylaw updates, rezoning and development reviews, developing neighbourhood and corridor plans, and street parking management efforts.

Parking is a cross-cutting policy issue in *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy, the *Regional Affordable Housing Strategy*, and TransLink’s *Regional Transportation Strategy*. *Metro 2040* encourages municipalities to establish or maintain reduced residential and commercial parking provision in Urban Centres and Frequent Transit Development Areas. *The Regional Affordable Housing Strategy* advocates for parking supply reductions to improve the financial viability of new rental housing development. And, the *Regional Transportation Strategy* recognizes parking management as a form of transportation demand management.

29140956

For more information, please visit [metrovancover.org](http://metrovancover.org) and search “Regional Parking Studies”.

Yours sincerely,

A handwritten signature in black ink that reads "Sav Dhaliwal". The signature is written in a cursive style with a large initial 'S'.

Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/NC/rk

Encl: Report dated February 15, 2019 titled, “The 2018 Regional Parking Study – Key Findings”  
(Doc# 28594978)

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To: Regional Planning Committee

From: Raymond Kan, Senior Planner, Regional Planning

Date: February 15, 2019 Meeting Date: March 8, 2019

Subject: **The 2018 Regional Parking Study – Key Findings**

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### **RECOMMENDATION**

That the MVRD Board:

- a) receive for information the report dated February 15, 2019, titled “The 2018 Regional Parking Study – Key Findings”; and
- b) write letters to share the key findings of the 2018 Regional Parking Study and Technical Report to the Mayors’ Council on Regional Transportation, the TransLink Board of Directors, and the Councils of member jurisdictions.

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### **PURPOSE**

To communicate the 2018 Regional Parking Study key findings and seek MVRD Board approval to distribute the key findings of the 2018 Regional Parking Study and Technical Report to TransLink and Metro Vancouver’s member jurisdictions.

### **BACKGROUND**

The 2018 Regional Parking Study (the Study) was co-led by TransLink and Metro Vancouver to expand the knowledge base of multi-residential (apartment) parking supply and demand in different areas of the region. Preliminary observations from the three phases of data collection were presented to the Regional Planning Committee over three meetings in 2018, and to staff advisory committees. The key findings of the Study have now been finalized and are ready for distribution.

### **THE REGIONAL PARKING STUDY**

The 2018 Regional Parking Study is an update to the 2012 Apartment Parking Study, which was the first regional study of apartment parking supply and demand in Metro Vancouver and, at the time, the largest study ever undertaken in Canada and the United States. In general, these studies provide timely information and data to municipal planning and engineering staff as a consideration during parking bylaw updates, as well as rezoning and development permit reviews. Depending on the type of development, improving the match between supply and demand can also support housing affordability objectives.

Residential parking is a cross-cutting policy issue in *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy, and TransLink’s *Regional Transportation Strategy*. *Metro 2040* encourages municipalities to establish or maintain reduced residential and commercial parking provision in Urban Centres and Frequent Transit Development Areas, while the *Regional Transportation Strategy* recognizes parking management as a form of transportation demand management.



## **Components of the 2018 Regional Parking Study**

The Study collected data on 73 apartment sites across the region during the Fall/Winter 2017, and comprises three components: a Parking Facility Survey, Street Parking Survey, and Household Survey.

### *Parking Facility Survey*

The purpose of the Parking Facility Survey was to capture parking utilization at peak times in a selection of apartment sites throughout the region. Access to 73 apartment sites was granted by the respective strata councils and/or property management companies. Surveyors entered parking facilities to complete the counts generally after 11:00pm on weeknights (i.e. Monday – Thursday) to ensure that the highest parking utilization was being captured. The surveyors also collected information on: the number of residential and visitor parking stalls; the number of parked vehicles; the presence of secured bicycle parking; and the presence of dedicated plug-in electric vehicle chargers.

### *Street Parking Survey*

The 2012 study recognized that a more holistic and systems-based approach toward on-site and street parking is warranted. It was also noted that a limitation of the initial study was the lack of quantitative information on street parking utilization. The purpose of the Street Parking Survey as part of this latest iteration of the Study was to capture parking utilization on the streets within walking distance (~200 metres) of the surveyed apartment sites. Surveys were undertaken on weekdays (i.e. Monday – Thursday) between 6:30pm-8:30pm and 10:00pm-12:00am, and on Saturdays between 6:30pm-8:30pm.

### *Household Survey*

The purpose of the voluntary Household Survey was to obtain additional contextual information about the residents who live in the participating apartment buildings, such as: vehicle ownership; whether they own or rent their dwelling unit and parking stall(s); visitor parking patterns; bicycle parking conditions; interest in purchasing plug-in electric vehicles; willingness to forgo a parking stall; and basic demographic information. Approximately 1,500 completed surveys, both online and hard copy, were returned out of 11,000 households in the survey area.

### **Project Advisory Group**

In addition to consulting with the Regional Planning Advisory Committee and the Regional Transportation Advisory Committee on the Study's scope in 2017, Regional Planning established a Project Advisory Group as a means for local jurisdiction representatives to shape the scope and to review the data analysis. The Project Advisory Group comprised a self-selected group of planners and engineers representing nine local jurisdictions with an interest or expertise in parking issues. The multidisciplinary composition of the Project Advisory Group was in keeping with parking being a cross-cutting issue affecting many aspects of community planning and engineering in the region. The Project Advisory Group has shown interest in TransLink and Metro Vancouver staff to continue to convene the group on a regular basis to address and share knowledge around parking policies and management going forward.

## Engagement

A key lesson learned from the 2012 study was the need to engage regularly with staff from member jurisdictions and the Regional Planning Committee. The feedback received has been useful in helping to shape the scope, conduct of the analysis, and the interpretation of the findings of the Study.

Regional Planning staff presented preliminary observations of the component parts of the Study to the following committees in 2018:

- Preliminary Observations of Parking Facility Survey:
  - Regional Planning Advisory Committee – May 11, 2018
  - Regional Planning Committee – June 8, 2018
  - City of Burnaby planning staff – June 21, 2018
  - Regional Transportation Advisory Committee – June 27, 2018
  - Housing Committee – July 13, 2018 (information item; no presentation)
  
- Preliminary Observations of Street Parking Survey:
  - Regional Planning Advisory Committee – July 13, 2018
  - Regional Transportation Advisory Committee – July 26, 2018
  - Regional Planning Committee – September 7, 2018
  
- Preliminary Observations of Household Survey
  - Regional Planning Advisory Committee – October 19, 2018
  - Regional Transportation Advisory Committee – November 29, 2018
  - Regional Planning Committee – October 5, 2018

## Key Findings

The key findings of the 2018 Regional Parking Study are consistent with those in the 2012 study, with some new insights about street parking. Member jurisdictions and the housing development community will be encouraged to review and engage in a dialogue about the key findings and technical report (Attachment) to supplement local data and contexts as appropriate. It is anticipated that the findings and data will: inform the review of apartment rezoning and development applications; municipal parking bylaw reviews; considering the impacts and needs of rental housing projects; the preparation of area and neighbourhood plans; and street parking management efforts.

The key findings are:

1. **For both rental and strata buildings, apartment parking supply exceeds use across the region.**

Supporting information (based on the Parking Facility Survey and Household Survey):

- For strata apartment buildings, parking supply exceeds utilization by 42 percent;
- For market rental apartment buildings, parking supply exceeds utilization by 35 percent;
- For mixed tenure and mixed rental apartment buildings, parking supply exceeds utilization by 41 percent;
- Parking supply exceeds utilization in strata and rental apartment buildings across the region;

- Parking supply appears to be declining for newer strata and market rental apartment buildings;
- Small strata or market rental units (0 or 1 bedroom units, or unit less than 800 sq.ft.) tend to have at most 1 parked vehicle per unit;
- The smallest market rental units (0-bedroom units or units less than 600 sq.ft.) have the largest oversupply of parking.

**2. Apartment parking supply and use is lower for buildings closer to frequent transit.**

Supporting information (based on the Parking Facility Survey and Household Survey):

- For strata apartment buildings, parking utilization near frequent transit (bus or SkyTrain) ranges 0.86 – 0.97 vehicles per unit, compared to 1.09 for buildings further away;
- For market rental sites, parking utilization near transit (bus or SkyTrain) ranges 0.35 – 0.72 vehicles per unit, compared to 0.99 for sites further away from the FTN;
- Parking supply is lower in buildings close to frequent transit;
- Small strata or rental units (0 or 1 bedroom units) tend to be most responsive to proximity to frequent transit, followed by 2 bedroom units.

**3. Transit use is generally higher where apartment parking use is lower, especially for rental buildings.**

Supporting information (based on the Parking Facility Survey and transit data):

- Transit boardings (bus boardings within 400 metres of the apartments; SkyTrain/SeaBus boardings within 800 metres of the apartments) are higher when apartment residential parking utilization is lower;
- The relationship is stronger for rental apartment sites, than for strata sites.

**4. Street parking is complex in mixed-use neighbourhoods. Some of the factors contributing to street parking use include: visitors to non-residential land uses in the evenings; apartment visitors on weekends, holidays, and special occasions; and some apartment residents parking on a nearby street.**

Supporting information (based on the Street Parking Survey):

- Generally, street parking utilization is higher in the evenings (weekday or Saturday) than on a weekday late night;
- Out of 65 surveyed street networks, 7 networks experienced high street parking utilization in at least two of the three surveyed time periods. The exceedances typically occur in the evenings. Nearby non-residential trip generators, such as parks, restaurants, and other commercial uses appear to be one factor;
- Apartment visitors typically encounter greater difficulty finding a parking space in the apartment parking facility or nearby street on weekends, holidays, and special occasions;
- Where households reported parking on a nearby street, they typically park within a five-minute walk of their apartment building;

- For rental sites where residential parking is not included in the rent, both apartment residential parking supply and utilization are lower compared to sites where parking is included in the rent. For the former, nearby street parking utilization is also higher, but does not exceed the 85 percent threshold.

**5. The design and capacity of bicycle parking facilities in apartment buildings appear to discourage use by many residents.**

Supporting information (based on the Household Survey):

- About one-third of bicycle-owning households do not use their building's secured bicycle parking facility. The rate of usage is consistent across different building ages. The most frequently cited concerns were risk of damage to or loss of the bicycles, crowded facilities, and adverse perceptions of safety and convenience.

The technical report (Attachment) also contains a 'Looking Ahead' section, which outlines some of the issues, challenges, and opportunities associated with parking regulation and management that haven't been explored as part of the Study. These future considerations include: the implications of ride-hailing on curb management and parking requirements; the opportunities and challenges of shared parking facilities; trends in increasing personal and commercial vehicle sizes; and accessibility needs with an aging population. These issues and others may be explored during the forthcoming updates to the *Regional Transportation Strategy and Metro 2040*.

TransLink and Regional Planning will continue to work with the Project Advisory Committee to develop a summary booklet for the Regional Parking Study.

#### **ALTERNATIVES**

1. That the MVRD Board:
  - a) receive for information the report dated February 15, 2019, titled "The 2018 Regional Parking Study – Key Findings"; and
  - b) write letters to share the key findings of the 2018 Regional Parking Study and Technical Report to the Mayors' Council on Regional Transportation, the TransLink Board of Directors, and the Councils of member jurisdictions.
2. That the MVRD Board receive for the information the report dated February 15, 2019, titled "The Regional Parking Study – Key Findings" and provide alternative direction to staff.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with either alternative. In 2017, a memorandum of understanding was signed between TransLink and Metro Vancouver setting the project scope, roles, and responsibilities. TransLink is the majority funder of the Regional Parking Study at approximately \$100,000 and is responsible for managing the consultant contract. Metro Vancouver contributed \$20,000 out of the 2017 MVRD Board-approved Regional Planning budget. All the data analysis and report writing were completed by project staff with guidance provided by the Project Advisory Group.

## **REGIONAL GROWTH MANAGEMENT IMPLICATIONS**

Parking is both a land use and transportation issue. Regional Planning will continue to look for opportunities to undertake research for the benefit of member jurisdictions, including incorporating the study findings in regional planning efforts, such as the Lougheed Corridor Land Use and Monitoring Study and the *Metro 2040* policy reviews. As requested by the Project Advisory Group, TransLink and Regional Planning staff will continue to convene the group on a regular basis to address and share knowledge around parking policies and management going forward.

## **SUMMARY / CONCLUSION**

The 2018 Regional Parking Study is a major planning research initiative that was co-led by TransLink and Metro Vancouver. The Study's findings are consistent with those of the 2012 study, with some new insights about street parking. While the Study's key findings are not exhaustive, the key findings and technical report provide timely information to local municipal planning and engineering staff as a consideration for municipal parking bylaw updates, rezoning and development reviews, developing area and neighbourhood plans, corridor planning efforts, and street parking management efforts. Depending on the type of development, improving the match between supply and demand can also support housing affordability objectives.

Regional Planning has engaged and consulted extensively on the project scope and draft analysis with the Project Advisory Group, comprising local jurisdiction planners and engineers, as well as the Regional Planning Advisory Committee, Regional Transportation Advisory Committee, and the Regional Planning Committee.

The Regional Parking Study provides information to inform ongoing dialogues about integrated land use and transportation, housing affordability, and neighbourhood livability. Given the interest in parking in general, a subsequent deliverable will be a summary booklet to articulate the technical information in a more readily accessible manner. For the reasons of advancing the key findings and technical report to practitioners and policymakers, staff recommend Alternative 1.

**Attachment:** Regional Parking Study Technical Report

**Reference:** [Regional Parking Studies Webpage](#)

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# **The 2018 Regional Parking Study Technical Report**

**Prepared by TransLink and Metro Vancouver  
March 2019**

## Executive Summary

The 2018 Regional Parking Study is the second regional-scale apartment parking study to be undertaken in the Metro Vancouver region. In a metropolitan area where six out of 10 new housing units built are in apartment buildings, the availability of timely data to inform appropriate apartment parking requirements is likely to continue. An excessive supply of parking represents an inefficient use of land and capital resources, especially in Urban Centres and areas along the Frequent Transit Network, and a missed opportunity to reflect evolving transportation choices and to reduce the cost of housing construction. The Regional Parking Study, a collaborative effort between TransLink and Metro Vancouver, draws out patterns to expand the knowledge base of practitioners and policymakers in member jurisdictions and the development community.

Many of the patterns are consistent with expectations and reflect the success that the region has had in coordinating land use and transportation decisions. The findings also reveal opportunities to 'right size' the amount of parking in apartment buildings for both motorized vehicles and bicycles, and highlight the opportunity to treat on-site and on-street parking as a system.

The findings of the 2018 Regional Parking Study largely corroborate those in the 2012 Apartment Parking Study, and includes new insights about street parking supply and utilization. Apartment parking supply remains excessive relative to observed utilization. Apartment buildings close to frequent transit, whether or bus or SkyTrain, have lower parking supply and utilization. The lower rates of parking utilization are associated with higher transit use as measured by the number of bus boardings near the buildings, and this relationship is stronger for rental apartment sites.

Street parking is inherently complex in mixed-use neighbourhoods. Some of the factors contributing to street parking use include visitors to non-residential land uses, such as restaurants, shops, and parks; apartment visitors on weekends, holidays, and special occasions; and some apartment residents parking on the street. Even with these factors, only a handful of surveyed street networks experienced persistently high street parking utilization.

Finally, the 2018 Regional Parking Study highlights a challenge that remains unchanged from the 2012 Study. The design and capacity of current bicycle parking facilities in apartment buildings are discouraging their use by many residents.

Looking ahead, practitioners and policymakers should be mindful of evolving mobility choices, technology, and consumer preferences, and the potential implications for vehicle ownership, parking demand, and parking requirements in apartment buildings, on streets, and in other building structures. TransLink and Metro Vancouver will continue to look for opportunities to undertake and support research related to parking in accordance to regional policies, and to support the efforts of member jurisdictions to coordinate land use and transportation decisions.

## Acknowledgements

TransLink and Metro Vancouver would like to thank the Project Advisory Group for providing expert perspectives and feedback. The Project Advisory Group's sustained interest in the study supports future regional research and the planning needs of member jurisdictions in the Metro Vancouver region on land use and transportation matters.

The 2018 study could not have been completed without the cooperation of the apartment property managers and condominium strata organizations for granting access to the parkades.

Acuere Consulting provided survey services for the parking facility, street parking, and household surveys. Special thanks go to BC Hydro for providing estimates of low electricity-usage apartment units.

All analyses and key findings presented in this technical report were prepared by the project staff at TransLink and Metro Vancouver.



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## 1. Introduction

Parking is a community issue that time and again evokes strong opinions from residents and businesses alike. When considering new residential development applications, parking is frequently a top concern.

The first region-wide apartment parking study was completed by Metro Vancouver in 2012 and examined the apartment parking supply and utilization in 80 apartment sites distributed throughout the region. While those study findings continue to be referenced, there have been renewed requests from member jurisdictions<sup>1</sup> for updated information on apartment parking, especially for purpose-built rental apartment sites.

With the support of the MVRD Board, Mayors' Council and relevant advisory committees, such as the Regional Planning Advisory Committee and Regional Transportation Advisory Committee, TransLink and Metro Vancouver jointly undertook a second region-wide apartment parking study, as an update to the 2012 study, in 2017 – 2018. The 2018 Regional Parking Study's objectives are to:

- a) Expand the knowledge base about parking supply and demand for a sample of apartment sites throughout the region;
- b) Document and report out in a user-friendly way that clearly communicates the key findings, potential trends and patterns, and opportunities to inform local practice, in particular for new developments in transit-oriented locations; and,
- c) Use the study dataset and analytics to set the stage for potential additional phases of applied policy research or to support other initiatives in the region.

The 2018 Regional Parking Study comprises the following components:

- Three surveys:
  - Parking Facility Survey of parking supply and utilization at over 70 apartment sites
  - Street Parking Survey of parking supply and utilization on streets near the selected apartment sites
  - Household Survey of 1,500 households residing at the selected apartment sites
- Key informant interviews with municipal staff on street parking strategies and tactics.
- Review of current apartment parking supply requirements in local municipal bylaws.

The three surveys were conducted between October 2017 – January 2018 with the assistance of Acure Consulting Ltd.

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<sup>1</sup> In this report, 'member jurisdictions' refer to municipal governments and First Nations jurisdictions.

## 2. Study Context

This section outlines the policy and planning context for the 2018 Regional Parking Study, and looks back at what was learned in the 2012 Apartment Parking Study.

### 2.1 Regional Planning and Policy Context

Encouraging compact and complete communities, sustainable transportation choices, and increasing housing affordability are keys to enhancing the economic, environmental, and social sustainability of the region. These objectives are embedded in regional plans and policies. Multi-residential parking is often situated at the intersection of these issues.

#### *Metro 2040: Shaping Our Future*

*Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy, envisions a transit-oriented region arranged in an interconnected network of Urban Centres and Frequent Transit Development Areas, complemented by viable industrial and agricultural lands, and protected conservation / recreational areas. The majority of the residential growth, a projected additional one million new residents over the next 30 years, will be accommodated primarily in the form of redevelopment within these Urban Centres and Frequent Transit Development Areas.

As the development areas of the region densify, the majority of new residential development will increasingly be in the form of apartments, and less as ground-oriented housing (i.e. single-detached housing forms). Between 2014 and 2018, 59 percent of the housing unit starts in the region were apartments, followed by 20 percent as single-detached dwellings, 13 percent townhouse/ duplex / triplex, and 7 percent as secondary suites.

*Metro 2040* encourages municipalities to set out policies in their respective Official Community Plans and Regional Context Statements that establish or maintain reduced residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas, in coordination with the provision of transit, where appropriate.

#### *Regional Transportation Strategy*

TransLink's *Regional Transportation Strategy* identifies parking management as an important way to shift some trips from single-occupancy vehicles and into transit and non-motorized modes. The Strategy also recognizes that parking management is largely a role of local governments. A coordinated effort between local actions and regional objectives is required to achieve the Strategy's targets of having a majority of trips by transit, walking, and cycling, and reducing vehicle kilometres travelled per capita by one-third.

#### *Regional Affordable Housing Strategy*

Housing affordability is one of the greatest challenges facing the Metro Vancouver region today. Metro Vancouver's *Regional Affordable Housing Strategy* recognizes that a broader range of housing choices near transit will contribute to more complete, inclusive and healthier communities and expand opportunities for more people to benefit from regional transit investments. A well-housed population is also fundamental to the functioning of the region's economy.

The *Regional Affordable Housing Strategy* identifies parking reduction, in combination with other incentives and policies, as a means of reducing the cost of developing purpose-built rental housing, whether market or non-market, and strata apartments.

## 2.2 Key Findings from the 2012 Apartment Parking Study

The 2018 Regional Parking Study builds on the 2012 Apartment Parking Study. In the Fall of 2011, Metro Vancouver carried out two regional surveys. In the Parking Facility Survey, the number of parking stalls and parked vehicles in 80 participating apartment sites were counted on weeknights. In the Household Survey component, Metro Vancouver distributed surveys to apartment households to obtain more information about parking habits and preferences. Over 1,500 apartment households responded.

The 2012 key findings were:

- Residential parking supply in strata apartments generally exceed parking demand an average of 18-35 percent across the region.
- Residential parking demand is lower near TransLink's Frequent Transit Network<sup>2</sup>. For apartments near the Frequent Transit Network, the parking demand range was 0.89 – 1.06 vehicles per apartment unit, whereas for apartments further away from the Frequent Transit Network, the parking demand range was 1.10 – 1.25 vehicles per apartment unit.
- Residential parking demand near the Frequent Transit Network bus stops were similar to the demand seen near SkyTrain / SeaBus stations, but the parking supply was higher.
- Vehicle holdings and parking demand for apartment renters were much lower than for owners, consistent with the findings of prior research. In purpose-built market rental sites, the parking demand range was 0.58 - 0.72 vehicles per apartment unit.
- Visitor parking supply may be over supplied. Observed parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per apartment unit.
- Participation in car share programs was highest in Vancouver (16 percent of surveyed households) and at UBC (15 percent of surveyed households), where car share programs predominantly operate. Households with car share memberships had fewer vehicles than do non-members.
- Proximity to transit was consistently cited by over half of the households surveyed as one of the top three factors when choosing their current home.

The 2012 Study drew out the implications for new apartment development near the Frequent Transit Network. The greatest opportunities for change are new apartment sites near the Frequent Transit Network (generally within 400 metres of a frequent bus stop and/or within 800 metres of a SkyTrain station). High density communities with a robust network of frequent transit services offer the best opportunities to put these findings into practice. For suburban communities lacking the coverage of frequent transit services, these opportunities may be treated as long-term goals.

In the long-run, the benefits of taking action will result in more efficient and livable neighbourhoods in Urban Centres and Frequent Transit Development Areas, improvements to housing affordability and housing choice, and greater use of sustainable transportation choices. The following 'opportunities' were identified and intended to be practical suggestions for local governments and the development community to consider:

- 1. Treat On-Site and Street Parking as a System:** A more holistic approach toward parking supply and parking demand management for new apartment projects is warranted. Attention should be paid to the availability, type, and relative permanence of street parking (e.g. free, paid, permit-only, and / or

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<sup>2</sup> The Frequent Transit Network is a network of corridors along which transit service (service could be provided by a single route or a combination of routes) is provided at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.

time-limited) and surrounded land uses, in association with any reductions in on-site parking requirements.

2. **Encourage Parking Supply to Match Demand Near the Frequent Transit Network:** Parking requirements should be set based on actual or expected demands with further reductions based on transportation demand management measures or other site-specific conditions.
3. **Encourage Parking Unbundling / Opt-Out:** Selling parking stalls separate from apartments or allowing consumers to opt out of a parking stall will increase choice, and provide the opportunity for consumers without cars to realize some modest improvement in affordability.
4. **Encourage Rental Apartments Near the Frequent Transit Network:** Apartment renters generally have lower parking demands than do owners, and living close to the Frequent Transit Network provides an opportunity to be less reliant on a private vehicle. For these reasons, it makes sense to encourage the development of more rental apartment units close to the Frequent Transit Network.
5. **Encourage Expansion of Car Share Programs where Feasible:** Municipalities and developers should encourage car share providers to expand beyond current operating boundaries to such places as emerging Urban Centres and Frequent Transit Development Areas in suburban areas wherever practical and feasible.
6. **Consider Allowing Amendments to Parking Supply after Pre-Sales:** It is often only after apartment pre-sales that developers have better data to support modifications to residential parking supply. By adapting municipal processes to accommodate amendments before construction, the parking efficiency of new apartment developments can be improved.
7. **Conduct Regular Post-Occupancy Surveys:** Regular and frequent post-occupancy surveys of apartment projects should be conducted to provide timely information on parking demand in recently built and fully-occupied apartment developments. Industry groups, such as the Urban Development Institute and the Urban Land Institute, should be encouraged to contribute resources to these research efforts and support widespread dissemination of the findings.
8. **Coordinating Frequent Transit Network Expansion:** Uncertainties in the future stop or station locations of the Frequent Transit Network, and the staging of expansion, can be addressed effectively through enhanced collaboration and information sharing between TransLink and municipal partners.

### 2.3 Fall 2012 Supplemental Surveys

In the Fall of 2012, Metro Vancouver commissioned supplemental field surveys on about two dozen apartment sites around the region. Parking facility and street surveys were conducted in four different time periods on a weekday and a Saturday. The summary sheets will be posted on the Metro Vancouver website. Where appropriate, the supplemental surveys have been used to inform the 2018 Study's methodology and analysis.

### 2.4 Updating the Apartment Parking Study

Since the completion of the 2012 Study, a number of new regional policies and milestones have been introduced. Together, these actions support creating a transit-oriented region through the intensification of land uses close to transit. An update to the regional parking study was warranted on the following grounds:

- Starting in 2012, the region saw a surge in new purpose-built rental completions, a large portion of which came in the form of apartments. Local governments identified a gap in parking data on rental apartment sites.
- In 2014, TransLink adopted the *Regional Transportation Strategy* which sets out ambitious targets to increase non-auto mode share and reduce driving per capita. The Strategy also highlights the role of parking management as a means to achieving the regional targets set out in the plan.
- In 2016, Metro Vancouver adopted an update to the *Regional Affordable Housing Strategy*, which also emphasizes the role of parking reductions to improve the financial viability of apartment development in general.
- In 2016, the Evergreen extension of the Millennium SkyTrain Line opened, thus creating new opportunities for transit-oriented development in the Northeast sector of the region.
- In 2017 and 2018, the Mayors' Council on Regional Transportation approved the first two investment plans to implement the Mayors' Vision for transit expansion in the region. The high level of investment in new rapid transit corridors and new frequent bus lines sets the stage for more transit-oriented development across the region.
- In 2018, the Metro Vancouver Board approved the *Climate 2050 Strategic Framework*, which reaffirms the crucial need to reduce greenhouse gas emissions from on-road vehicles. Transitioning to less carbon-intensive transportation choices will require a combination of actions, including changes to land use and parking policies.

### 3. Key Findings

Based on the body of analysis in this report, the following key findings have been identified. The key findings are intended to highlight patterns that show a relatively high degree of consistency with expectations, with the 2012 Study, and are generalizable regardless of geography or neighbourhood characteristics. At the same time, there may be other information presented in previous sections that may be useful to practitioners and policymakers, such as information about the few mixed-tenure, mixed rental, or non-market rental sites. Where appropriate, users of this report should supplement the findings with other local data, observations, and experience.

**Key Finding #1: For both rental and strata buildings, apartment parking supply exceeds use across the region.**

Supporting information:

Based on the Parking Facility Survey:

- For strata apartment buildings, parking supply exceeds utilization by 42 percent;
- For market rental apartment buildings, parking supply exceeds utilization by 35 percent;
- For mixed tenure and mixed rental apartment buildings, parking supply exceeds utilization by 41 percent;
- Parking supply exceeds utilization in strata and rental apartment buildings across the region.
- Parking supply appears to be declining for newer strata and market rental apartment buildings.

Based on the Household Survey:

- Small strata or market rental units (0 or 1 bedroom units, or unit less than 800 sq.ft.) tend to have at most 1 parked vehicle per unit;
- The smallest market rental units (0-bedroom units or units less than 600 sq.ft.) have the largest oversupply of parking.

**Key Finding #2: Apartment parking supply and use is lower for buildings closer to frequent transit.**

Supporting information:

Based on the Parking Facility Survey:

- For strata apartment buildings, parking utilization near frequent transit (bus or SkyTrain) ranges 0.86 – 0.97 vehicles per unit, compared to 1.09 for buildings further away.
- For market rental sites, parking utilization near transit (bus or SkyTrain) ranges 0.35 – 0.72, compared to 0.99 for sites further away from the FTN.
- Parking supply is lower in buildings close to frequent transit.

Based on the Household Survey:

- Small strata or rental units (0 or 1 bedroom units) tend to be most responsive to proximity to frequent transit, followed by 2 bedroom units.



**Key Finding #3: Transit use is generally higher where apartment parking use is lower, especially for rental buildings.**

**Supporting information:**

Based on the Parking Facility Survey and transit ridership data:

- Transit boardings (bus boardings within 400 metres of the apartments; SkyTrain/SeaBus boardings within 800 metres of the apartments) are higher when apartment residential parking utilization is lower.
- The relationship is stronger for rental apartment sites, than for strata sites.

**Key Finding #4: Street parking is complex in mixed-use neighbourhoods. Some of the factors contributing to street parking use in mixed-use neighbourhoods include: visitors to non-residential land uses in the evenings; apartment visitors on weekends, holidays, and special occasions; and some apartment residents parking on a nearby street.**

**Supporting information:**

Based on the Street Parking Survey:

- Generally, street parking utilization is higher in the evenings (weekday or Saturday) than on a weekday late night.
- Out of 65 surveyed street networks, 7 networks experienced high street parking utilization in at least two of the three surveyed time periods. The exceedances typically occur in the evenings. Nearby non-residential trip generators, such as parks, restaurants, and other commercial uses appear to be one factor.
- Apartment visitors typically encounter greater difficulty finding a parking space in the apartment parking facility or nearby street on weekends, holidays, and special occasions.
- Where households reported parking on a nearby street, they typically park within a five-minute of their apartment building.
- For rental sites where residential parking is not included in the rent, both apartment residential parking supply and utilization are lower compared to sites where parking is included in the rent. For the former, nearby street parking utilization is also higher, but does not exceed the 85 percent threshold.

**Key Finding #5: The design and capacity of current bicycle parking facilities in apartment sites appear to discourage use by many residents.**

**Supporting information:**

Based on the Household Survey:

- About one-third of bicycle-owning households do not use their building's secured bicycle parking facility. The rate of usage is consistent across different building ages. The most frequently cited concerns were risk of damage to or loss of the bicycles, crowded facilities, and adverse perceptions of safety and convenience.

## 4. Study Methodology

### 4.1 Project Advisory Group

A Project Advisory Group was established as a means for planning and engineering staff from member jurisdictions to provide detailed input on the study scope, and to review the data analysis and findings. Since it is the role of member jurisdictions to review, implement and update development standards and requirements, it was deemed important to ensure that the final product was framed in a way that is meaningful and useful for practitioners. The Project Advisory Group comprised a mix of planners and transportation engineers representing nine member jurisdictions (a request was originally made to the Regional Planning Advisory Committee and Regional Transportation Advisory Committee for volunteers to participate on the advisory group). The multidisciplinary composition of the Project Advisory Group was aligned with the parking being a cross-cutting land use and transportation issue. The Project Advisory Group reviewed and provided feedback in the preparation of this technical report.

### 4.2 Apartment Site Selection

The survey sites were selected based on several criteria: representation from across the region; building age; building tenure; and, proximity to TransLink's Frequent Transit Network. While about 200 apartment sites were contacted by project staff, 73 sites ultimately agreed to participate in the 2018 Study.

A concerted effort was made to increase the share and number of sites in the southern and eastern parts of the region in the Study in response to the fast pace of higher density development and improvements to the Frequent Transit Network in those areas. The South of Fraser had the most number of sites, doubling the number in the 2012 Study. The Northeast Sector and Pitt Meadows / Maple Ridge also saw an increase in the number of sites surveyed.

On account of building tenure, the majority of sites are strata ownership. However, many more non-strata buildings participated in the Study, including 12 market rental sites, 7 mixed tenure (strata and rental) sites, 3 mixed rental (market and non-market rental) sites, and 1 non-market rental site. In comparison, the 2012 Study consisted of only 13 non-strata sites. Please note that the three mixed rental sites surveyed in the Study are owned and managed by the Metro Vancouver Housing Corporation.

A balance was struck between studying sites built since the 2012 Study and older sites. Over one-half of the sites were built in 2010 or later. Some sites that are in the older vintage are: three Metro Vancouver Housing Corporation sites built in the 1970/80s, and one market rental site in downtown Vancouver built in the early 1990s (which was also included in the 2012 Study).

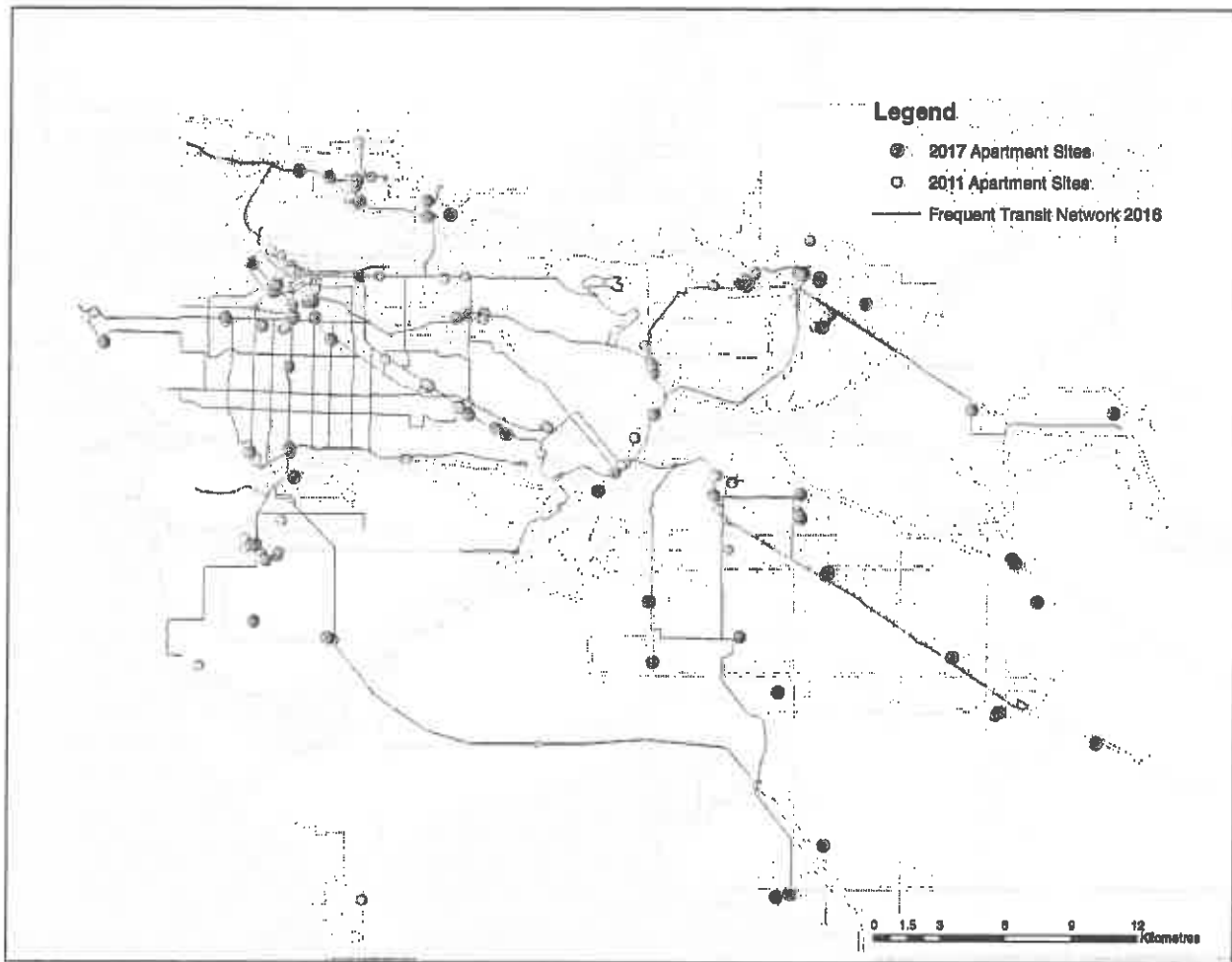
**Table 1. Apartment Sites by Subregion, Local Jurisdiction, and Tenure**

Subregion	Local Jurisdiction	Number of Sites	Strata	Market Rental	Mixed Tenure	Mixed Rental	Non-Market Rental
South of Fraser	Delta	1	1	-	-	-	-
	Langley City	1	-	1	-	-	-
	Langley Township	4	1	3	-	-	-
	Surrey	11	10	-	-	-	-
	White Rock	2	2	-	-	-	-
Vancouver/ UBC	UBC Point Grey	1	1	-	-	-	-
	Vancouver	14	1	4	7	1	1
Northeast Sector+	Coquitlam	6	6	-	-	-	-
	Maple Ridge	1	1	-	-	-	-
	Pitt Meadows	1	1	-	-	-	-
	Port Coquitlam	3	2	-	-	1	-
	Port Moody	3	3	-	-	-	-
Burnaby/New Westminister	Burnaby	7	7	-	-	-	-
	New Westminister	3	3	-	-	-	-
North Shore	North Vancouver City	4	4	-	-	-	-
	North Vancouver District	4	2	2	-	-	-
Richmond	Richmond	7	5	2	-	-	-
<b>Total</b>		<b>73</b>	<b>50</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>

**Table 2. Distribution of Apartment Sites by Year Built**

Year Built	Number of Sites	Strata	Market Rental	Mixed Tenure	Mixed Rental	Non-Market Rental
1976-1993	4	-	1	-	3	-
2005-2009	22	19	3	-	-	-
2010-2013	19	14	3	1	-	1
2014-2017	28	17	5	6	-	-

In keeping with the land use and transportation nexus, the vast majority of sites are located within walking distance to the Frequent Transit Network, whether rapid transit or frequent bus. For comparative analysis purposes, 15 sites were chosen further away from current frequent transit service.



**Figure 1. Map of Surveyed Apartment Sites**

**Table 3. Distribution of Apartment Sites by Proximity to the Frequent Transit Network**

<b>Proximity to Frequent Transit Network</b>	<b>Number of Sites</b>	<b>Strata</b>	<b>Market Rental</b>	<b>Mixed Tenure</b>	<b>Mixed Rental</b>	<b>Non-Market Rental</b>
<b>Within 800m of a rapid transit station</b>	30	22	3	4	1	-
<b>Within 400m of a frequent bus corridor only</b>	28	20	3	3	1	1
<b>Away from FTN</b>	15	8	6	-	1	-

### 4.3 Parking Facility Survey Design and Conduct

The Parking Facility Survey component of the Study was conducted between October 2017 and January 2018 by Acuere Consulting Ltd. The purpose of the Survey was to measure the apartment parking supply and utilization at the selected sites. The surveyors initiated the surveys generally after 11:00PM on a weeknight, Monday through Thursday. Project staff provided Acuere with the appropriate contact person at each site, whether a strata council member, property manager, or on-site caretaker. Acuere was responsible for scheduling and assigning the surveyors. The survey data was transmitted to Metro Vancouver in the Spring of 2018. The data collected included:

**Table 4. Parking Facility Survey Data Type**

Data	Values
Parking Facility Type	<ul style="list-style-type: none"> <li>• Residential (enclosed parking or surface parking)</li> <li>• Visitor (enclosed parking or surface parking)</li> <li>• Commercial (enclosed parking or surface parking); commercial parking stalls and utilization were not counted.</li> </ul>
Parking Stall Type	<ul style="list-style-type: none"> <li>• Regular vehicle stall</li> <li>• Tandem stall</li> <li>• Electric vehicle stall</li> <li>• Car Share vehicle stall</li> <li>• Accessible stall</li> <li>• Motorcycle stall</li> <li>• Loading stall</li> <li>• Unmarked space</li> <li>• Other space</li> </ul>

It should be noted that commercial parking stalls and utilization were not counted (and would not have been meaningful given the time period of the surveys). In a similar vein, apartment visitor parking is less meaningful given that 'peak' visitor demand is typically in the evenings.

In order to account for potentially unoccupied units during the period of the survey (and minimize the underestimation of parking utilization ratios), data from BC Hydro was obtained on the number of units at each site that consumed 100 kWh or less of electricity per month on average between September 1 – November 30, 2017; for comparative purposes, the threshold of 10 kWh is generally the amount of electricity consumed by a refrigerator. Unoccupied units may be empty for a number of reasons, such as newer buildings where residents have yet to move in, units that are bought as investments but not yet occupied out, or units undergoing renovations. Where data gaps remained, a generalized 'vacancy' factor was assumed.

### 4.4 Street Parking Survey Design and Conduct

The Street Parking Survey is a new component for the Study. One of the key opportunities identified in the 2012 Study was that a more holistic and systems-based approach toward apartment parking and street parking was warranted. While it may be reasonable to presume an interplay between the two, without survey data, our understanding of the relationship and other neighbourhood factors is limited.

The streets, generally within 200 metres of the selected apartment sites, were surveyed for their parking utilization and the available parking spaces estimated and inventoried. Street parking regulations were

also recorded. The surveys were conducted during three time periods: i.e. weekday evening (6:30-8:30PM), weekday late night (11:00PM), and Saturday evening (6:30-8:30PM). These time periods were chosen based in part based on resource availability, the expectation that the evening periods were times when street parking utilization is high, and that the data would generate a clear picture of the interplay between apartment parking and street parking utilization.<sup>3</sup> Approximately 94 percent of the nearly 16,400 parked vehicles were passenger vehicles. The data collected included:

**Table 5. Street Parking Survey Data Type**

Data	Values
Vehicle Type	<ul style="list-style-type: none"> <li>● Passenger auto/truck/van (94% of observed parked vehicles)</li> <li>● Motorcycle/scooter, oversized truck/van too large to enter the parking facility, commercial trucks (cube truck, heavy trucks), car share vehicles, RV campers, taxi, police vehicle, ambulance, construction vehicle or equipment, other</li> </ul>
Parking Regulation Type	<ul style="list-style-type: none"> <li>● No restriction</li> <li>● Time-restricted no parking: Red circle crossed P (time/day specific)</li> <li>● Time-restricted parking: Green circle P (time/day specific)</li> <li>● Meter</li> <li>● Resident Only</li> <li>● Resident Permit</li> <li>● Miscellaneous:               <ul style="list-style-type: none"> <li>○ Loading/passenger only</li> <li>○ Commercial zone</li> <li>○ School zone</li> <li>○ Car share parking only</li> <li>○ Accessible vehicles only</li> <li>○ Taxi only</li> <li>○ Police only</li> <li>○ Motorcycles only</li> <li>○ Electric vehicles only</li> </ul> </li> </ul>
Illegal Parking Type	<ul style="list-style-type: none"> <li>● Parked in no stopping zone</li> <li>● Parked at bus stop or fire hydrant</li> <li>● Parked too close to stop sign</li> <li>● Parked vehicle extends into driveway/alley</li> <li>● Other</li> </ul>

The supply of parking spaces on each street segment was estimated using online aerial photos and validated with select field visits. In total, about 9,300 street parking spaces were estimated, of which 4,300 spaces were designated with some form of parking restriction, and about 5,000 without any parking restrictions. Approximately, 160 kilometres of curbside street segments were surveyed in each of the three time periods.

<sup>3</sup> In Fall 2012, Metro Vancouver completed supplemental surveys of streets around two dozen apartment sites. Surveys were completed on a weekday and Saturday in four time periods: late morning (11:00AM), afternoon (3:00PM), evening (6:00PM), and late night (11:00PM). Generally, the evening periods saw the highest street parking utilization. The survey consultant was Opus International Consultants.

#### 4.5 Household Survey Design and Conduct

The Household Survey provides supplemental information about the residents who live in the participating apartment sites, such as vehicle ownership, whether they own or rent their unit and parking stall(s), apartment visitor parking patterns, basic demographic information, and other attributes (see Appendix X for the complete survey form). The surveys were mailed out in mid-December 2017 and closed in February 2018.

The survey questions closely mirrored those in the 2012 Study, with several modifications based on input from the Project Advisory Group and others. Invitation letters were individually mailed to all apartment units in the participating buildings. In total, 1,567 responses were received and deemed sufficiently complete to use for data analysis. Respondents were provided with the option of completing the survey online, or completing the paper survey and returning it using an included postage-paid envelope. Nearly two out of three responses originated from residents of Vancouver, Burnaby, Surrey, Coquitlam, and Port Moody.

**Table 6. Geographic Distribution of Household Survey Responses**

<b>Member Jurisdiction</b>	<b>Completed Responses</b>
Vancouver	368
Burnaby	211
Surrey	202
Coquitlam	147
Port Moody	102
North Vancouver City	99
Richmond	89
North Vancouver District	77
New Westminster	54
White Rock	49
Langley Township	46
Port Coquitlam	44
Delta	31
Maple Ridge	24
Pltt Meadows	9
<b>Total</b>	<b>1,567</b>

The mailing addresses used to distribute the survey were assembled through the BC Assessment Authority’s website and from property managers, as appropriate. To limit responses to one per apartment unit, each mail-out contained a unique code that was required to submit the survey form. The consultant was responsible for administering the survey and providing an anonymized dataset to project staff.

As with the 2012 Study, the Household Survey dataset was not weighted to match the demographics of the region. As with all surveys, a self-selection bias is a factor that must be considered when interpreting the data (e.g. residents with a particular interest in parking may be more inclined to complete the survey). The value of the household survey is in supplementing the broad regional or subregional patterns that emerge from the other two survey datasets. The following tables are useful to understand the characteristics of the survey respondent households. Where appropriate, comparative values from the 2012 Study are shown.

### Apartment Unit Size Distribution

Households residing in apartment units with two or fewer bedrooms made up 93 percent of the respondents. This proportion is consistent with apartment development trends: between 2001 and 2016, 90 percent of apartment units built had two or fewer bedrooms. In terms of floor area, there is a more even distribution for units at least 600 sq.ft. of floor area. This implies that one-bedroom units come in a variety of sizes, as do two-bedroom units.

**Table 7. Apartment Unit Size (Bedrooms) Distribution**

Unit Size (Bedrooms)	Responses	2012 Study
0-bedroom units	39 (2%)	4%
1-bedroom units	493 (32%)	30%
2-bedroom units	924 (59%)	57%
3 plus-bedroom units	111 (7%)	8%
Total	1,567	100%

**Table 8. Apartment Unit Size Distribution**

Unit Size (In Square Feet)	Responses
Less than 600 sq.ft.	256 (16%)
600 – 799 sq.ft.	428 (29%)
800 – 999 sq.ft.	489 (31%)
1000+ sq.ft.	358 (23%)
Unsure	36 (2%)
Total	1,567

### Household Size Distribution

The average household size of the survey sample is about 2 persons. According to the 2016 Census, the average household size in apartments of five storeys or higher was 1.7 persons, and in other apartment buildings the household size was 1.9 persons.

**Table 9. Household Size Distribution**

Household Size	Responses	2012 Study
1 person	492 (31%)	32%
2 persons	751 (48%)	46%
3 persons	214 (14%)	16%
4 or more persons	103 (7%)	7%
No Data	7 (0%)	-
Total	1,567	100%

### Tenure Distribution

Owner-occupied households made up two out of three survey responses. This ratio is consistent with the vast majority of apartment sites in the Study being condominiums. For comparison, the 2016 Census counted that 56 percent of apartment dwellers (in buildings built 2011-2016) were owners and 44 percent were renters.

**Table 10. Household Tenure Distribution**



Household Tenure	Responses	2012 Study
Owner	1,071 (68%)	68%
Renter	464 (30%)	32%
No Data	32 (2%)	-
Total	1,567	100%

**Table 11. Building Tenure Distribution**

Building Tenure	Responses
Strata	1,185 (76%)
Market Rental	133 (9%)
Mixed Tenure	186 (12%)
Mixed Rental	35 (2%)
Non-Market Rental	28 (1%)
Total	1,567

Proximity to Transit Distribution

The survey sample provides coverage of households residing near the Frequent Transit Network and households who live further away.

**Table 12. Frequent Transit Network Proximity Distribution**

FTN Proximity	Responses	2012 Study
Within 800m of rapid transit	827 (52%)	51%
Within 400m of frequent bus only	535 (35%)	30%
Away from FTN	205 (13%)	20%
Total	1,567	100%

### Vehicles per Household

Generally, the average number of vehicles per household increases with household size and apartment unit size. In addition, vehicle ownership is higher for owners and households residing in strata sites.<sup>4</sup>

**Table 13. Vehicle Holdings by Household Size**

Household Size	Vehicles
1 person	0.88
2 persons	1.36
3 persons	1.49
4 or more persons	1.49

**Table 14. Vehicle Holdings by Unit Size (Bedrooms)**

Unit Size (Bedrooms)	Vehicles
0-bedroom units	0.64
1-bedroom units	0.98
2-bedroom units	1.35
3 plus-bedroom units	1.66

**Table 15. Vehicle Holdings by Unit Size (Floor Area)**

Unit Type	Vehicles
Less than 600 sq.ft.	0.79
600 – 799 sq.ft.	0.98
800 – 999 sq.ft.	1.18
1000+ sq.ft.	1.39

**Table 16. Vehicle Holdings by Household Tenure**

Household Tenure	Vehicles
Owner	1.32
Renter	1.10

**Table 17. Vehicle Holdings by Building Tenure**

Building Tenure	Vehicles
Strata	1.30
Market Rental	1.07
Mixed Tenure	1.07
Mixed Rental	1.23
Non-Market Rental	0.54

<sup>4</sup> The lone outlier is the average vehicle holdings in the three mixed rental sites. The three sites are older Metro Vancouver Housing Corporation sites with long-term tenants.

## 5. Apartment Residential Parking Supply and Utilization Analysis

The following analysis combines the Parking Facility Survey and Household Survey where appropriate. Sample sizes should be taken into consideration when reviewing the information.

### 5.1 Apartment Residential Parking Supply and Utilization

Broadly, the estimates of apartment parking supply and utilization ratios are consistent with those found in the 2012 Apartment Parking Study. Residential parking supply ratios exceed observed and reported utilization by a measurable amount. For strata sites, the oversupply of parking ranges from 19 percent to 42 percent depending on the survey. For market rental sites, the oversupply ranges from 23 percent to 35 percent. It should be noted that the timing of the parking facility survey may not have captured residents who may be shift workers or temporarily absent from the building. Please see Appendix 5 for supplemental information derived from the Household Survey.

**Table 18. Resident Parking by Tenure**

Building Tenure (# sites in PFS)	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Strata (n=50)	1.31	0.92	+42%
Market Rental (n=12)	0.97	0.72	+35%
Mixed Tenure (n=7)	0.89	0.63	+41%
Mixed Rental (n=3)	1.47	1.04	+41%
Non-Market Rental (n=1)	0.33	0.14	+136%

Looking at strata sites only, the level of residential parking oversupply is fairly consistent across the region. According to the Parking Facility Survey, the oversupply of parking ranges from 32 percent in the North Shore sites to 58 percent in the Richmond sites.

**Table 19. Resident Parking in Strata Sites by Subregion**

Strata Sites by Subregion (# sites in PFS)	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Burnaby/NW (n=10)	1.18	0.82	+45%
North Shore (n=6)	1.28	0.97	+32%
Northeast Sector+ (n=13)	1.33	0.98	+36%
Richmond (n=5)	1.29	0.82	+58%
South of Fraser (n=14)	1.46	1.00	+45%
Vancouver/UBC (n=2)	1.15	0.83	+40%

For the combined rental sites, the residential parking is oversupplied across the region.

**Table 20. Resident Parking in Rental Sites by Subregion**

Parking Facility Survey			

Rental Sites by Subregion (# sites in PFS)	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
North Shore (n=2)	0.87	0.70	+24%
Northeast Sector+ (n=1)	1.47	1.12	+30%
Richmond (n=2)	1.07	0.77	+39%
South of Fraser (n=5)	1.51	1.10	+38%
Vancouver/UBC (n=13)	0.85	0.59	+44%

## 5.2 Relationship with Apartment Unit Size

At the apartment unit level, using data from the Household Survey, households in strata units and market rental units with 0 or 1 bedroom, or units less than 800 sq.ft., have at most one vehicle to park.

**Table 21. Resident Parking in Strata Sites by Unit Size (bedrooms)**

Strata Sites (HHS responses)	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Vehicles per DU (HS)	Parking Oversupply Estimate
0-bedroom (n=17)	1.00	0.88	0.88	+14%
1-bedroom (n=320)	1.16	0.94	1.05	+23%
2-bedroom (n=761)	1.44	1.24	1.37	+16%
3 plus-bedroom (n=86)	1.90	1.55	1.69	+23%

**Table 22. Resident Parking in Strata Sites by Unit Size (floorspace)**

Strata Sites (HHS responses)	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Vehicles per DU (HS)	Parking Oversupply Estimate
Less than 600 sqft (n=126)	1.18	0.96	1.02	+23%
600-799 sqft (n=318)	1.23	1.03	1.16	+19%
800-900 sqft (n=409)	1.37	1.19	1.34	+15%
1000+ sqft (n=314)	1.67	1.39	1.51	+20%

**Table 23. Resident Parking in Market Rental Sites by Unit Size (bedrooms)**

Market Rental Sites (HHS responses)	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Vehicles per DU (HS)	Parking Oversupply Estimate
0-bedroom (n=15)	0.85	0.47	0.47	+81%
1-bedroom (n=66)	1.02	0.79	1.02	+29%
2-bedroom (n=50)	1.23	1.12	1.26	+10%

**Table 24. Resident Parking in Market Rental Sites by Unit Size (floorspace)**

Market Rental Sites (HHS responses)	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Vehicles per DU (HS)	Parking Oversupply Estimate
Less than 600 sq.ft. (n=45)	0.95	0.64	0.78	+48%
600-799 sq.ft. (n=35)	0.93	0.77	1.03	+21%

800-999 sq.ft. (n=38)	1.31	1.16	1.32	+13%
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### 5.3 Relationship with Year Built

Parking supply in strata and rental apartment buildings appear to be declining for newer buildings.

**Table 25. Resident Parking in Strata Sites by Year Built**

Strata Sites (n=50)	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
2005-2009 (n=19)	1.31	0.92	+42%
2010-2013 (n=14)	1.43	1.04	+37%
2014-2017 (n=17)	1.26	0.87	+45%

**Table 26. Resident Parking in Rental Sites by Year Built**

All Rental Sites (n=23)	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
2005-2009 (n=3)	1.18	0.82	+44%
2010-2013 (n=5)	0.91	0.64	+42%
2014-2017 (n=11)	0.91	0.66	+38%

**Table 27. Resident Parking in Market Rental Sites by Year Built**

Market Rental Sites (n=11)	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
2005-2009 (n=3)	1.18	0.82	+44%
2010-2013 (n=3)	0.80	0.55	+46%
2014-2017 (n=5)	1.07	0.84	+27%

**Table 28. Resident Parking in Market Rental Sites by Year Built (Excluding Vancouver)**

Market Rental Sites, Excluding Vancouver (n=8)	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
2005-2009 (n=1)	1.54	1.10	+40%
2010-2013 (n=2)	1.27	0.90	+40%
2014-2017 (n=5)	1.07	0.84	+27%

### 5.4 Relationship with Transit Proximity

Apartment residential parking supply and utilization ratios are inversely related to the level of transit service. As transit service level declines, parking supply and utilization increase (however, parking utilization is at most 1 vehicle per unit as per the Parking Facility Survey).

**Table 29. Resident Parking in Strata Sites by Transit**

	Parking Facility Survey
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Strata Sites by Proximity to FTN	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Within 800m of rapid transit (n=22)	1.21	0.86	+42%
Within 400m of frequent bus only (n=20)	1.40	0.97	+45%
Away from FTN (n=8)	1.54	1.09	+41%

**Table 30. Resident Parking in Market Rental sites by Transit**

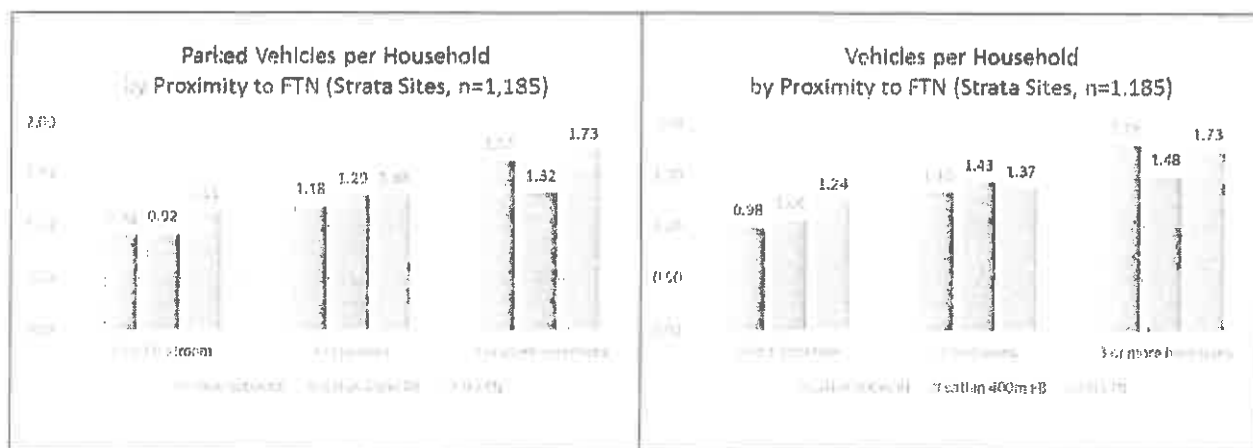
Market Rental Sites by Proximity to FTN	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Within 800m of rapid transit (n=3)	0.62	0.35	+77%
Within 400m of frequent bus only (n=3)	0.90	0.72	+25%
Away from FTN (n=6)	1.31	0.99	+32%

**Table 31. Resident Parking in Mixed Tenure Sites by Transit**

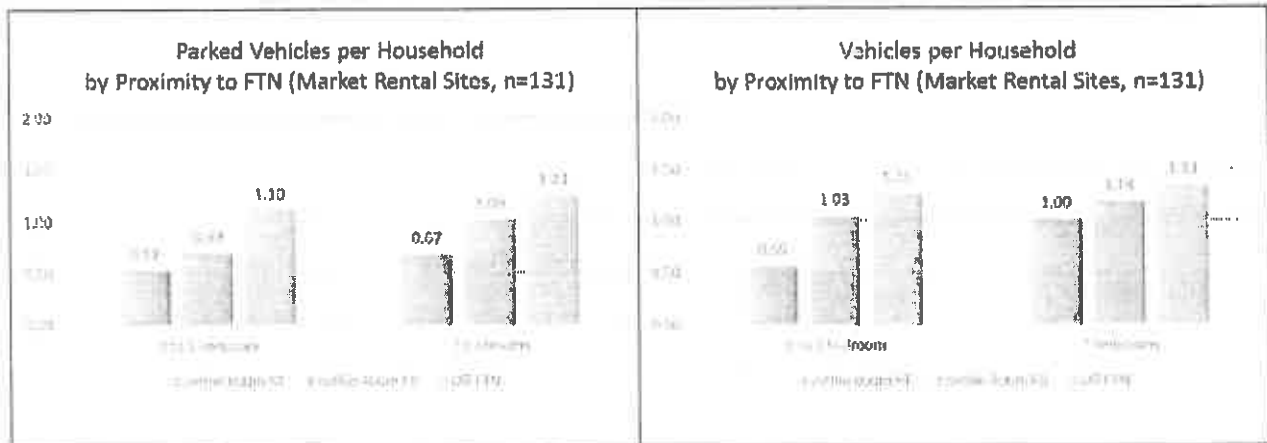
Mixed Tenure Sites by Proximity to FTN	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Within 800m of rapid transit (n=4)	0.80	0.60	+33%
Within 400m of frequent bus only (n=3)	1.09	0.70	+56%

### 5.5 Relationship with Transit Proximity and Unit Size

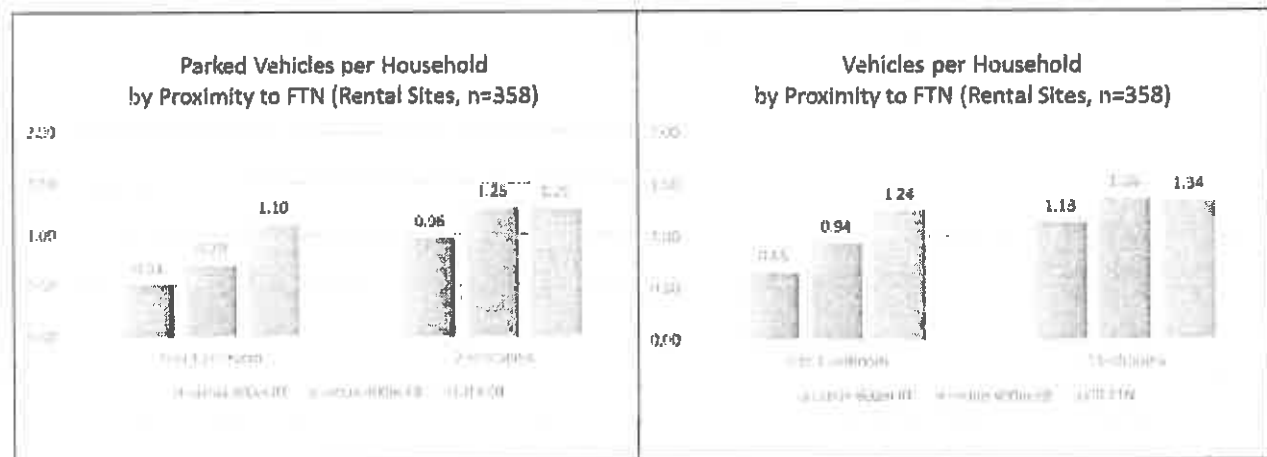
The results of the Household Survey allow for an analysis of the relationship between parking utilization and proximity to the Frequent Transit Network as a function of apartment unit size. Generally, whether for strata or rental apartment sites, the ratio of parked vehicles to dwelling unit is the lowest for 0 or 1 bedroom units and the largest incremental increase in parking utilization occurs when these apartment units are located further away from the Frequent Transit Network. Strata units with more than two bedrooms appear to be less influenced by proximity to frequent transit. Rental units appear to be more influenced by proximity to rapid transit than to frequent bus. Due to small sample sizes, households in 3-bedroom rental units were excluded from the analysis.



**Figure 2. Parking and Vehicle Holdings for Strata Sites by Proximity to the FTN and Unit Size**

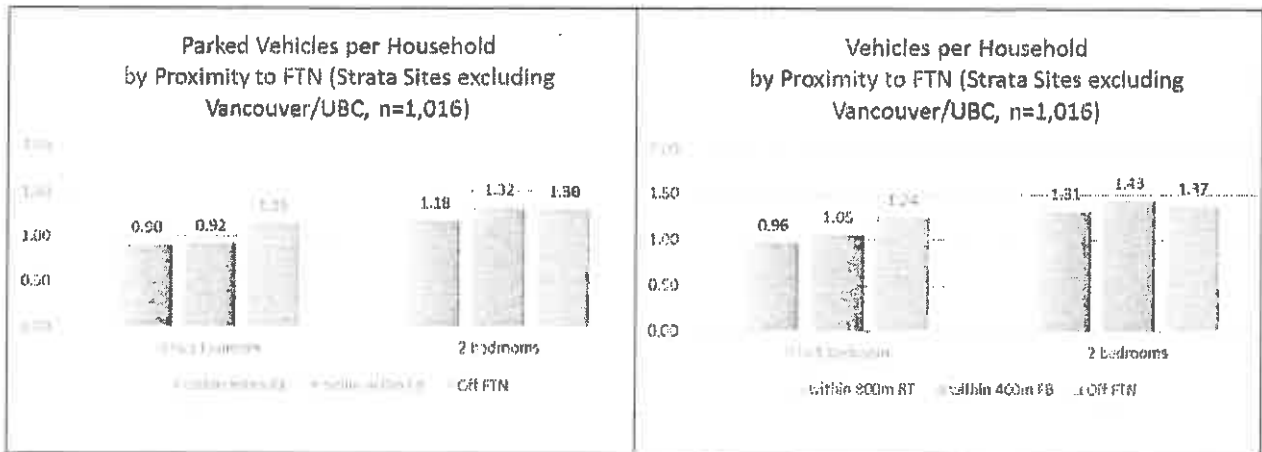


**Figure 3. Parking and Vehicle Holdings for Market Rental Sites by Proximity to the FTN and Unit Size**

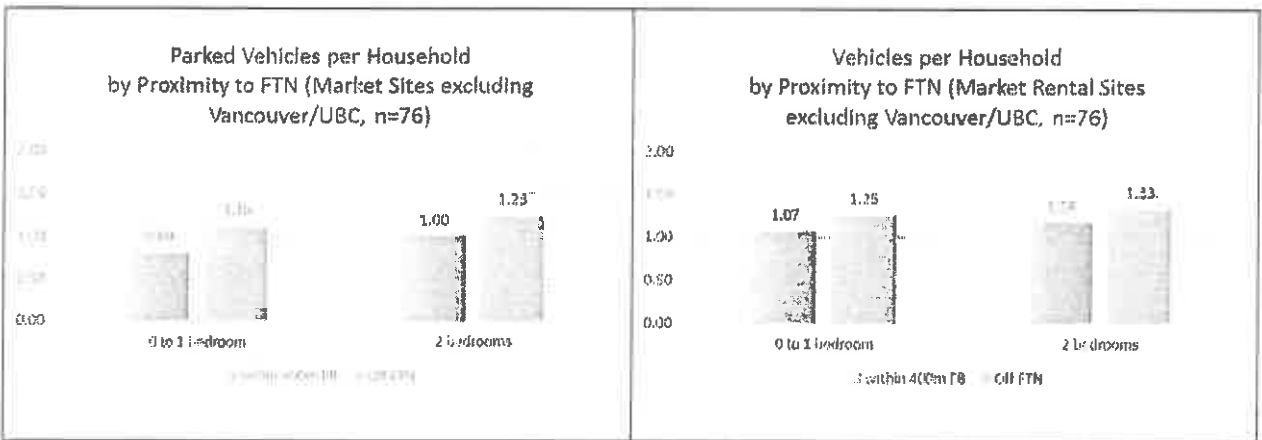


**Figure 4. Parking and Vehicle Holdings for Rental Sites by Proximity to the FTN and Unit Size**

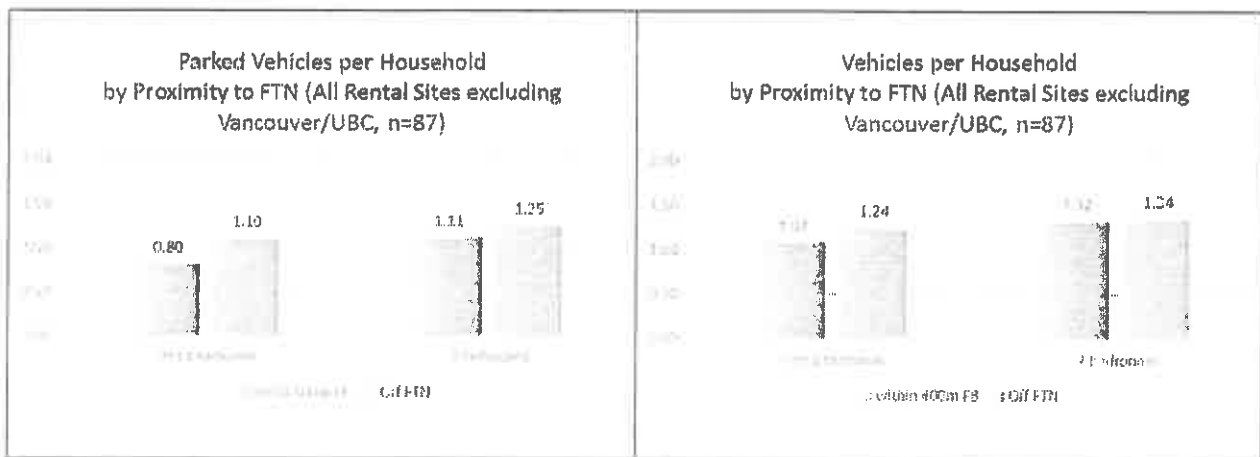
A recurring interest is the potential impact that sites in the City of Vancouver may have on these patterns. The following charts replicate the charts above but exclude sites in Vancouver and UBC. The charts below indicate that the patterns observed earlier remain intact. Please note that due to small sample sizes, households in rental units near rapid transit stations, and households in 3-bedroom rental units were excluded from the charts.



**Figure 5. Parking and Vehicle Holdings for Strata Sites (Excluding Vancouver/UBC)**



**Figure 6. Parking and Vehicle Holdings for Market Rental Sites (Excluding Vancouver)**



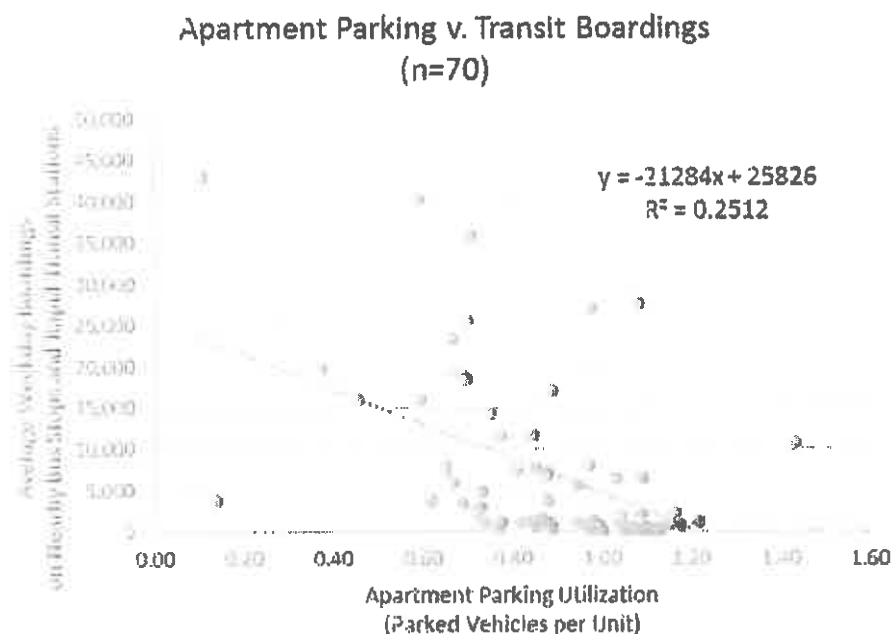
**Figure 7. Parking and Vehicle Holdings for Rental Sites (Excluding Vancouver)**

### 5.6 Relationship with Transit Boardings

Lower observed rates of resident parking utilization are generally correlated with higher rates of transit usage as measured by the number of bus boardings within 400 metres and number of SkyTrain and SeaBus



boardings within 800 metres of the surveyed apartment sites<sup>5</sup>. The R<sup>2</sup> value of 0.25 suggests that 25 percent of the variance in transit boardings can be explained by apartment parking utilization (the correlation R is 0.50). The strength of the correlation is notable given that other land use and socio-economic variables have not been factored into this analysis.



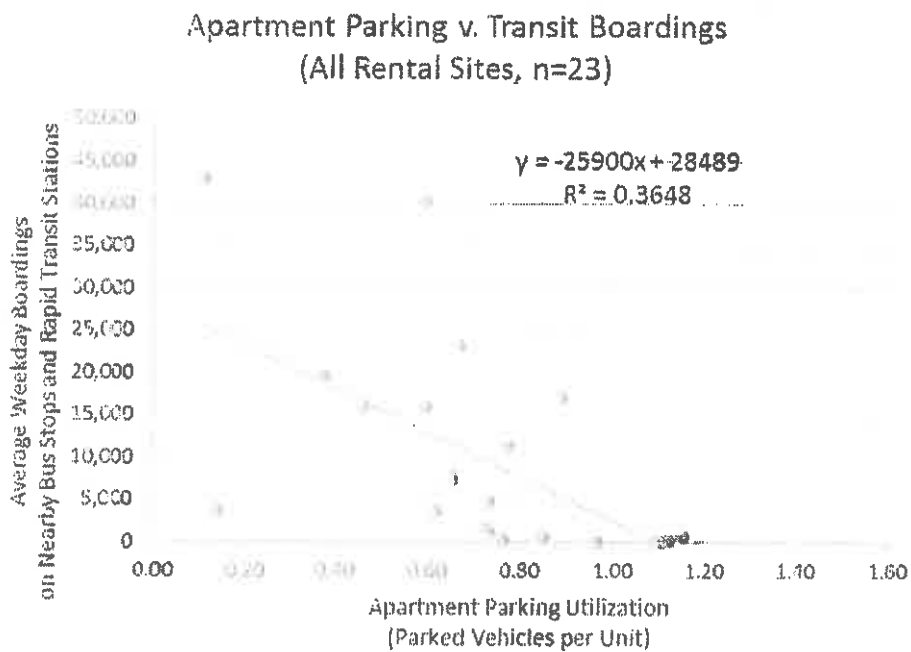
**Figure 8. Apartment Parking Utilization and Nearby Transit Boardings**

The 'inverse' relationship is much stronger for rental sites compared to strata sites (Figures 9 and 10). In this case, the correlation of apartment utilization and transit boardings for the rental sites is three times stronger than for the strata sites.<sup>6</sup> The patterns complement the transit ridership analysis in the Transit-Oriented Affordable Housing Study which showed renters have higher transit usage rates than do homeowners even after accounting for household income.

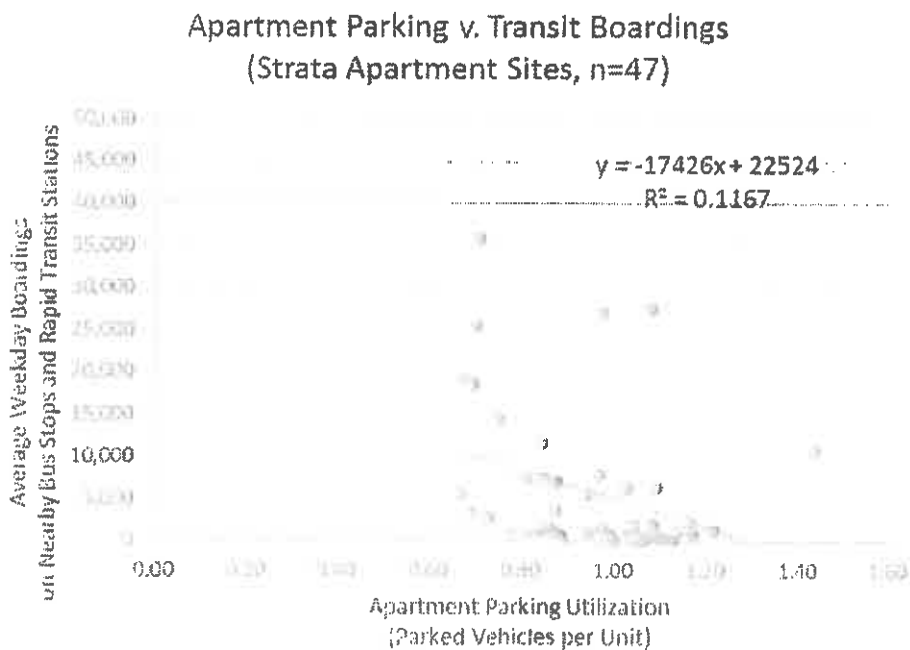
To examine the rental sites further, the dataset was split into sites located outside of Vancouver and sites within Vancouver (Figures 11 and 12). While the sample sizes are small, three patterns can be observed. Transit ridership is measurably higher amongst the Vancouver sites and that reflects the greater availability of transit service within the city. Parking utilization is higher outside of Vancouver. And, the charts suggest that the Vancouver sites are likely not inflating the strength of the correlation seen in Figure 9 (rental sites).

<sup>5</sup> Transit boardings data were not available for bus stops within 400 metres of two strata apartment sites in White Rock; there were no bus stops within 400 metres of one strata site in Richmond.

<sup>6</sup> If the lone non-market rental site in Vancouver was removed from the dataset, then the R<sup>2</sup> value increased to 0.53, indicating that 53 percent of the variance in transit ridership relative to the trendline could be attributed to the parking utilization in the rental sites in the dataset.



**Figure 9. Apartment Parking Utilization for Rental Sites and Nearby Transit Boardings**



**Figure 10. Apartment Parking Utilization for Strata Sites and Nearby Transit Boardings**

Apartment Parking v. Transit Boardings  
(Rental Sites, excluding Vancouver, n=10)



Figure 11. Apartment Parking for Rental Sites (Excluding Vancouver) and Nearby Transit Boardings

Apartment Parking v. Transit Boardings  
(Rental Sites, Vancouver only, n=13)

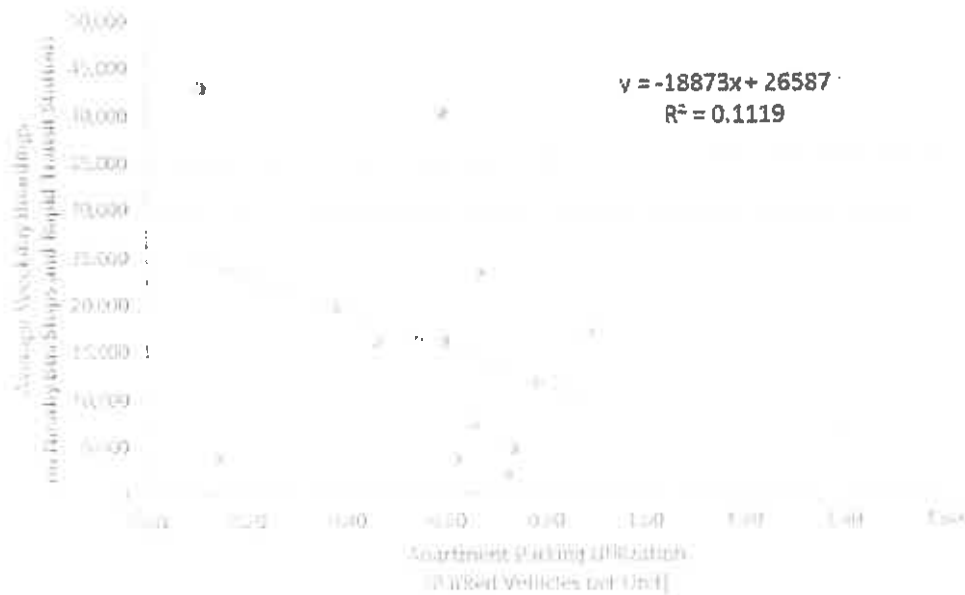


Figure 12. Apartment Parking Utilization for Rental Sites (Vancouver) and Nearby Transit Boardings

## 6. Street Parking Analysis

The analysis of the Street Parking Survey data was framed around the following questions:

- How does street parking utilization vary by time period?
- What is the relationship between street parking utilization and regulations?
- When do the surveyed street networks experience high street parking utilization?
- What are the potential factors affecting or associated with high street parking utilization?
- What is the relationship between street parking utilization and apartment parking utilization associated with the surveyed street networks?
- What is the relationship between rental apartment sites with optional resident parking and street parking utilization?

It should be noted that the analysis pertains to data collected on 65 street networks associated with the surveyed apartment sites. The patterns that emerged should not be extrapolated to neighbourhoods that are predominantly single-detached neighbourhoods, for example.

### 6.1 Street Parking Utilization Patterns

Overall, street parking utilization is higher on Saturday evenings than on weekday evenings. This finding is consistent with the expectation that during these time periods, there would typically be more visitors to apartment residents and nearby non-residential land uses. Street parking utilization on weekday late nights was the lowest at 52 percent. This finding is consistent with the expectation that visitors generally vacate these parking spaces to go home as late night approaches.

**Table 32. Aggregate Street Parking Utilization by Time Period**

Time Period	Total Street Parking Utilization
Weekday Evening	59%
Weekday Late Night	52%
Saturday Evening	65%

The effect of street parking regulations is seen when comparing utilization on weekday evenings and Saturday evenings<sup>7</sup>. Utilization increases the most for parking spaces with no restrictions (for the classification of street parking restrictions, please refer to Section 4.4, Table 5). The higher utilization on streets with restrictions is consistent with municipal practice to respond to relatively high observed parking demand with appropriate street parking restrictions to manage the demand.

**Table 33. Aggregate Street Parking Utilization by Presence of Parking Restrictions and Time Period**

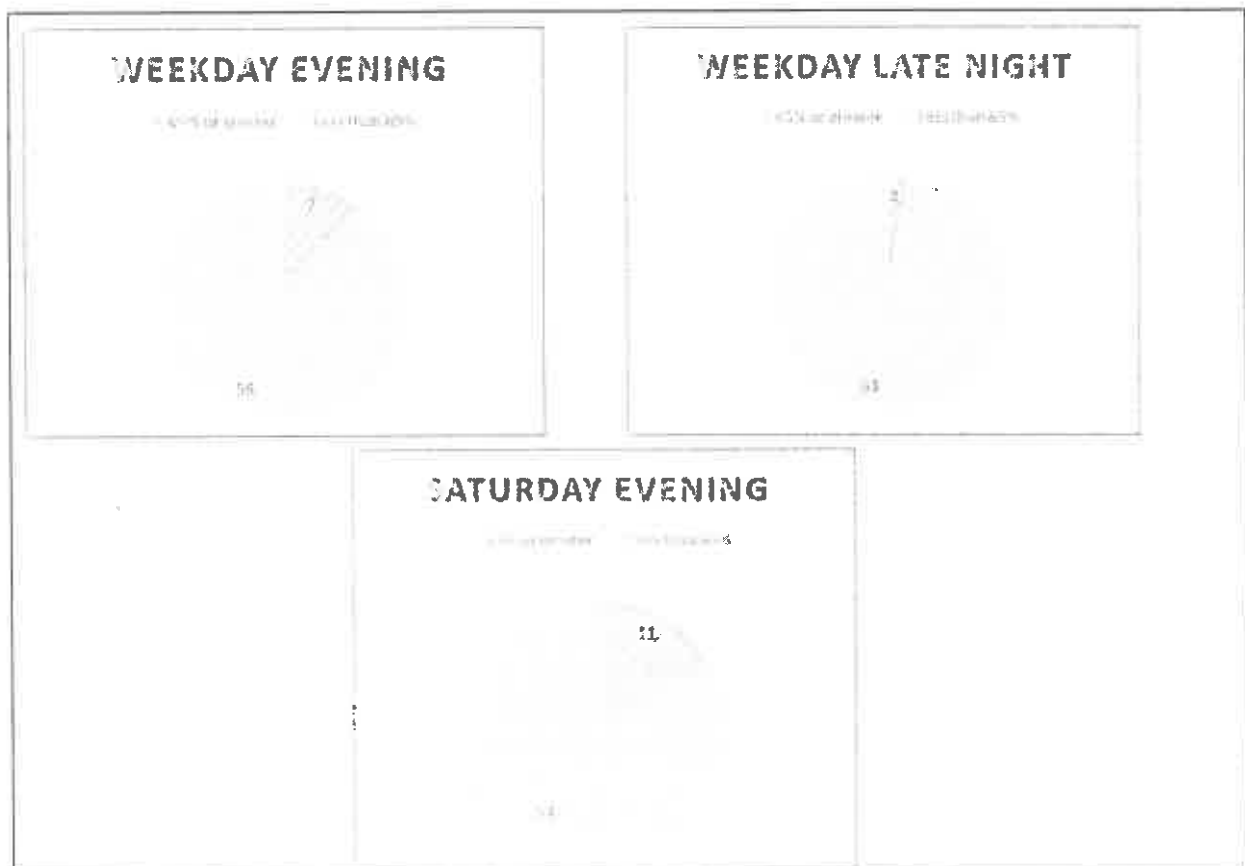
Street Parking	Weekday Evening	Saturday Evening	Change
No restrictions	56%	63%	+7%
Restrictions	63%	67%	+4%

<sup>7</sup> Because some street parking restrictions are not applicable in the late night period, only the weekday evening and Saturday evening periods were compared.

## 6.2 High Street Parking Utilization (85% or Higher)

An oft-cited threshold for determining whether street parking spaces are being used optimally is 85 percent. Donald Shoup, a planning professor at UCLA, popularized this threshold in his 2005 book, aptly named, "The High Cost of Free Parking"<sup>8</sup>. The premise is that parking, like any scarce resource, should be regulated and / or priced to ensure that 15 percent of the total parking spaces in a given area are available for parking at any given time. By controlling for the level of parking, excessive congestion and frustration (on the part of drivers looking for parking) can be mitigated.<sup>9</sup> In the Study, street parking utilization was considered 'high' when utilization is at least 85 percent.

In each time period surveyed (i.e. weekday evening, weekday late night, and Saturday evening), the vast majority of street networks experienced less than 85 percent utilization. In fact, Saturday evening saw the largest number of high street parking networks (i.e. 11 out of 65 street networks), followed by the weekday evening (at 7), and weekday late night (at 2).



**Figure 13. Occurrences and Degree of High Street Parking Utilization**

<sup>8</sup> Shoup, D. C., & American Planning Association. (2005). *The high cost of free parking*. Chicago: Planners Press, American Planning Association.

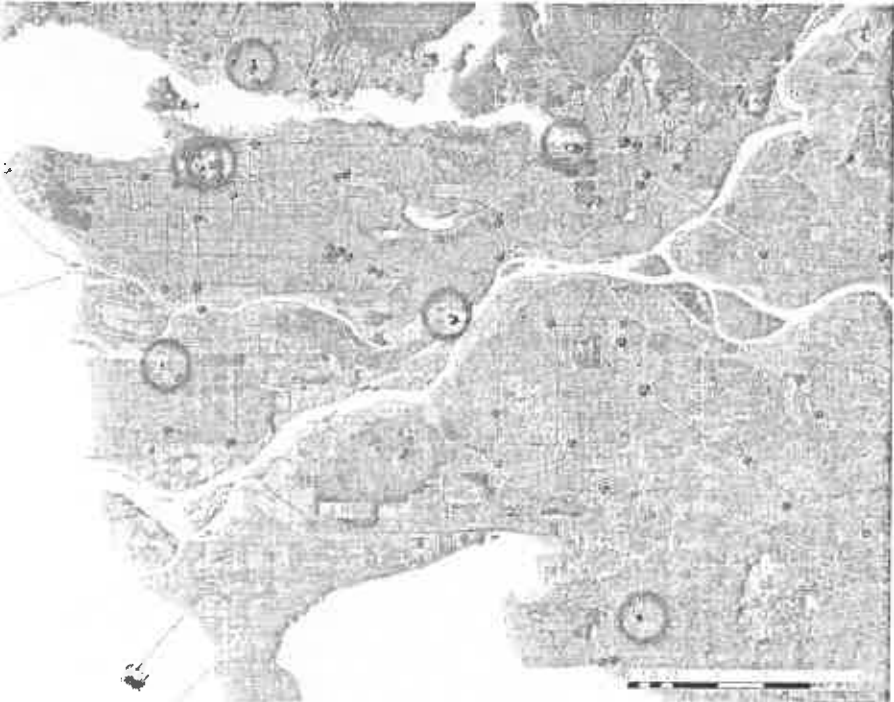
<sup>9</sup> As another example of the use of the 85 percent threshold, the Port of Vancouver uses the threshold when monitoring container throughput and terminal capacity. When throughput exceeds 85 percent, then system efficiency deteriorates exponentially. When throughput approaches 85 percent, capacity expansion of a marine terminal may be warranted.

Looking deeper at the 12 street networks that exceeded 85 percent utilization once only, four street networks saw exceedances on Saturdays only, and one network saw an exceedance on a weekday evening only. Seven street networks experienced high parking utilization on two or three surveyed periods with six exceedances on a weekday evening, two exceedances on a weekday late night, and seven exceedances on a Saturday evening.

These 7 outliers, contrary to initial expectations, are located throughout the region. Based on a high-level qualitative analysis (using orthophotos) of the neighbourhood characteristics of these outliers, non-residential trip generators (e.g. restaurants, retail, parks) appear to be a common land use in these neighbourhoods; and, the overall supply of street parking may be another contributing factor. Further neighbourhood-scale analysis is warranted to develop a detailed understanding of the land use ‘drivers’ of street parking utilization in these affected areas, the origins of these vehicles, the trip purposes, and the parking duration.

**Table 34. Street Networks Parking Exceedances**

<b>Exceedance Criteria (85% or higher)</b>	<b>Total Street Networks</b>	<b>Weekday Evening</b>	<b>Weekday Late Night</b>	<b>Saturday Evening</b>
Exceedance in at least one surveyed time period	12	7	2	11
• Exceedance in 2 or 3 surveyed time periods	7	6	2	7
• Exceedance in 1 surveyed time period only	5	1	0	4
Less than 85% in all 3 surveyed time periods	53	58	63	54



**Figure 14. Street Networks with High Parking Use in Two or Three Surveyed Periods**

### 6.3 Street Parking and Apartment Parking Utilization

The surveys did not present any clear patterns between street parking utilization and apartment parking utilization. The majority of surveyed street networks did not exceed 85 percent in any of the three surveyed time periods. For the associated apartment sites, the apartment parking utilization ranged from 39 percent to 84 percent. Five street networks exceeded 85 percent once only, and the associated apartment parking utilization ranged from 51 percent to 79 percent. Finally, seven street networks experienced persistently high utilization, and the associated apartment parking utilization ranged from 60 percent to 81 percent.

**Table 35. Street Parking Utilization and Apartment Parking Utilization**

Street Parking Utilization	Affected Street Networks	Apartment Parking Utilization Range
<b>High Utilization</b> 85% or higher in two or three surveyed periods	7	60% - 81%
<b>Medium Utilization</b> 85% or higher in one surveyed time period only	5	51% - 79%
<b>Low Utilization</b> Less than 85% in three surveyed time periods	53	39% - 84%

Three street networks had full restrictions; no parking was allowed and no parked vehicles were observed. The three associated apartment sites are located in Langley Township (strata), Port Coquitlam (strata), and Vancouver (market rental). The apartment parking utilization for these sites ranged from 73 percent to 80 percent, situating them towards the upper range of parking utilization relative to the apartment sites surveyed. Further research is warranted.

### 6.4 Apartment Residents and Visitors Parking on the Street

The potential impact of apartment buildings on nearby street parking is a frequently cited concern. The Household Survey provides some insights. Out of the 1,400 households that reported owning at least one vehicle, just under 300 households indicated that they usually parked on a nearby street, with the vast majority reporting they parked within a five-minute walk from their apartment building (it should be noted once again that the Household Survey does not purport to be a statistical representation of all apartment households in the region).

**Table 36. Apartment Residents Parking on the Street**

If you usually park on the street, typically how far do you park from your apartment building?	Number of Responses (%)
Less than a 5 minute walk	198 (13%)
Between 5 and 10 minute walk	73 (5%)
More than 10 minute walk	9 (<1%)
N/A	1,149 (81%)
Total	1,429

Apartment visitors typically encounter difficulty finding a parking space in the building's parking facility on weekends, holidays, and special occasions (Figure 15). On these days, there is much more activity in

terms of people visiting friends and family living in apartment buildings and people visiting in the vicinity of these apartment sites to patronize restaurants, parks, or other activities. As shown in Figure 16, some apartment visitors end up parking on a nearby street. Further work is warranted to survey apartment visitor parking utilization on weekends and holidays.

Typically, when is it difficult for your visitors to find parking in your building's parking facility?



Figure 15. Difficulty Finding Visitor Parking in the Building's Parking Facility<sup>10</sup>

Typically, where do your visitors park?

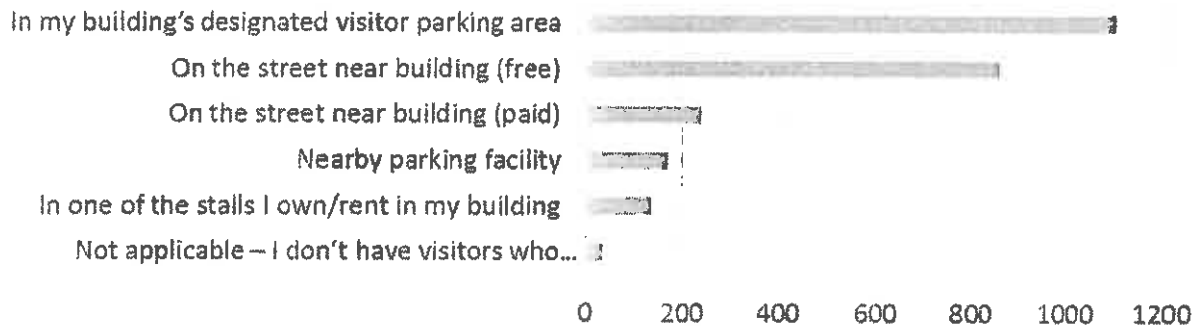


Figure 16. Typical Parking Locations for Apartment Visitors

6.5 Street Parking and Optional Parking in Rental Apartment Sites

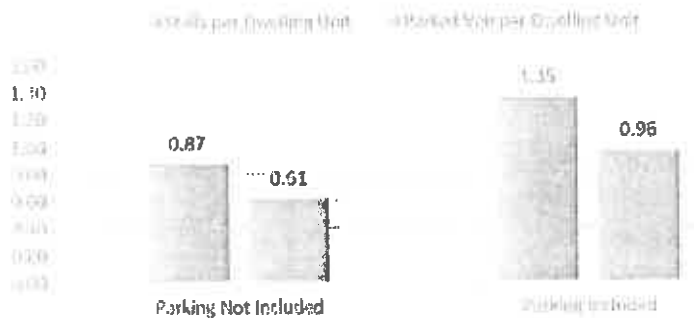
The findings of the 2012 Study, and the analysis from the 2018 Study, consistently showed that lower residential parking utilization and vehicle ownership are associated with rental apartment sites and smaller apartment unit sizes. However, an oft-cited interest is understanding the actual behaviour should a parking stall be available for an additional charge only. Do the residents end up parking on nearby streets?

First, looking at all rental apartment types in the Parking Facility Survey dataset, both residential parking supply and utilization are consistent with expectations. Where a parking stall is not included in the rent, the apartment sites on average have a lower parking supply ratio and utilization ratio. The pattern is the same for market rental sites only.

<sup>10</sup> The visitor parking questions were multiple-choice questions; respondents could select all the choices that applied.

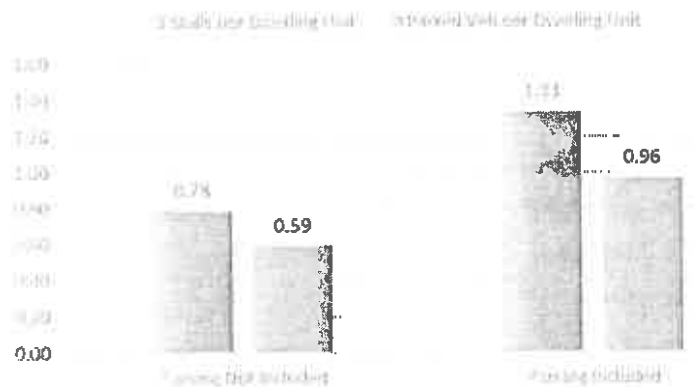


**Surveyed Rental Sites,  
Market Rental, Mixed Tenure, Mixed Market,  
NMR (n=22)**



**Figure 17. Comparison of Parking Supply and Utilization In Rental Sites**

**Market Rental Sites (n=12)**



**Figure 18. Comparison of Parking Supply and Utilization in Market Rental Sites**

The evidence for resident spillover parking is mixed. For non-Vancouver street networks associated with rental sites where resident parking is not included in the rent, the street parking utilization is higher. Regardless, the street parking utilization on average does not approach 85 percent.

For Vancouver street networks associated with rental sites where resident parking is not included in the rent, the street parking utilization differential range is minimal. Interestingly, the relatively higher street parking utilization in Vancouver in the evening is consistent with the relatively higher number of non-residential land uses that generate visitor trips in the city relative to other suburban contexts.

Anecdotal observations from several peer municipal staff in Metro Vancouver suggest that there is a correlation between on-site visitor parking utilization and whether or not the nearby streets have regulations (i.e. where apartment sites tend to have lower facility utilization if the nearby streets are unregulated).

**Table 37. Street Parking Utilization Associated with Rental Sites (Excluding Vancouver)**

	<b>Non-Vancouver street networks associated with rental apartments where...</b>	
<b>Time Period</b>	<b>Parking is NOT Included in rent</b>	<b>Parking Is included in rent</b>
Weekday Evening	44%	41%
Weekday Late Night	49%	42%
Saturday Evening	48%	41%

**Table 38. Street Parking Utilization Associated with Rental Sites (Vancouver Only)**

	<b>Vancouver street networks associated with rental apartments where...</b>	
<b>Time Period</b>	<b>Parking NOT included in rent</b>	<b>Parking included in rent</b>
Weekday Evening	72%	73%
Weekday Late Night	55%	55%
Saturday Evening	68%	76%

The following tables show the same information but disaggregated by municipality and time period.

**Table 39. Municipal-Level Street Parking Utilization Associated with Rental Sites (Weekday Evening)**

<b>All Rental Types</b>	<b>Weekday Evening, Street Parking Average Utilization</b>	
<b>Municipality (# street networks)</b>	<b>Parking NOT included in rent</b>	<b>Parking Included in rent</b>
Langley City (1)	-	52%
Langley Township (2)	-	46%
North Vancouver District (2)	51%	-
Port Coquitlam (1)	-	43%
Richmond (2)	26%	-
Surrey (1)	-	9%
Vancouver (13)	72%	73%
<b>Total (22)</b>	<b>68%</b>	<b>52%</b>

**Table 40. Municipal-Level Street Parking Utilization Associated with Rental Sites (Weekday Late Night)**

All Rental Types Municipality (# street networks)	Weekday Late Night, Street Parking Average Utilization	
	Parking NOT included in rent	Parking included in rent
Langley City (1)	-	65%
Langley Township (2)	-	41%
North Vancouver District (2)	61%	-
Port Coquitlam (1)	-	41%
Richmond (2)	18%	-
Surrey (1)	-	16%
Vancouver (13)	55%	55%
Total (22)	55%	47%

**Table 41. Municipal-Level Street Parking Utilization Associated with Rental Sites (Saturday Evening)**

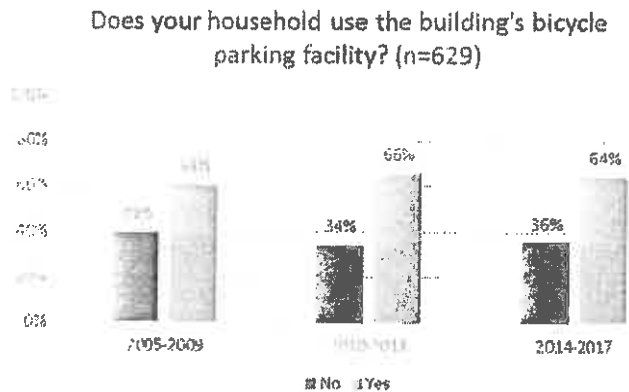
All Rental Types Municipality (# street networks)	Saturday Evening, Street Parking Average Utilization	
	Parking NOT included in rent	Parking included in rent
Langley City (1)	-	67%
Langley Township (2)	-	40%
North Vancouver District (2)	59%	-
Port Coquitlam (1)	-	37%
Richmond (2)	21%	-
Surrey (1)	-	15%
Vancouver (13)	68%	76%
Total (22)	66%	53%

## 7. Other Analysis

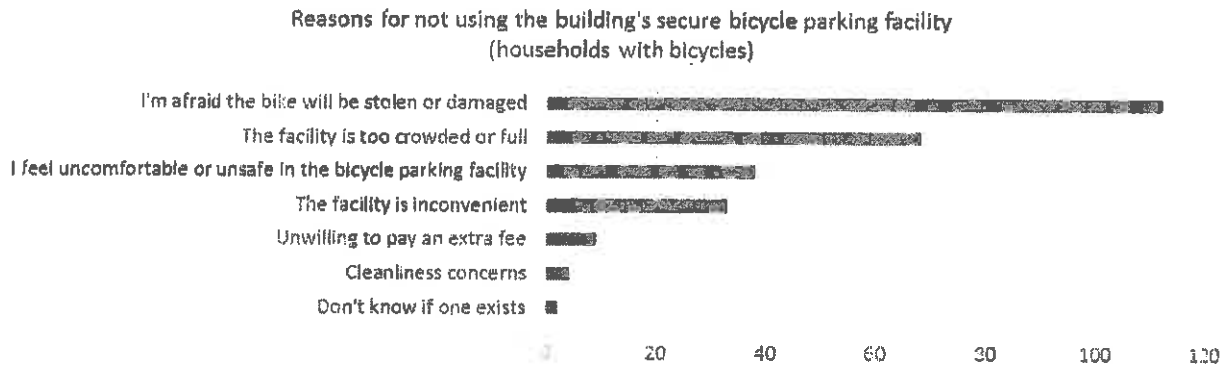
The Household Survey provides additional information about issues pertinent to apartment residents, such as bicycle parking, interest in plug-in electric vehicles, and willingness to forgo a parking stall.

### 7.1 Bicycle Parking

For households with bicycles, about one-third do not use their building's secured bicycle parking facility. The rate of usage is consistent across different building ages. The top reasons reported were concerns about the potential for the bicycles to be stolen or damaged, that the bicycle parking facility was too crowded, and adverse perceptions of safety and convenience. These sentiments are consistent with those expressed in the 2012 Study.



**Figure 19. Use the Building's Bicycle Parking Facility by Year Built of Building**



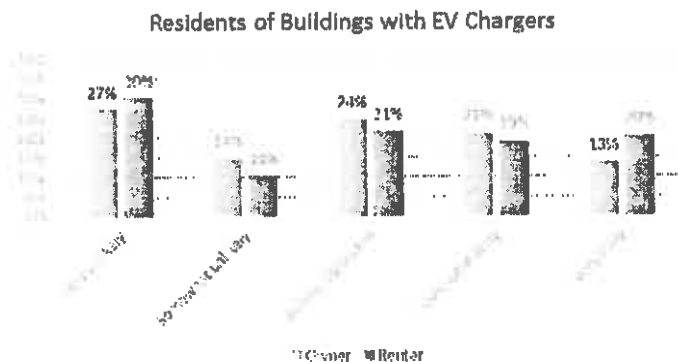
**Figure 20. Reasons for Not Using the Building's Bicycle Parking Facility**

One way of understanding and appreciating these sentiments is to consider a counterfactual scenario: i.e. what if one in three households in an apartment building chose not to park their car or truck in the building's parking facility for the same reasons. A scenario like this would never become a recurring problem, otherwise the entire apartment development industry would suffer public outrage. These design problems would be mitigated during the planning stage of an apartment project. From a policy and practice perspective, the same care and attention that is paid to accommodating cars and trucks could easily be applied to the provision of convenient, capacious, and secure bicycle parking facilities in new apartment developments.

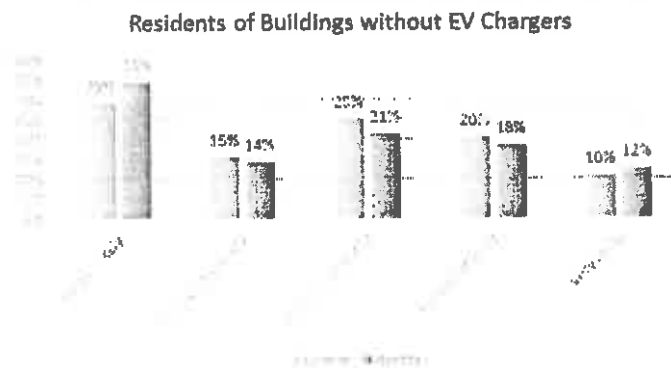
## 7.2 Presence of Electric Vehicle Charging Infrastructure

The provision of public electric vehicle charging infrastructure around the region has been increasing steadily. Some municipalities in the region are now requiring new apartment projects to have the electrical infrastructure in place to facilitate installation of charging equipment by building occupants. Other apartment sites are retrofitting their buildings with appropriate electricity capacity and the parking stalls with charging equipment.

The Household Survey shows that the presence of electric vehicle charging appears to be associated with a slightly higher share of residents expressing a likelihood to consider buying a plug-in electric vehicle within the next five years.<sup>11</sup> This is potential evidence that is consistent with prior research indicating that investments or requirements aimed at increasing the availability of home charging infrastructure could have a greater impact on plug-in electric vehicle adoption than those that focus on public charging infrastructure.<sup>12</sup> It should be noted that the effect of self-selection cannot be ruled out – i.e. residents who may already have an interest in buying a plug-in electric vehicle may have chosen an apartment building because of the presence of charging infrastructure.



**Figure 21. Likelihood to Considering Purchasing a Plug-In Electric Vehicle (Buildings with EV Chargers)**



**Figure 22. Likelihood to Considering Purchasing a Plug-In Electric Vehicle (Buildings without EV Chargers)**

<sup>11</sup> Statistical significance was not evaluated.

<sup>12</sup> Bailey, J., Miele, A., & Axsen, J. (2015). Is awareness of public charging associated with consumer interest in plug-in electric vehicles? *Transportation Research Part D*. Volume 36: 1-9. Retrieved from [www.sciencedirect.com/science/article/pii/S1361920915000103](http://www.sciencedirect.com/science/article/pii/S1361920915000103)

### 7.3 Willingness to Forgo a Parking Stall

The Household Survey asks residents if provided the opportunity, would they have purchased or rented their current apartment without a parking stall, if it meant having a lower purchase price or rent. For zero vehicle households, 34 percent would not be willing to make that trade-off. A sizable portion (42 percent) was unsure and 25 percent responded in the positive. Compared to the 2012 Study, there is a decrease in the affirmative (from 36 percent) and increase in the uncertainty (from 30 percent) in the results of the 2018 Study.

For households having at least one vehicle, the response was consistent with the 2012 Study: i.e. a vast majority (83 percent) would not forgo a parking stall.

**Table 42. Strata Households and Willingness to Forego Parking Stalls**

Household Type (Strata Sites)	Willingness to Forego Parking Stalls		
	No	Maybe/Unsure	Yes
Zero vehicles (n=65)	34%	42%	25%
1 or more vehicles (n=1,120)	83%	14%	3%

For households in other building tenures, the responses were consistent with expectation. Generally, a simple majority of zero vehicle households would be willing to forgo a parking stall. For households with vehicles, a majority answered in the negative.

**Table 43. Non-Strata Households and Willingness to Forego Parking Stalls**

Household Type (Market Rental, Mixed Tenure, Mixed Rental, Non-Market Rental Sites)	Willingness to Forego Parking Stalls		
	No	Maybe/Unsure	Yes
Zero vehicles (n=68)	21%	25%	54%
1 or more vehicles (n=314)	68%	22%	9%

## 8. Looking Ahead

Through this Study, a number of opportunities have arisen to expand regional efforts to investigate parking-related matters. These and other opportunities can be expanded and refined. TransLink and Metro Vancouver staff can offer research support as appropriate.

### 8.1 Shared Use Parking Opportunities

While the opportunities to consolidate parking supplies may face near-term security, wayfinding, and legal difficulties, local governments can explore opportunities to encourage the shared-use of parking. Local governments can explore ways to help building managers make sharing easier and address security (like with third-party apps and security audits). Similarly, local governments, in collaboration with professional architecture, development, and parking associations, can explore how to design 'shared-use' access controls into future parking facilities. These access controls can enable nearby parking demands to be accommodated. The value proposition could be the potential revenue-generating potential for an apartment building's strata or property manager, or group of nearby apartment buildings, for example.

### 8.2 Mobility Trends, Consumer Preferences, and an Aging Population

Mobility trends can be difficult to forecast. At the top of many people's minds is autonomous vehicles and the implications for vehicle ownership, congestion, and parking demand. Since the impact of self-driving passenger and commercial vehicles may not be witnessed for a number of years, it is worth spending time to think about those transportation services and technology on the road today, such as car sharing and bike sharing. A better understanding of broader transportation demand management provisions on parking utilization and vehicle ownership can help improve or validate parking requirements in new residential or commercial developments (see, for example, the [2014 Metro Vancouver Car Share Study](#)).

Also, in the near term, the introduction of ride-hailing as a long-term transportation option will necessitate a different approach to allocating, regulating, and managing curb parking spaces, especially in busy corridors where a compendium of transportation modes may converge and create congestion and safety hotspots.

Consumer preference is equally difficult to forecast. Despite greater attention to fluctuating gasoline prices, larger passenger vehicles (i.e. sport utility vehicles and trucks) are increasingly popular with Canadian consumers. With the acceleration of electric vehicle production in recent years, including e-SUVs and up-and-coming e-trucks, the interest and preference for these larger passenger vehicles may increase. Further investigation towards larger parking standard dimensions for these vehicles may be warranted. Similarly, an aging population will necessitate reviews of how accessibility can be better accommodated in new and existing developments.

Local governments may need to investigate the street parking supply and management implications of not only larger passenger vehicles, but also large commercial vehicles owned or operated by apartment residents that cannot be readily accommodated in parking facilities.

Should vehicle ownership decline in absolute terms, the adaptive reuse of parking facilities could be an opportunity for local governments to explore. For example, the reallocation of space to expand and improve bicycle parking facilities can increase resident usage and satisfaction.

### 8.3 Monitoring and Managing Street Parking Supply and Utilization

The deployment of automated licence plate reading technology is an emerging tool to inventory street parking utilization. Several local governments in the region have deployed the technology. The data can be useful to support local government understanding of the magnitude of parking utilization, and the nature of utilization – whether vehicles are being parked for excessively long periods of time, and whether parked vehicles originate from a nearby home, within the neighbourhood, or elsewhere. The large-scale deployment of this technology may be warranted in order to create an inventory of on-street utilization, various parking regulations across the region, and origin-destination data of parked vehicles when cross-referenced with ICBC vehicle licensing data.

Associated with street parking monitoring is the management of the demand through dynamic pricing. Dynamic street parking pricing based on congestion levels or other criteria may be an opportunity to shape driving demand, but also to promote fair access to a scarce resource (parking) in popular destinations.

### 8.4 Commercial and Institutional Parking

Commercial and Institutional parking issues (i.e. hospital precincts, place of worship, etc.) remain a consistent interest of local governments. Given the significant trip-attraction that commercial and institutions (e.g. universities, hospitals) create between staff and visitors, it is appropriate to venture further into the utilization of these non-residential (but often mixed-use) land use contexts.



## 9. Conclusions

The findings of the 2018 Regional Parking Study largely corroborate those in the 2012 Apartment Parking Study, and includes new insights about street parking supply and utilization. Apartment parking supply remains excessive relative to observed utilization. Apartment buildings close to frequent transit, whether or bus or SkyTrain, appear to have lower parking supply and utilization. The lower rates of parking utilization are associated with higher transit use as measured by the number of transit boardings near the buildings, and this relationship is stronger for rental apartment sites.

Street parking is inherently complex. Some of the factors contributing to street parking use include visitors to non-residential land uses, such as restaurants, shops, and parks; apartment visitors on weekends, holidays, and special occasions; and some apartment residents parking on the street. Even with these factors, only a handful of surveyed street networks experienced persistently high street parking utilization (exceeding 85 percent utilization on two or three of the surveyed time periods).

Finally, the 2018 Regional Parking Study highlights a challenge that remains unchanged from the 2012 Study. The design and capacity of current bicycle parking facilities in apartment buildings are discouraging their use by many residents.

The findings reveal opportunities to 'right size' the amount of parking in apartment buildings for both motorized vehicles and bicycles, and highlight the opportunity to treat on-site and on-street parking as a system.

Looking ahead, practitioners and policymakers should be mindful of evolving mobility choices, technology, and consumer preferences, and the potential implications for vehicle ownership, parking demand, and parking requirements in apartment buildings, on streets, and in other building structures. TransLink and Metro Vancouver will continue to look for opportunities to undertake and support research related to parking in accordance with regional policies, and to support the efforts of member jurisdictions to coordinate land use and transportation decisions.

## Appendix 1: Apartment Sites

Local Jurisdiction	Building Name	Building Address	Included In Parking Facility Survey	Included In Household Survey
Burnaby	Jewel I	6188 Wilson Ave	Yes	Yes
Burnaby	Jewel II	6168 Wilson Ave	Yes	Yes
Burnaby	MacPherson Walk North	5788 SIDLEY ST	Yes	Yes
Burnaby	Metroplace	6461 Telford Ave	Yes	Yes
Burnaby	Stratus at Solo District	2008 Rosser Ave	Yes	Yes
Burnaby	Tandem	4182 Dawson St	Yes	Yes
Burnaby	V2	5288 Beresford Street	Yes	Yes
Coquitlam	Celadon	3102 Windsor Gate	Yes	Yes
Coquitlam	Cora Towers - 555 Delestre Ave	555 Delestre Ave	Yes	Yes
Coquitlam	Cora Towers - 575 Delestre Ave	575 Delestre Ave	Yes	Yes
Coquitlam	Encore	511 Rochester Ave	Yes	Yes
Coquitlam	Grand Central 1	2978 Glen Drive	Yes	Yes
Coquitlam	Grand Central 2	2968 Glen Drive	Yes	Yes
Coquitlam	Grand Central 3	2975 Atlantic Ave	Yes	Yes
Coquitlam	M Three	1188 Pinetree Way	Yes	Yes
Coquitlam	Thomas House	1150 Kensal Place	Yes	Yes
Delta	Delta Rise	11967 80th Avenue	Yes	Yes
Langley City	Encore Apartments	19899 55A Ave	Yes	Yes
Langley Township	Hawthorne	8915 202 St	Yes	Yes
Langley Township	Lexington Court Apartments	4871 221 Street	Yes	Yes
Langley Township	The Village at Thunderbird Centre	20159 88 Ave	Yes	Yes
Langley Township	Yorkson Grove Rentals	8026 207 Street	Yes	Yes
Maple Ridge	Urbano - 12238 224 St	12238 224 St	Yes	Yes
Maple Ridge	Urbano - 12248 224 St	12248 224 St	Yes	Yes
New Westminster	Anvil	200 KEARY ST	Yes	Yes
New Westminster	Duo B	215 Brookes St	Yes	Yes
New Westminster	Marinus at Plaza 88	888 Carnarvon St	Yes	Yes
New Westminster	Azure 1 at Plaza 88	898 Carnarvon St	Yes	No
New Westminster	Azure 2 at Plaza 88	892 Carnarvon St	Yes	No
North Vancouver City	Mira in the Park	683 VICTORIA PK W	Yes	Yes
North Vancouver City	NOMA	728 West 14th Street	Yes	Yes
North Vancouver City	Orizon	221 3rd St E	Yes	Yes
North Vancouver City	Vista Place - 1301 Civic Place Mews	1301 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1303 Civic Place Mews	1303 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1305 Civic Place Mews	1305 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1309 Civic Place Mews	1309 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1313 Civic Place Mews	1313 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1317 Civic Place Mews	1317 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1320 Chesterfield	1320 CHESTERFIELD AVE	Yes	Yes
North Vancouver City	Vista Place - 1321 Civic Place Mews	1321 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1322 Chesterfield	1322 CHESTERFIELD AVE	Yes	Yes
North Vancouver City	Vista Place - 1324 Chesterfield	1324 CHESTERFIELD AVE	Yes	Yes
North Vancouver City	Vista Place - 1325 Civic Place Mews	1325 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 1326 Chesterfield	1326 CHESTERFIELD AVE	Yes	Yes
North Vancouver City	Vista Place - 1328 Chesterfield	1328 CHESTERFIELD AVE	Yes	Yes

Local Jurisdiction	Building Name	Building Address	Included in Parking Facility Survey	Included in Household Survey
North Vancouver City	Vista Place - 1329 Civic Place Mews	1329 Civic Place Mews Blvd	Yes	Yes
North Vancouver City	Vista Place - 158 13th	158 13TH ST W	Yes	Yes
North Vancouver City	Vista Place - 160 13th	160 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 162 13th	162 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 164 13th	164 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 166 13th	166 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 168 13th	168 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 170 13th	170 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 172 13th	172 13th ST W	Yes	Yes
North Vancouver City	Vista Place - 174 13th	174 13th ST W	Yes	Yes
North Vancouver Dist	Beacon Tower, Seylynn Village	1550 Fern St	Yes	Yes
North Vancouver Dist	Lynn Creek Apartments	1561 Oxford Street	Yes	Yes
North Vancouver Dist	Northwoods Village	2151 Front Street	Yes	Yes
North Vancouver Dist	The Drive	1330 Marine Drive	Yes	Yes
Pitt Meadows	Keystone	12350 Harris Road	Yes	Yes
Port Coquitlam	Meridian Village	3156 Coast Meridian	Yes	Yes
Port Coquitlam	Shaughnessy East	2478 Shaughnessy St	Yes	Yes
Port Coquitlam	Shaughnessy West	2330 Wilson Ave	Yes	Yes
Port Coquitlam	The Shaughnessy	2789 Shaughnessy Street	Yes	Yes
Port Moody	Inglenook	801 Klahanie Drive	Yes	Yes
Port Moody	The Residences at Suter Brook	301 Caplano Rd	Yes	Yes
Port Moody	Tides - 300 Klahanie	300 KLAHANIE DR	Yes	Yes
Port Moody	Tides - 400 Klahanie	400 KLAHANIE DR	Yes	Yes
Port Moody	Tides - 500 Klahanie	500 KLAHANIE DR	Yes	Yes
Richmond	Azalea at the Gardens	10880 No. 5 Rd	Yes	Yes
Richmond	Camellia at the Gardens	10820 No. 5 Road	Yes	Yes
Richmond	Circa Residences	10020 Dunoon Dr	Yes	Yes
Richmond	Magnolia at the Gardens	12339 Steveston Hwy	Yes	Yes
Richmond	Modena - 6600 Cooney	6600 COONEY RD	Yes	Yes
Richmond	Modena - 6611 Eckersley	6611 ECKERSLEY RD	Yes	Yes
Richmond	Parc Riviera - 10033 River Drive	10033 River Drive	Yes	No
Richmond	Parc Riviera - 10155 River Drive	10155 River Drive	Yes	No
Richmond	Parc Riviera - 10119/10133 River Dr	10119/10133 River Drive	Yes	No
Richmond	Parc Riviera - 10011 River Drive	10011 River Drive	Yes	Yes
Richmond	Quintet Tower A	7988 Ackroyd Rd	Yes	No
Richmond	Quintet Tower B	7979 Firbridge Way	Yes	No
Richmond	Quintet Tower C	7733 Firbridge Way	Yes	No
Richmond	Quintet Tower D	7788 Ackroyd Rd	Yes	Yes
Richmond	Quintet Tower E	7888 Ackroyd Rd	Yes	No
Surrey	Ascend	15956 86A Ave	Yes	Yes
Surrey	Calera - 18818 68th	18818 68th Ave	Yes	Yes
Surrey	Calera - 6758 188th	6758 188 St	Yes	Yes
Surrey	Compass - 6815 188 St	6815 188 Street	Yes	Yes
Surrey	Compass - 18755 68 Ave	18755 68 Avenue	Yes	Yes
Surrey	D'Cor B	10455 University Dr	Yes	Yes
Surrey	G3 Residences - 10455 154 St	10455 154 St	Yes	Yes
Surrey	G3 Residences - 10477 154 St	10477 154 St	Yes	Yes

Local Jurisdiction	Building Name	Building Address	Included in Parking Facility Survey	Included in Household Survey
Surrey	G3 Residences - 15388 105 Ave	15388 105 Ave	Yes	Yes
Surrey	Greenwood Townhouses	7247 140 St	Yes	Yes
Surrey	Kingston Gardens I	15243 99 Ave	Yes	Yes
Surrey	Kingston Gardens II	15315 99 Ave	Yes	Yes
Surrey	Kingston Gardens III	9977 154 St	Yes	Yes
Surrey	Kingston Gardens IV	15328 100 Ave	Yes	Yes
Surrey	Lumina	14885 60 Ave	Yes	Yes
Surrey	Monterosso	8695 160 St	Yes	Yes
Surrey	Park Central	14333 104 Ave	Yes	Yes
Surrey	Salus - 6628 120 St	6628 120 Street	Yes	Yes
Surrey	Salus - 6688 120 St	6688 120 Street	Yes	Yes
Surrey	Summit House, Morgan Crossing	15850 26 Ave	Yes	Yes
Surrey	Vernazza	8717 160 St	Yes	Yes
UBC	Keenleyside	5788 Birney Ave	Yes	Yes
Vancouver	600 Drake	600 Drake Street	Yes	Yes
Vancouver	Alexandra	1221 Bidwell St	Yes	Yes
Vancouver	Aria	488 41st Avenue	Yes	Yes
Vancouver	Boheme - 1588 Hastings	1588 Hastings St E	Yes	Yes
Vancouver	Boheme - 411 Woodland	411 Woodland Drive	Yes	Yes
Vancouver	Boheme - 413 Woodland	413 Woodland Drive	Yes	Yes
Vancouver	Boheme - 415 Woodland	415 Woodland Drive	Yes	Yes
Vancouver	Boheme - 417 Woodland	417 Woodland Drive	Yes	Yes
Vancouver	Boheme - 419 Woodland	419 Woodland Drive	Yes	Yes
Vancouver	Boheme - 421 Woodland	421 Woodland Drive	Yes	Yes
Vancouver	Boheme - 423 Woodland	423 Woodland Drive	Yes	Yes
Vancouver	Boheme - 425 Woodland	425 Woodland Drive	Yes	Yes
Vancouver	Bosa False Creek	180 Switchmen Street	Yes	Yes
Vancouver	Compass	123 West 1st Avenue	Yes	Yes
Vancouver	Empire at QE - 4539 Cambie	4539 Cambie St	Yes	Yes
Vancouver	Empire at QE - 505 30th Ave	505 30th Ave W	Yes	Yes
Vancouver	Empire at QE - 508 29th Ave	508 29th Ave W	Yes	No
Vancouver	False Creek Residences	75 West 1st Ave	Yes	Yes
Vancouver	Granville & 70th - 8488 Cornish	8488 Cornish St	Yes	Yes
Vancouver	Granville & 70th - 8555 Granville	8555 Granville St	Yes	Yes
Vancouver	Granville & 70th - 8588 Cornish	8588 Cornish St	Yes	Yes
Vancouver	Lido	110 Switchmen St	Yes	Yes
Vancouver	Linden Tree Place	2304 8 Avenue West	Yes	Yes
Vancouver	Marine Gateway - 488 Marine Dr	488 Marine Dr SW	Yes	Yes
Vancouver	Marine Gateway - 489 Interurban	489 Interurban Way	Yes	Yes
Vancouver	MC2 Apartments - 8103 Nunavut Ln	8103 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8105 Nunavut Ln	8105 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8107 Nunavut Ln	8107 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8109 Nunavut Ln	8109 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8111 Nunavut Ln	8111 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8115 Nunavut Ln	8115 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8117 Nunavut Ln	8117 Nunavut Lane	Yes	Yes
Vancouver	MC2 Apartments - 8119 Nunavut Ln	8119 Nunavut Lane	Yes	Yes

<b>Local Jurisdiction</b>	<b>Building Name</b>	<b>Building Address</b>	<b>Included in Parking Facility Survey</b>	<b>Included in Household Survey</b>
Vancouver	MC2 Apartments	8101 Nunavut Lane	Yes	Yes
Vancouver	MC2 South	8131 Nunavut Lane	Yes	Yes
Vancouver	Mondella	688 17th Ave E	No	Yes
Vancouver	Parcel 5	122 Walter Hardwick Ave	No	Yes
Vancouver	Parcel 9	80 Walter Hardwick Ave	No	Yes
Vancouver	Residences on Seventh	228 East 7th Avenue	Yes	Yes
Vancouver	Salis	1661 Ontario St	Yes	Yes
Vancouver	Strathearn Court - 1873 Spyglass	1873 Spyglass Place	Yes	Yes
Vancouver	Strathearn Court - 1893 Spyglass	1893 Spyglass Place	Yes	Yes
Vancouver	The Rise	485 8th Avenue West	Yes	Yes
Vancouver	The Skyline	1305 West 12th Avenue	Yes	Yes
Vancouver	The Standard	1142 Granville Street	Yes	Yes
White Rock	Miramar Tower A	15152 Russell Ave	Yes	Yes
White Rock	Miramar Tower B	1473 Johnston Road	Yes	Yes
White Rock	Royce	14855 Thrift Ave	Yes	Yes

## Appendix 2: Household Survey Form

# Metro Vancouver 2017 Regional Parking Study

Metro Vancouver (the Metro Vancouver Regional District) in partnership with Translink are conducting a study of multi-unit residential buildings regarding vehicle and bike parking usage. Your household has been selected to be part of this important study. The study will provide

information to municipalities and developers on the appropriate amount of vehicle and bike parking supply for new multi-unit residential developments. We appreciate your participation, and all responses will be kept confidential. **Please complete by January 31, 2018.**

**We recommend completing this questionnaire online at: [www.MVParking.ca/survey](http://www.MVParking.ca/survey)**

If you wish to complete the paper questionnaire, please mail the questionnaire to:

Acure Consulting  
 Suite 301 - 4475 Wayburne Drive  
 Burnaby, BC, V5G 4X4  
 Attention: "Parking Study"



i. **ACCESS CODE** (see introductory letter)   -       -

ii. **Building Name & Address:** \_\_\_\_\_ **Unit #:** \_\_\_\_\_

### RESIDENT VEHICLE PARKING

1. **How many vehicles does your household own or lease (not including car share program)?**

(Please include all cars, vans or light trucks that are brought home and parked overnight, but not motorcycles, scooters, or bicycles.)

2. **Where do you usually park your vehicle(s) overnight? Please note number of vehicles:**

Vehicles in my building's parking facility (parking lot or garage).

Vehicles in a nearby off-street parking facility (parking lot or garage).

Number of vehicles I park on the street near my building.

If you usually park on the street, typically how far do you park from your building?

Less than a 5 min walk

Between 5 and 10 min walk

More than 10 min walk

3. **If you OWN your apartment/townhouse, how many of your parking space(s) in the building are:**

Included in the unit purchase price

Purchased for an extra fee. Purchase cost? \$\_\_\_\_\_

Rented for an extra fee. Cost per month? \$\_\_\_\_\_

I don't have any parking

4. **If you RENT your apartment/townhouse, how many of your parking space(s) in the building are:**

Included in the unit rent

Rented for an extra fee. Cost per month? \$\_\_\_\_\_

I don't have any parking

5. **How many of your parking spaces in the building do you rent out to other people?**

How much do you charge per month? \$\_\_\_\_\_

6. **If provided the opportunity, would you have purchased/rented your current apartment/townhouse without a parking stall, if it meant having a lower purchase/rental price for your unit?**

Yes  Maybe/unsure  No

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**VISITOR VEHICLE PARKING**

7. A. Typically, where do your visitors park?  
(Select all that apply)

- In my building's designated visitor parking area
- In one of the stalls I own/rent in my building
- On the street near building (paid)
- On the street near building (free)
- Nearby parking facility
- Not applicable – I don't have visitors who need to park at my building (skip to question 8)

B. Typically, when is it difficult for your visitors to find parking in your building's parking facility? (Check all that apply)

- Weekdays
- Weekends
- Holidays and Special Occasions
- Never
- Not applicable

**BICYCLE PARKING**

8. Does your building have secure bike parking? (ie: bike racks in a locked room/cage or bike racks in a designated parking stall)

- Yes     No     I don't know

9. A. How many bicycles does your household own? \_\_\_\_\_ If you do not have any bicycles skip to question 10.

B. Does your household use the building's bicycle parking facility?

Yes

- Because it's a good facility
- Because the strata requires me to

No (select all that apply)

- It's too crowded or full
- I'm afraid the bike will be stolen or damaged
- I feel uncomfortable or unsafe in the build's bike parking facility
- It's inconvenient
- Other, please specify:

**HOUSEHOLD INFORMATION**

10. How many bedrooms are in your apartment/townhouse?

- 0 (bachelor/studio)     1     2     3     4 or more

11. How large is your apartment/townhouse (excluding balcony/patio)?

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Under 400 sq ft | <input type="checkbox"/> 700-799 sq ft     | <input type="checkbox"/> 1,100-1,199 sq ft      |
| <input type="checkbox"/> 400-499 sq ft   | <input type="checkbox"/> 800-899 sq ft     | <input type="checkbox"/> 1,200-1,299 sq ft      |
| <input type="checkbox"/> 500-599 sq ft   | <input type="checkbox"/> 900-999 sq ft     | <input type="checkbox"/> 1,300 and higher sq ft |
| <input type="checkbox"/> 600-699 sq ft   | <input type="checkbox"/> 1,000-1,099 sq ft | <input type="checkbox"/> Unsure                 |

12. How many people in your household are within the following groups (note numbers)?

- Ages 0-5 years: \_\_\_\_\_ Ages 6-18: \_\_\_\_\_ Ages 19-64: \_\_\_\_\_ Ages 65+: \_\_\_\_\_

13. Metro Vancouver and TransLink are conducting research to better understand the demand for electric vehicles. How likely are you to consider buying a plug-in electric vehicle within the next five years?

- Very unlikely     Somewhat unlikely     Undecided/neutral     Somewhat likely     Very likely

14. Any additional comments:

THANK YOU FOR COMPLETING THE QUESTIONNAIRE!

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## Appendix 3: Current Municipal Apartment Parking Requirements

Updated September 2018

Municipality	Notes	Residential Parking Requirements (Stalls per Dwelling Unit)					Visitor	Link
		0BR	1BR	2BR	3+BR			
Burnaby	Apartments in C8 and C8A Districts (Urban Village Commercial)	1.0					N/A	<a href="#">Bylaw Page 4</a>
	Apartments - Multi family dwellings w/ access via common corridor	1.6					0.25	
	Apartments in RM2s, RM4s, RM5s (Multiple Family Residential Districts)	1.6. Potentially reduced down to 1.1 after application of density bonus					0.25	
	Apartments not for profit housing or gov't assistance	1.5					0.2	
Coquitlam	Apartments (Except purpose- built rental)	1.0 (studio)	1.0	1.5	1.5		0.2	<a href="#">Bylaw Page 7-6</a>
	Apartments with Evergreen Line Core and Shoulder Station Areas	1.0 (studio)	1.0	1.35	1.35			
		0.5 per unit containing a lock-off unit						
	Apartments in non-market housing and below-market rental	1.0						
Delta	Apartments	1.5					0.2	<a href="#">Bylaw Page 306</a>
Langley City	Multi-Unit Residential RM1	N/A	1.5	2.0			0.2	<a href="#">Bylaw Page 21 of Part 1 Admin and Enforcement (page 41/211)</a>
	Multi-Unit Residential RM2	1.2		1.4	2.0			
	Multi-Unit Residential RM3			1.3				
	Multi-Unit Residential C1			1.2				
Langley Township	Apartments	1.0	1.5				10% of total parking	<a href="#">Bylaw Page 100-28</a>
Maple Ridge	Multi-Unit Residential RM1	2.0					0.2	<a href="#">Bylaw Page 7</a>
	Multi-Unit Residential RM2 and RM3	1.5						
	Multi-Unit Residential RM4 and RM5	2.0						



Municipality	Notes	Residential Parking Requirements (Stalls per Dwelling Unit)					Visitor	Link	
		0BR	1BR	2BR	3+BR				
New Westminster	Multi-Unit buildings	1.0	1.2	1.4	1.5		0.2	Bylaw Page 150-1	
	Multi-Unit buildings - Downtown	1.0	1.0	1.35			0.1		
	Secured rental Residential Units within 400 m of SkyTrain Stations or FTN	1.0							
	Secured rental Residential Units - Downtown	0.6		0.8					
North Vancouver City	Residential One and Two –Unit Use	1 per dwelling unit					0.1 when >10 spaces are required	Bylaw Page 149/1125 Section 908	
	Rental Apartment	0.6							
North Vancouver District	Apartments	1 stall per unit, plus 1 stall per 100m <sup>2</sup> of gross area, to maximum parking minimum of 2.0 stalls					Base includes 0.25	Bylaw Page 66	
Pitt Meadows	Apartments not in TC, MC	1.3		1.5			0.2	Bylaw Page 7-1	
	Apartments In TC, MC	1.2							
Port Coquitlam	Apartment Less than 6 storeys	1.0	1.3	1.5	2.0		0.2	Bylaw Page 2	
	Apartment greater than 6 storeys	1.0					0.1		
Port Moody	Apartment Market Ownership	1.0		1.5			0.2 for the first 100 units 0.1 for each additional unit	Bylaw Page 36, 38	
	Market Rental	1.1							
	Below Market Rental	0.9							
	TOD Areas (Moody Centre and Inlet Centre)	Market Ownership	1.0		1.35				0.2 for the first 100 units 0.1 for each additional unit
		Market Rental	1.0						
	Below Market Rental	0.8					0.1		
Richmond	Apartment Housing	1.5					0.2	Bylaw Page 7-5, 7-14	
	Affordable Housing Unit	1.0							
	Apartment Housing – City Centre	Zone 1	1.0						
		Zone 2	1.2						
		Zone 3	1.4						
Affordable Housing Unit – City Centre	0.9								

Municipality	Notes	Residential Parking Requirements (Stalls per Dwelling Unit)					Link
		0BR	1BR	2BR	3+BR	Visitor	
Surrey	City Centre: Multi-Unit Residential Dwelling – Ground Oriented	1.6				0.16	<a href="#">Bylaw Page 5.9</a>
	City Centre: Multi-Unit Residential Dwelling – Non Ground Oriented	0.9 minimum 1.1 maximum				0.1	
	Multi-Unit Residential Dwelling – Ground Oriented	2.0				0.2	
	Multi-Unit Residential Dwelling – Non Ground Oriented	1.3		1.5		0.2	<a href="#">Bylaw Page 5.9</a>
Vancouver	Downtown	0.0 [Except in the West end and Robson North Permit Area (WERNPA)]  WERNPA sub-area of, parking for multiple dwellings adheres to City-wide rates.				The lesser of: a) 5% of total residential spaces; and b) 0.05 spaces per dwelling unit, to a maximum of 0.1	<a href="#">Bylaw 4.3.2</a> <a href="#">Map 2B 4.8.4</a> <a href="#">4.3.4</a>
	City-Wide - Strata	0.5 / unit with less than 50m <sup>2</sup> GFA 0.6 / unit with greater than 50m <sup>2</sup> plus 1 for each additional 200m <sup>2</sup> GFA  No more than 1.5 per unit with greater than 180m <sup>2</sup>				0.05 per unit to a max of 0.1	<a href="#">Bylaw 4.2.1.13</a> <a href="#">4.1.16</a>
	City-Wide – Secured Market Rental	Min per 125m <sup>2</sup> GFA Max space equal to the total number of min number of spaces plus 0.5				0.05 to a max of 0.1	<a href="#">Bylaw 4.5B</a> <a href="#">4.1.16</a>
West Vancouver	Apartment	A minimum of the greater of 1/unit, or 1 for every 84 sq metres GFA				N/A	<a href="#">Bylaw Page 300-4</a>
White Rock	Apartment	1.2				0.3	<a href="#">Bylaw Page 23</a>
UBC Campus	Market Housing	A maximum of the lesser of 1.0 per 70m <sup>2</sup> of building areas of 1.8 spaces per dwelling unit				0.1	<a href="#">Development Handbook Page 38</a>
UBC Endowment Lands	Apartment	1.6				0.25	<a href="#">Schedule</a>

## Appendix 4: Key Informant Interviews on Treating On-Site and Street Parking as a System

Project staff interviewed municipal staff to gather current insights, experience, and tactics to manage and monitor street parking in more systematic ways<sup>13</sup>.

It can be difficult finding the right balance between on-site facility and on-street parking for both residents and visitors for apartment buildings and adjacent land uses. Surrounding land uses, such as commercial retail, can generate trips that increase the demand for on-street visitor parking. This can often be in conflict with the demand for residential visitor parking when on-site visitor parking is limited.

Coordinated parking strategies can help mitigate negative outcomes of limited parking supplies through the appropriate use of on-street parking restrictions. By considering both on-site and nearby on-street residential and visitor parking as a system, parking supplies can be controlled for the net benefit of an area and help alleviate the difficulties of finding parking.

### Nearby Street Parking

The use of parking policies and regulation, such as pricing, can be adjusted to ensure that there is street curb parking available for businesses, customers and residents in popular areas where current parking utilization is high during most days and times of the week.

Anecdotal observations from several peer municipal staff in Metro Vancouver suggest that there is a correlation between on-site visitor parking utilization and whether or not the nearby streets have regulations (i.e. where apartment sites tend to have lower facility utilization if the nearby streets are unregulated).

By regulating street parking to restrict nearby street parking through a combination of pricing, time limits, on-site parking facility utilization of both residential and visitor parking may increase. Similarly, parking regulations that allow for shared-use of on-street visitor and residential spaces, particularly in during periods when residential spaces are underutilized, can support apartment visitors as well as nearby businesses customers to park in residential permit spaces.

### Consolidated Parking

The consistent observation of parking supplies exceeding demand by a wide margin illustrates that many apartment buildings across the region have abundant unused supplies, sometimes in areas experiencing consistently high utilization of street parking. By considering ways to consolidate parking by opening up the unused parking spaces for nearby business and commercial uses can free up space on the street. Cities can also explore with developers if required parking ratios can be met through shared-use parking supplies with adjacent land uses and their existing or new development's parking supply.

### Nearby Frequent Transit Services

Across the region, a trends that has continued since the 2012 Apartment Parking Study is the consistent observation that not only does parking supply in apartments exceed parking demand by a wide margin, but that this over supply is further pronounced for locations close to transit than further abroad.

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<sup>13</sup> Interviews were conducted in January/February 2019 with staff at Coquitlam, New Westminster, City of North Vancouver, Surrey, and Vancouver.

While many municipal parking policies consider possible reduced residential parking requirements based on proximity to transit, they are currently focused on new apartment developments close to existing and new SkyTrain stations. This study suggests that apartment parking ratios can take into account a development's proximity to frequent bus routes.

#### Parking Monitoring and Spatial-Temporal Data Analysis

Monitoring parking behaviour and utilization is important component to understanding parking supplies and demand by time period, particularly in areas where parking supplies are limited. Municipalities report deploying monitoring strategies and techniques on an upon-request basis, usually where there are residential complaints around on-street parking constraints. Using digital monitoring techniques, such as Parking App and digital parking meters, as well as Automated License Plate Reading technology, can provide powerful insights without the need for manual monitoring or surveys. These technologies will often capture a vehicle's license plate number, which can be cross-referenced with ICBC data. By proactively monitoring on-street parking supplies throughout a city, and cross-referencing vehicle's registration addresses, municipalities can proactively assign parking regulations in a given area by understanding if local residents are using on-street parking for their parking needs.

## Appendix 5: Additional Household Survey Analysis

The following tables, based on the Household Survey, provide supplemental information to Section 5.1 'Apartment Residential Parking Supply and Utilization' and Section 5.4 'Relationship with Transit Proximity'.

**Table 44. Resident Parking by Tenure**

Building Tenure (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
Strata (n=1,185)	1.39	1.17	+19%
Market Rental (n=133)	1.10	0.89	+23%
Mixed Tenure (n=186)	1.24	0.93	+34%
Mixed Rental (n=35)	1.49	1.09	+37%
Non-Market Rental (n=28)	0.90	0.43	+111%

**Table 45. Resident Parking in Strata Sites by Subregion**

Strata Sites by Subregion (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
Burnaby/NW (n=265)	1.32	1.09	+21%
North Shore (n=151)	1.42	1.17	+21%
Northeast Sector+ (n=317)	1.34	1.21	+11%
Richmond (n=72)	1.25	1.15	+9%
South of Fraser (n=279)	1.31	1.25	+5%
Vancouver/UBC (n=101)	1.38	1.08	+28%

**Table 46. Resident Parking in Rental Sites by Subregion**

Rental Sites by Subregion (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
North Shore (n=25)	1.05	0.84	+25%
Northeast Sector+ (n=9)	2.44	1.22	+100%
Richmond (n=17)	1.13	1.12	+1%
South of Fraser (n=49)	1.33	1.29	+3%
Vancouver/UBC (n=282)	1.14	0.81	+41%

**Table 47. Resident Parking in Strata Sites by Transit**

Strata Sites by Proximity to FTN (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
Within 800m of rapid transit (n=633)	1.26	1.14	+11%
Within 400m of frequent bus only (n=408)	1.33	1.19	+12%
Away from FTN (n=144)	1.36	1.29	+5%

**Table 48. Resident Parking in Market Rental sites by Transit**

Market Rental Sites by Proximity to FTN (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
Within 800m of rapid transit (n=32)	0.59	0.53	+11%
Within 400m of frequent bus only (n=49)	1.08	0.80	+35%
Away from FTN (n=52)	1.35	1.21	+12%

**Table 49. Resident Parking in Mixed Tenure Sites by Transit**

Mixed Tenure Sites by Proximity to FTN (# responses)	Household Survey		
	Stalls per DU (HS)	Parked Vehicles per DU (HS)	Parking Oversupply Estimate 2
Within 800m of rapid transit (n=126)	0.99	0.83	+19%
Within 400m of frequent bus only (n=60)	1.23	1.15	+7%



Office of the Mayor

April 5, 2019

Member Municipalities  
c/o Union of BC Municipalities  
Suite 60 - 10551 Shellbridge Way  
Richmond, BC V6X 2W9

Dear UBCM Member Municipalities:

*I am writing on behalf of Maple Ridge City Council to inform you of recent action taken by the Province of British Columbia that undermines the authority granted to municipal governments, and request that you pass a resolution to be forwarded to Premier Horgan and the Union of BC Municipalities (UBCM) expressing concern for the impact this action has on the roles defined for local government within the Community Charter (CC) and the Local Government Act (LGA).*

By way of background, I share with you the recent experience of the City of Maple Ridge, where on two separate occasions, we have been subjected to the Province's unilateral action to bypass local government autonomy and public process, inconsistent with our local zoning.

In May 2018, the Province of BC made application to the City of Maple Ridge to rezone provincially-owned properties on 11749 & 11761 Burnett Street (as referenced in [Item 11.08 of the May 22, 2019 Council Meeting Report](#)) to build purpose built supportive housing. Citizens attended a public meeting hosted by local MLAs and presented a 10,000 name petition against this application citing several considerations that made the site unsuitable including its proximity to a daycare, two schools, a seniors centre, and that the proposed model itself was inadequate to meet the complex mental health and addiction support services required, particularly persons coming from a camp environment. Following the public process, the City rejected the application. The Provincial Government responded to this decision by taking unilateral action to install housing through the Rapid Response to Homelessness (RRH) program on a nearby provincially-owned site on Royal Crescent, next to senior and low income housing, without any local consultation citing emergency measures were needed to ensure camp closure, which did not happen.

Since this Council took office in November 2018, we have taken swift and deliberate steps to address mental health and housing problems in our community, especially with regard to the ongoing presence of the St. Anne Camp that was first established in May 2017. We have endeavored to open positive channels of communication with the Province of BC to deliver a workable plan that addresses immediate and long term housing needs in our community, while respecting the views that have been clearly stated by local citizens. This began with post-election meetings in October 2018 with our local MP, MLAs, Fraser Health Authority, BC Housing and related non-profit service providers followed by Council's development of a Strategic Plan which includes direction to establish a Community Safety Plan as a major tenet of this work. These steps have been followed up most recently with a meeting in Victoria on February 25, 2019 with Ministers we felt needed to be present to assist us in our plan, that being Ministers of Health, Mental Health and Addictions, Poverty and Housing to discuss a broad range of problems including housing affordability, delivery of addiction and mental health services, community safety, and how we can move forward on these matters in Maple Ridge.

/2

City of Maple Ridge

11995 Haney Place, Maple Ridge, British Columbia V2X 6A9 CANADA

Telephone: 604-463-5221 • Fax: 604-467-7329 • Email: [enquiries@mapleridge.ca](mailto:enquiries@mapleridge.ca) • [www.mapleridge.ca](http://www.mapleridge.ca)

**REGULAR AGENDA**

**PAGE 235**



On Monday, March 4, just one week after that meeting, I received a phone call from the Housing Minister demanding that the City deliver a "Social Housing Plan" within five days to address short and long term needs, including providing immediate housing to facilitate the closure of the St. Anne Camp. Council immediately passed a resolution and then delivered on this request in seven days, with all related resolutions from Council to demonstrate our willingness and commitment to collaborate for a mutually beneficial outcome. The Plan was immediately rejected by the Province. The Province cited the unsuitability of the City's chosen property, despite City staff's assessment that the site could accommodate immediate housing needs to achieve camp closure. One week later, Minister Robinson announced publicly that RRH housing would be installed on Burnett Street, at the same location local residents and the previous Council had already rejected through the usual local application process.

Maple Ridge Council is gravely concerned by this second instance of the Provincial Government overriding local autonomy. The initial 53 housing units installed on Royal Crescent did not end the St. Anne Camp as promised by the Province, with units populated by both camp residents and other homeless individuals identified by BC Housing as a regional housing provider. In five months' time, the facility has experienced two deaths, and seen few moving forward as evidenced by statistics provided by the operator. Increasing crime at this location, the St. Anne Camp, and all other low barrier facilities in Maple Ridge indicates that the chosen model is not suitable to help people in a very serious state of poor mental health often coupled with significant substance misuse problems. Moreover, we have seen that other communities working to address closure of camps experienced similar results (e.g. Nanaimo, Victoria, Surrey and now Maple Ridge).

The emphasis that has been placed on low barrier housing in Maple Ridge, which includes approximately 950 rental supplements for untreated persons mostly suffering from substance misuse and mental health problems, has eliminated most of our affordable housing stock that is critical for people on low income, veterans, seniors, single parents and persons with disabilities. Furthermore, ongoing criminal activity has overtaxed all front line resources. These are real and significant local concerns that have been swept aside by the Province's action.

What our community needs is a comprehensive health care facility focusing on mental and physical health, addictions recovery, and services to move people forward to a better place in their lives. We asked for this as part of our Social Housing Plan to the Province, a Plan which recognizes that local governments' role is to make decisions in the best interest of local residents. By acting unilaterally, the Province has imposed regional priorities at the expense of Maple Ridge citizens, and taken away our Council's ability to represent the best interests of our community.

We therefore ask you, our fellow local governments, to consider the ramifications of this unilateral action by the Province of BC to overrule municipal land use regulations and dispense with public consultation and collaboration with local government. In our view, it sets a dangerous precedent that jeopardizes the autonomy of all local governments in British Columbia, and could have repercussions for a wide range of sensitive matters that municipalities might consider, such as a waste incineration plant, a prison, a communication tower, etc. For projects such as these, it is particularly important that senior government initiatives go through proper process including site assessment and suitability evaluation, and for the Province of BC to respect the authority that has been granted to local governments to carry out due public process and represent the best interests of their communities in order to ensure approval.



UBCM Member Municipalities

April 5, 2019

Page 3

We appreciate that initiatives such as the RRH program may or may not be suitable in your community. Local government holds the authority and responsibility of making the right decisions based on a balance of all interests and weighing local and regional needs, while working with our senior government partners.

*Enclosed you will find a proposed resolution that is strictly about the importance of local government autonomy. We ask that you consider passing this resolution and forward a copy to Premier Horgan and the UBCM to let them know that local governments require the Province of BC to respect local democracy and work collaboratively with us to move forward on projects and programs of mutual concern that balance the interests of all BC residents.*

Thank you for your consideration of this important matter.

Yours sincerely,



Michael Morden  
Mayor

Attach: Sample Resolution  
Sample Letter to Premier Horgan

cc: Maple Ridge Council

## Sample Resolution

WHEREAS the *Community Charter*<sup>1</sup> acknowledges that municipalities and their Councils are “democratically elected, autonomous, responsible and accountable”; require the authority to determine the public interest of their communities; and the *Local Government Act*<sup>2</sup> grants local governments the powers and flexibility required to fulfill their purpose and respond to the needs of their communities;

AND WHEREAS the Ministry of Municipal Affairs & Housing has taken unilateral action in Maple Ridge that undermines the jurisdiction of the Council of the City of Maple Ridge to determine and represent the public interest of this community, setting a dangerous precedent that jeopardizes the autonomy of all local governments in British Columbia in representing the interests of their communities through fair and accountable public process;

THEREFORE BE IT RESOLVED that [*Enter Municipality*] urges the Province of British Columbia to commit to work in collaboration with local governments within the bounds of their respective jurisdictions on all current and future projects of mutual concern to local governments and the Provincial Government.

<sup>1</sup>*Community Charter*, SBC 2003, c.26, part 1

<sup>2</sup>*Local Government Act*, RSBC 2015, c.1, part 1

[Enter Date]

Premier Horgan  
West Annex Parliament Buildings  
Victoria, BC V8V 1X4

Dear Premier Horgan:

Due to our concern over recent action taken by the Ministry of Municipal Affairs & Housing to undermine jurisdiction granted to municipal governments, the Council of [Enter Municipality] endorsed the following resolution on [Enter Date]:

WHEREAS the *Community Charter* acknowledges that municipalities and their Councils are “democratically elected, autonomous, responsible and accountable”; require the authority to determine the public interest of their communities; and the *Local Government Act* grants local governments the powers and flexibility required to fulfill their purpose and respond to the needs of their communities;

AND WHEREAS the Ministry of Municipal Affairs & Housing has taken unilateral action in Maple Ridge that undermines the jurisdiction of the Council of the City of Maple Ridge to determine and represent the public interest of this community, setting a dangerous precedent that jeopardizes the autonomy of all local governments in British Columbia in representing the interests of their communities through fair and accountable public process;

THEREFORE BE IT RESOLVED that [Enter Municipality] urges the Province of British Columbia to commit to work in collaboration with local governments within the bounds of their respective jurisdictions on all current and future projects of mutual concern to local governments and the Provincial Government.

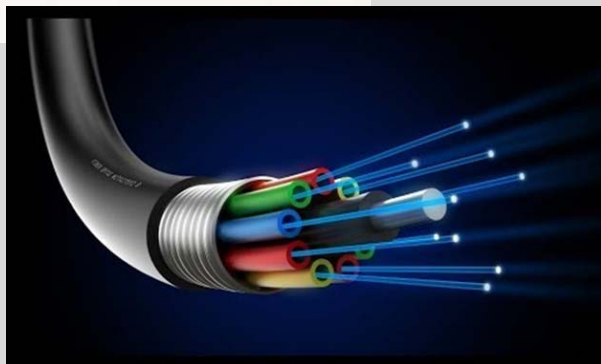
We therefore urge the Government of BC to respect local government autonomy and engage in collaborative consultation with municipalities and constituents on any land use or other matters of concern to the Provincial Government.

Yours sincerely,

[Signatory]



# Knowledge Economy, Next Gen. wireless (5G), Internet of Things (IoT), and Big Data



# Knowledge Economy, Next Gen. wireless (5G),

# Big Data



## CIK Fiber Internet Offer

70 – 10551 Shellbridge Way, Richmond  
Tel: 604-628-3877 Fax: 604-628-3878

### CIK FTTB Internet Speed & Price Table (2019)

Plan (per month)	Single Internet	3 in 1 Bundle (Home Phone + IPTV + Fibre)	Activation Fee	Usage
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[COMMERCIAL](#)
[RESIDENTIAL](#)
[CONNECTBC](#)
[ABOUT US](#)
[CONTACT](#)
[SUPPORT](#)
[SIGN UP](#)
[f](#)
[t](#)
[in](#)



# SUPERHERO INTERNET

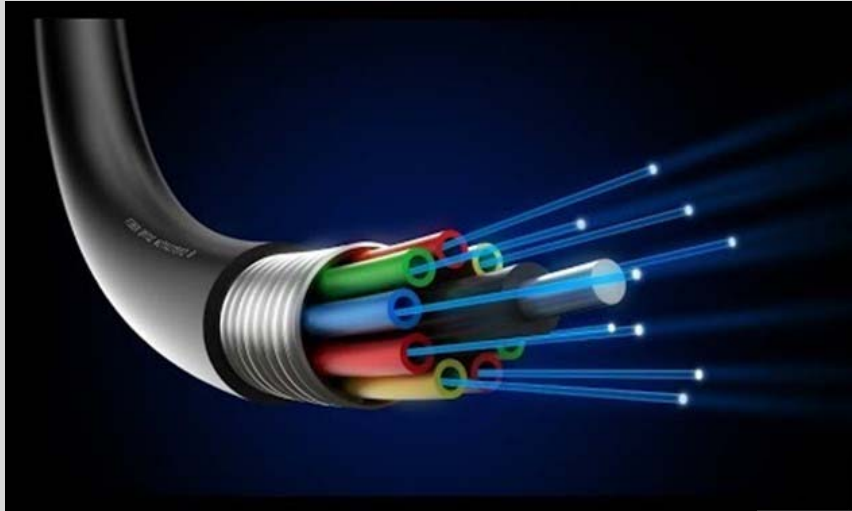
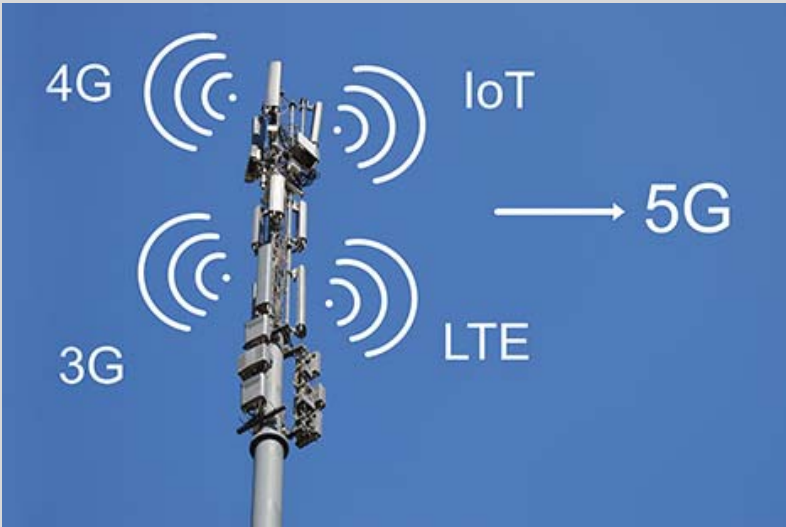
1,000 Mbps  
Fibre Optic Internet **\$79**

100	/1000Mbps Upload					50 NRC	50 NRC
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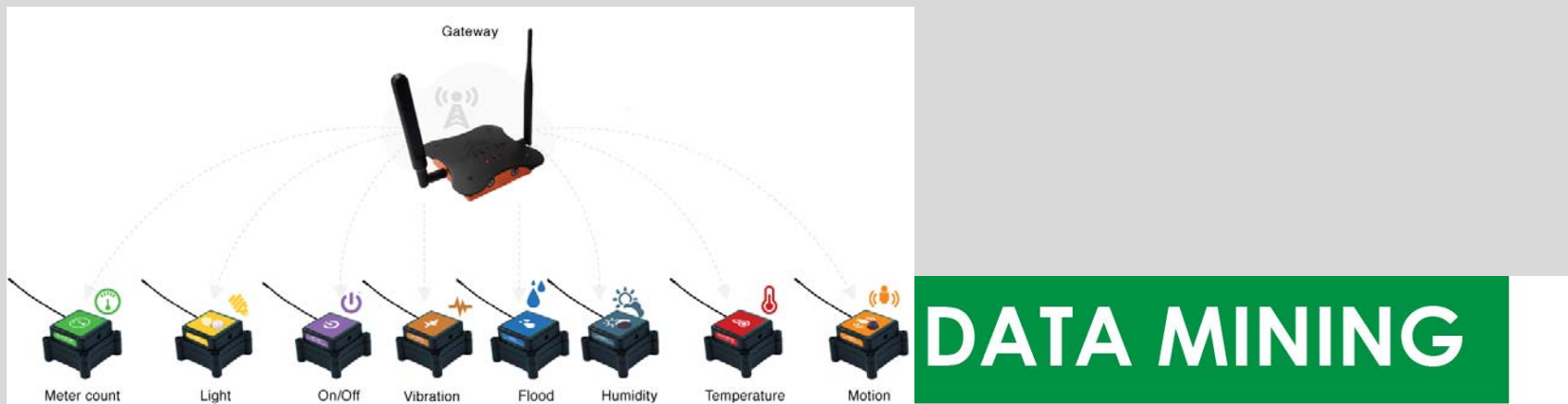
\*3 ye:  
CDR :  
NRC :

- All promotion prices listed above are guaranteed for two years.

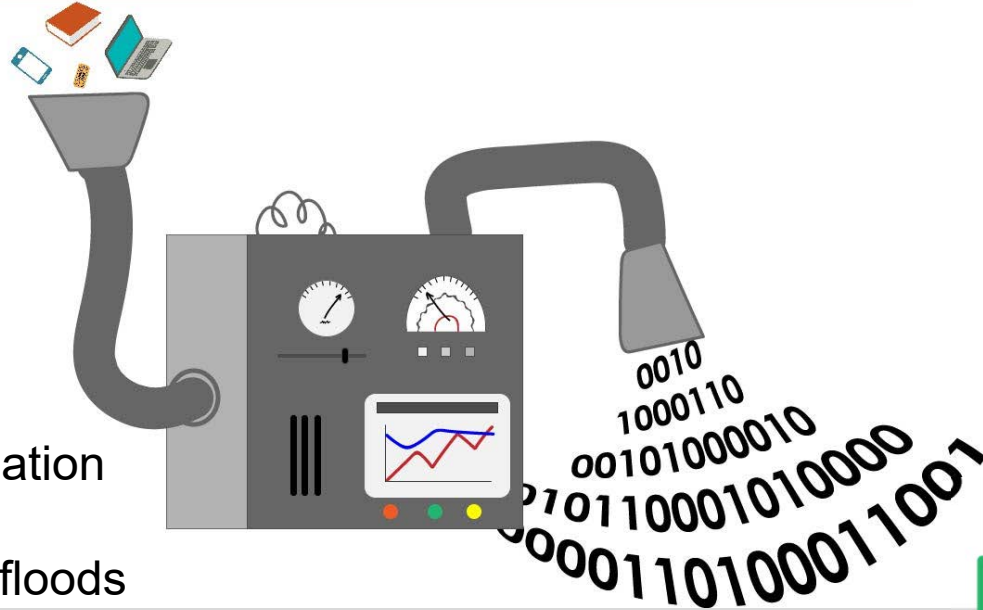
# Knowledge Economy, Next Gen. wireless (5G), Internet of Things (IoT), and Big Data



# Knowledge Economy, Next Gen. wireless (5G), Internet of Things (IoT), and Big Data

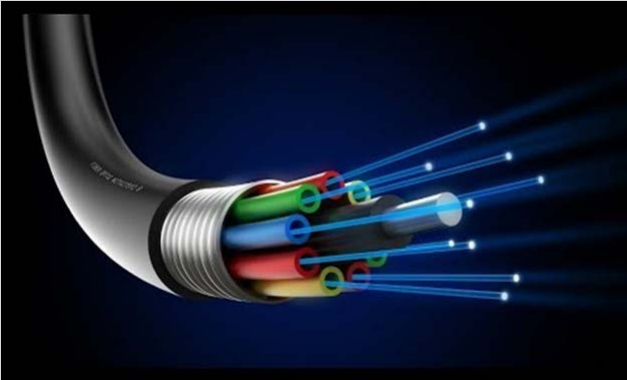


- Wear and tear infrastructure
- Air, water noise pollution mitigation
- Optimising traffic flow
- Early warning iced roads and floods
- Reduce crime rate





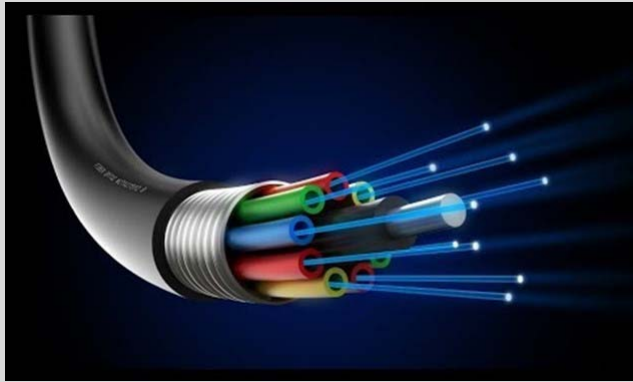
# Knowledge Economy, Next Gen. wireless (5G), Internet of Things (IoT), and Big Data





# Knowledge Economy, Next Gen. wireless (5G), Internet of Things (IoT), and Big Data

Long term strategy:



Knowledge Economy

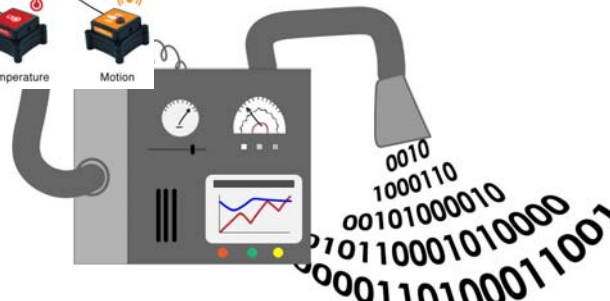


5G



IoT

**DATA MINING**



# Affordable Housing

Potential win / win for City

Delegation – April 29, 2019  
*Michael Armstrong*



# BC Housing Ministry

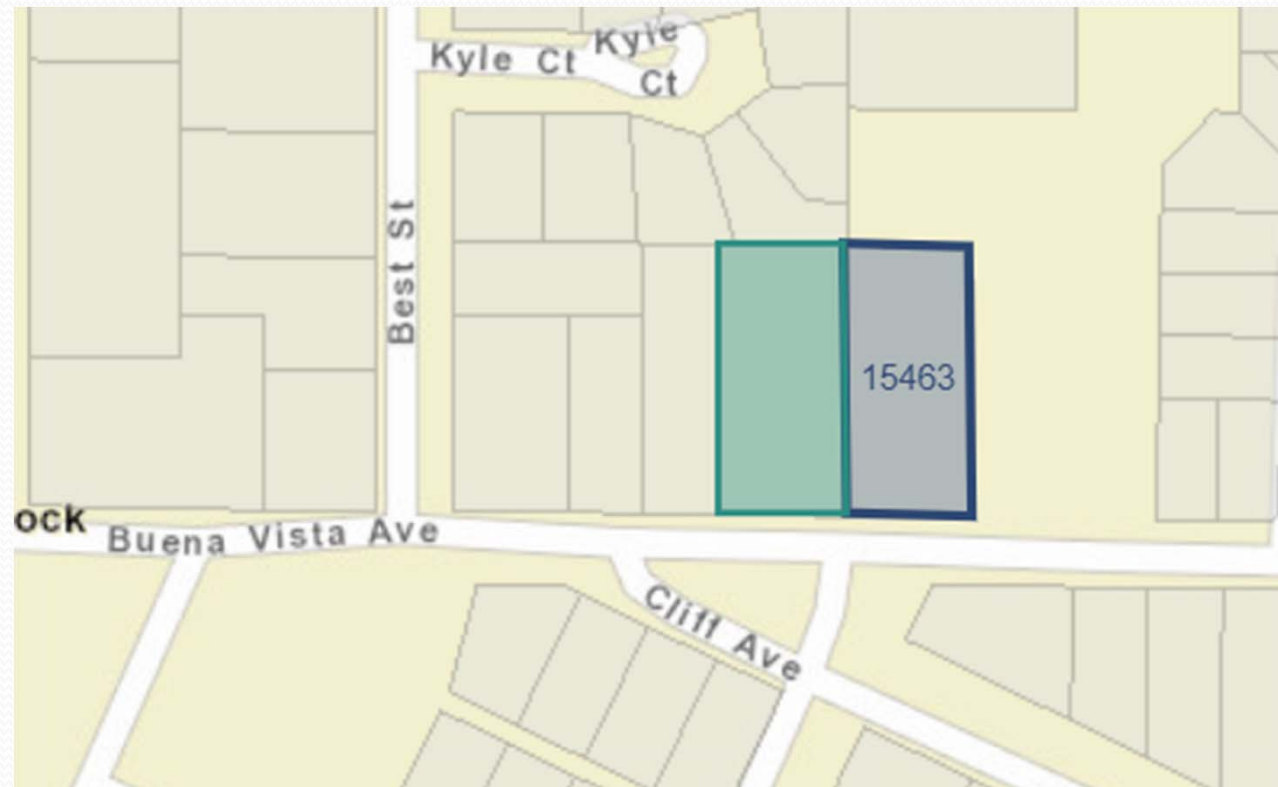
BC Housing works in partnership with local governments, non-profit operators and community groups to redevelop underutilized properties that have aging, obsolete buildings. If a property needs to be rezoned, each municipality has requirements for public involvement that contribute to the outcome of the process.

*<https://www.bchousing.org/partner-services/asset-management-redevelopment/redevelopment-process-principles>*



# City Affordable Housing

- Idle asset – 15463 Buena Vista Ave







# Across from United Church



- 54 Assisted Living
- 28 Memory Care
- 82 Suites
- 5 story corner
- Close to schools, transit, library





# 30 to 50 Possible new units

- Behind Peace Arch Manor 79 units
- Rezone for 30+ units
- Next door has 5 homes x 3 storeys x 2 units = 30
- Or keep trees w 4 to 6 story = 30 to 50 units








# Public Private Partnership

- Current Rent  
\$1,472.64 mo =  
\$17,672 / yr = 2%
- Purchased 2007 for  
\$899,490
- BC Housing Low  
income = \$69,360 or  
\$53,495 net @ 30% =
- \$1,337 target rent

15463 BUENA VISTA AVE WHITE ROCK V4B 1Y9  
Area-Jurisdiction-Roll: 14-236-0003110.000

Favourite Compare



Total value **\$1,520,000**  
Assessed as of 01-07-2018

Land	\$1,484,000
Buildings	\$36,000
Previous year value	\$1,669,200
Land	\$1,634,000
Buildings	\$35,200

Questions about this property assessment? Visit our [Property assessment FAQ](#) or [Contact us](#) if you have questions.  
Visit our [BC Assessment interactive market trends maps](#) for assessed value changes in your area, and our [Property tax page](#) to learn what assessment value change means for your property taxes.  
[Find out more about BC Assessment's Data Services](#)  
Your experience with our website is important to us - [access our survey here](#)

Property information	Are the property details correct? ▼	Legal description and parcel ID
Year built	1944	Lot 27 Plan NWP2781 Part1 NW Section 11 Township 11 District 36 Except Plan (EX EXP 9515)
Description	1 STY house - standard	PID: 013-362-861
Bedrooms	2	
Baths	2	
Carports		
Garages	G	
Land size	21700 Sq Ft	

Sales history (last 3 full calendar years)



# Public Private Partnership

- 50% lot coverage x 5 floors = 50,000 ft<sup>2</sup> x \$150 / ft<sup>2</sup>  
= \$7.5 Million = \$187,000 / unit , 40 units
- BC Housing contributes \$100,000 per unit = \$4M
- Revenue 40 units x \$1,350 = \$648,000
  - Less: 8% for City ROI \$72,000
  - Less 8% for Builder \$3.5M or \$280,000
- Remainder for operating costs \$320,000
  
- *Note; BC Muni Finance Author 10 yr rate = 3.2% or \$120,000 per year on \$3.75M net Build cost.*





# Proposal

- Staff to review opportunity to review rezoning issues.
- Work with local societies to investigate opportunity.
- Good return on investment for Builder & City residents
- 40 new affordable housing units +/- 1,000 ft square Apts
- Close walk to schools, library, transportation, & shopping

**Please make the motion today for staff to investigate.**



# Newbridge Academy

@White Rock City Council on 2019.4.29





*Photo by Roger*



*Photo by Roger*



# Introductions

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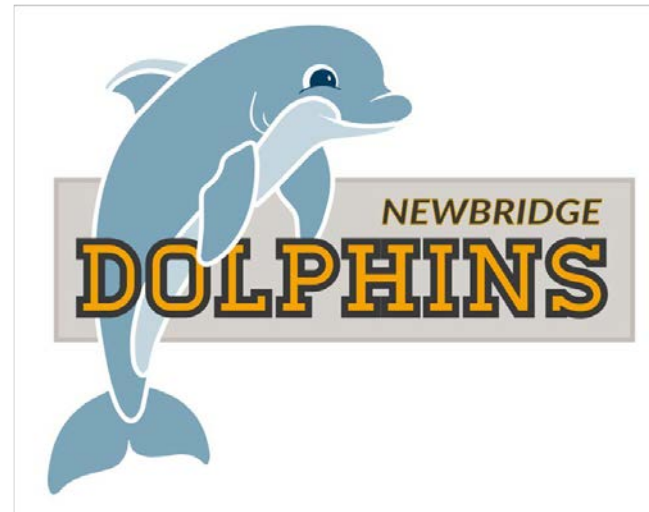


1. Approved by BC Minister of Education, opened in Sept. 2017
2. BC's first English-Mandarin independent school
3. Fast growing: 10 K-G2 students in 2017; 26 K-G4 students in 2018, potentially 40 K-G5 students in 2019
4. CVC Newbridge Academy Society is the school authority, founded by people who believe in education, multiculturalism and equality

# Our Vision

---

Our students will graduate with a global mind, problem solving skills and the motivation to build a better world.



# Mission Statement

---



Newbridge Academy promotes academic excellence, whole child development, and multiculturalism by offering courses/programs that foster a variety of academic strands, English and Mandarin language acquisition, physical education opportunities, and multicultural awareness and diplomatic skills.

**To facilitate global citizenship by providing a broad-based education, effective communication, healthy living and multicultural awareness.**

Students leaving Newbridge Academy will be ready to take their place as responsible, influential and caring global citizens.



# We Offer

---

1. BC Curriculum
2. Mandarin instruction-Daily
3. Kung fu and Yoga
4. Lunch program + Health and nutrition education
5. A focus on whole child development



All of the above promote and support the BC Ministry of Education Curriculum in the developing Core Competencies of “personal and social awareness” ([P&S](#))

# We Develop 21<sup>st</sup> Century Competencies

---



1. Innovation and entrepreneurship
2. Cultural and ethical citizenship
3. Computer and digital technology (with emphasis on creating with technology, i.e. coding and later on computer programming, robotics and Artificial intelligence)
4. Problem solving and logical reasoning



# We Educate the Heart

The ability to form positive and healthy relationships with peers and adults.

The ability to be aware of other people's emotions and a desire to help when a person is in need.



The ability to stay calm, focused and alert; to demonstrate self-control and to slow down and think before acting.

The ability to take part in daily activities and approach new situations without being overwhelmed with worries, sadness and anxiety.

The ability to behave in a respectful and peaceful way in a variety of situations and relationships.

# Our Commitment

---



We will make a truly great school for the world, which will differentiate itself from all the rest and will lead the way, through the talent and commitment of its teachers, in being a model for what is possible and how to do it in our Canadian context of independent schools and beyond.

Newbridge Academy

新桥学校

1111 + 1111

1111 + 1111



Questions?



April 29th Delegation.  
Regular Council, on Table  
Special Olympics BC-Surrey Item 5.1.4

# WALKATHON 2019

Sunday, May 5th, 2019 at 10:00 am to 11:30 am

## Starting location:

140<sup>th</sup> Street entrance to Bear Creek Park, Surrey, BC

Everyone can enjoy this easy walk through the park trails.

Refreshments are provided for all participating athletes.

Everyone will receive a 2019 Walkathon t-shirt when they turn in their pledge sheets at the Walkathon.

Come and enjoy the Zumba warm up before heading on the walk.

We are very proud of the efforts our athletes have made in the past and hope all of our 397 athletes as well as their families and their friends come out and join us!

**Prizes:** 10 for athletes bringing in the most money on their pledge sheets  
**Plus** 5 random prize draws!



**Special Olympics**  
*British Columbia*  
*Surrey*

For further information contact Marlene at 604-596-3575 or 778-960-6061



PORT  
COQUITLAM



April 2019 CHINT HAS RAISE OVER \$5000.00  
FOR SPECIAL OLYMPICS and a LIFE  
TIME TOTAL of \$40,000.00



Rachna Singh, MLA  
Surrey-Green Timbers  
#100-9030 King George Blv  
604-501-8325





**Terry Beech**  
 Member of Parliament  
**Burnaby North - Seymour**  
 Parliamentary Secretary  
 to the Minister of Transport

FEBRUARY 25, 2019

*Clint has raised  
 over \$36,000.00  
 for Special Olympics.*

**Mr. Clint Morrison**

As Member of Parliament for Burnaby North - Seymour, it gives me great pleasure to extend my congratulations and best wishes on the occasion of your

**70th Birthday**

I am delighted to join your family and friends in celebrating you on this special day.

*[Signature]*



February 25, 1949  
2019



Clint Morrison

*It is a great pleasure to send you best wishes and warmest congratulations on the occasion of your seventieth birthday*



Prime Minister of Canada  
Ottawa 2019



CLINT MORRISON RAISE OVER  
\$40,000.00 LIFE TIME





# My Health My Community

## Round 2: White Rock



# Goals



- { Understand the burden & determinants of chronic disease
- { Address current & emerging needs and develop more effective prevention
- { Partner with local governments & community organizations to create health-promoting environments
- { Advocate for healthy public policies that reduce inequities and improve wellness

# Three Keys



**Continuous**



**Representative**



**Local**

# Survey Questions



1. Socio-demographic

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2. Health status

---

3. Lifestyle

---

4. Health care access

---

5. Built environment

---

6. Community belonging

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# Round 1: Data Products



# Community Health Profile



## South Surrey/White Rock Community Health Profile



This report provides an overview of health and wellness in South Surrey/White Rock that will give residents, community agencies and local governments a better understanding of the factors influencing health in their community. Our hope is that this information will help spark community level dialogue on actions to create health promoting environments and reduce health inequities.

### HIGHLIGHTS

- South Surrey/White Rock benefits from strong economic indicators, good access to primary care, and low smoking rates.
- There is room for improvement with respect to healthy behaviours and increased use of public transit. Less than a third of the respondents were eating 5+ servings of fruits and vegetables, less than half were meeting physical activity recommendations, and most were commuting by car.
- The White Rock/South Surrey Healthy Community Working Group's 2014-18 Strategic Plan aims to promote health and wellness in the community by creating a network for healthy community activities, creating and maintaining health-enabling built environments, promoting health literacy and skill development, connecting health services to community resources, and advocating for healthy policies.



SOUTH SURREY/WHITE ROCK POPULATION 18+ YEARS  
(CENSUS 2011) = 71,866



### COMMUNITY DEMOGRAPHICS

#### GENDER

Female	53%
Male	47%

#### AGE (YEARS)

18-39	22%
40-64	48%
65+	30%

#### BIRTH PLACE

Born in Canada	78%
----------------	-----

#### EDUCATION

Below high school	6%
High school	24%
Certificate or diploma	39%
University degree	31%

#### HOUSEHOLD INCOME

Under \$40,000	16%
\$40,000 to \$79,999	30%
\$80,000 to \$119,999	23%
\$120,000 & above	31%

#### EMPLOYMENT

Employed	60%
Not in labour force	37%
Unemployed	2%

#### ETHNICITY

Aboriginal	5%
Caucasian	88%
Chinese	4%
South Asian	3%
Other	3%

5 = suppressed

## South Surrey/White Rock | Community Health Indicators

The chart below summarizes select indicators of health and well-being. Results for South Surrey/White Rock are compared to the Metro Vancouver region as well as Fraser Health Authority.

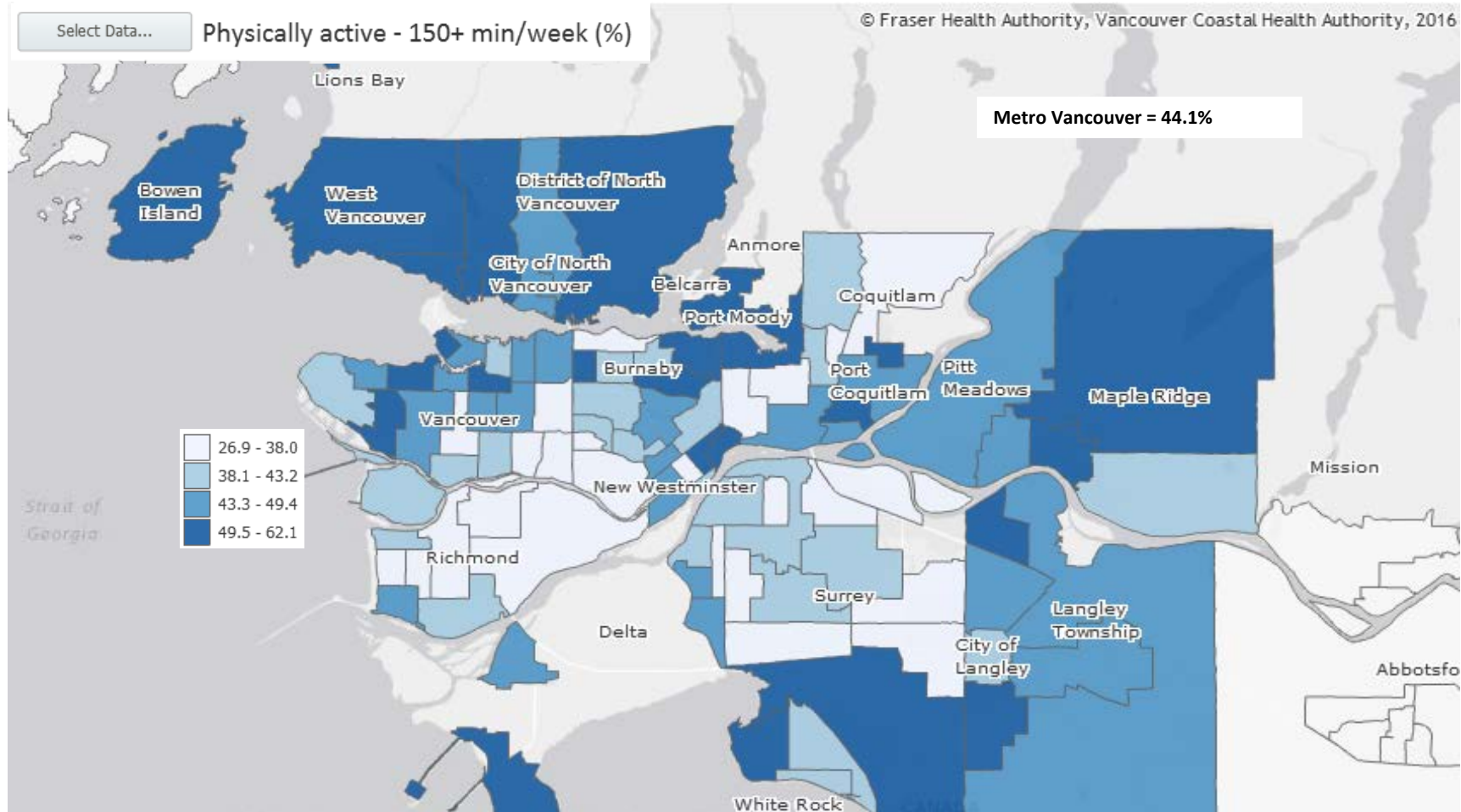
Compared to Fraser Health  
● Better ○ Similar ● Worse ● Metro Vancouver Average

DOMAIN	Indicator	South Surrey/White Rock (N=715)	Metro Vancouver (N=24128)	Fraser Health (N=15427)	Fraser Health Best (%)	Summary Chart <sup>1</sup>	Fraser Health Best (%)	
ECONOMIC	Household income under \$40,000	16.4	31.7	28.5	47.3	[Chart]	6.9	
	Currently unemployed	2.4	6.4	6.0	12.0	[Chart]	4.0	
HEALTH STATUS	General health (excellent/very good)	54.4	48.5	47.5	40.7	[Chart]	58.9	
	Mental health (excellent/very good)	67.7	56.5	58.8	47.7	[Chart]	17.3	
	Obesity (BMI 30+)	21.7	21.7	27.2	36.7	[Chart]	64.6	
	Diabetes	7.3	7.7	8.8	11.5	[Chart]	3.3	
	High blood pressure	23.3	17.9	19.5	34.4	[Chart]	14.4	
	Heart disease	6.3	4.7	5.0	7.6	[Chart]	2.8	
	Chronic breathing condition	5.5	7.2	7.3	10.9	[Chart]	4.1	
	Arthritis	17.6	13.1	13.9	30.0	[Chart]	7.4	
	Mood or anxiety disorder	13.3	16.3	16.7	28.2	[Chart]	13.9	
	Multiple chronic conditions <sup>2</sup>	10.3	7.9	8.8	12.5	[Chart]	5.9	
LIFESTYLE	Cancer (lungs, breast, prostate or colorectal)	5.0	2.9	3.0	8.8	[Chart]	2.3	
	Binge drinking (1+ times/month) <sup>3</sup>	12.7	20.7	18.8	24.8	[Chart]	15.1	
	Smoker (daily/occasional)	5.8	10.6	10.5	22.4	[Chart]	3.3	
	Physical activity (150+ minutes/week)	47.6	44.1	43.3	38.2	[Chart]	56.7	
	5+ servings of fruits and vegetables (1/day)	20.6	24.9	23.6	20.5	[Chart]	30.0	
	Stress (extremely/quite stressed)	17.9	17.8	18.6	26.3	[Chart]	13.7	
	Screen time (2+ hours/day)	49.8	47.8	47.5	60.8	[Chart]	41.4	
	High physical wellness score (10-16) <sup>4</sup>	37.8	37.7	35.6	28.4	[Chart]	43.9	
	PRIMARY CARE ACCESS	Have a family doctor	91.9	83.1	85.8	78.5	[Chart]	92.3
		Visited health care professional (past 12 months)	81.7	80.4	79.9	76.0	[Chart]	84.4
Visited physician with appointment		79.1	75.0	77.0	71.3	[Chart]	85.6	
BUILT ENVIRONMENT	Visited walk-in clinic without appointment	11.7	16.5	15.1	21.0	[Chart]	7.9	
	Commute - car	78.9	55.1	67.0	81.8	[Chart]	47.5	
	Commute - public transit	11.7	28.2	21.4	3.2	[Chart]	38.0	
	Commute - walk or cycle	7.5	13.7	8.4	3.7	[Chart]	20.9	
	Commute time (one way 30+ minutes)	59.0	56.0	55.7	66.6	[Chart]	33.3	
	Primary mode to run errands - walk or cycle	12.0	19.8	11.0	3.9	[Chart]	24.9	
	Second hand smoke exposure (public places)	11.6	26.6	23.5	32.2	[Chart]	6.8	
	Sidewalks well maintained (strongly/somewhat agree)	77.9	75.5	72.8	40.1	[Chart]	86.5	
	Amenities within walking/cycling distance (strongly/somewhat agree)	68.7	69.5	61.3	32.3	[Chart]	82.3	
	Transit stop (less than 5 minute walk)	79.6	84.0	78.7	14.7	[Chart]	91.3	
COMMUNITY RESILIENCY	Emergency supplies (3+ days)	21.5	26.7	27.3	23.5	[Chart]	32.0	
	Food insecure (sometimes/often)	2.8	7.0	6.3	12.7	[Chart]	2.6	
	Community belonging (strong/somewhat strong)	62.4	55.9	56.0	49.1	[Chart]	71.1	
	4+ people to confide in/turn to for help	48.1	45.0	43.2	32.1	[Chart]	50.5	

1 Reported diagnosis of two or more of the following: Diabetes, heart disease, stroke, high blood pressure or chronic breathing conditions.  
 2 Five or more drinks on one occasion for males and 4 or more drinks on one occasion for females.  
 3 Lifestyle characterized by eating 5+ servings of fruits or vegetables a day, 30+ minutes of walking a day, 150+ minutes of moderate or vigorous physical activity a week, and not smoking. Wellness scores ranged from 0-16.  
 4 Health Authority best/worst values represent individual communities and unstable values for small communities have been suppressed. Indicator values for aggregated communities may therefore fall above or below health authority best or worst values in the summary chart.



# My Health My Community Atlas

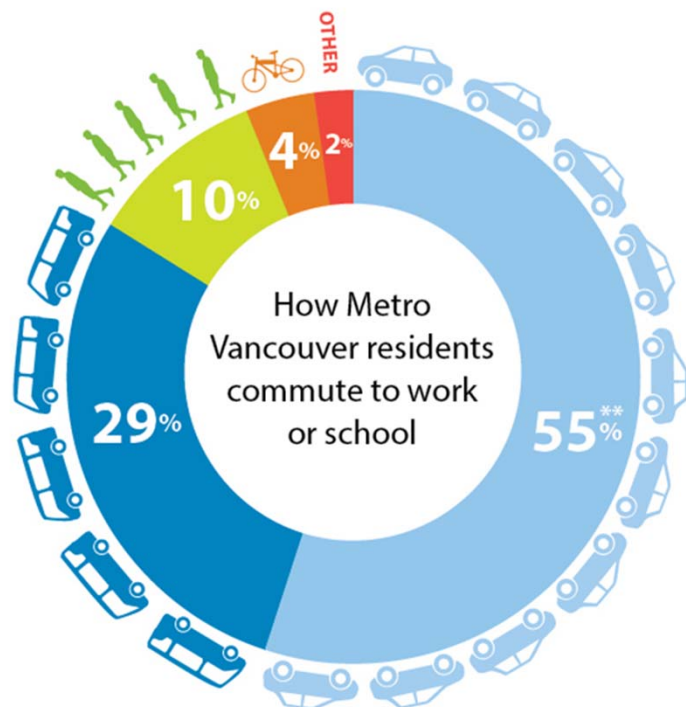


<http://www.myhealthmycommunity.org/Atlas>



# Transportation & Health Report

## MODE OF COMMUTE TO WORK OR SCHOOL



**43% ACTIVE TRANSPORTATION =**



\*\*Car as driver or passenger

<http://www.myhealthmycommunity.org/Results/RegionalReports>



# Social Connection & Health Report



People with a very strong sense of community belonging were:

**2.6x**

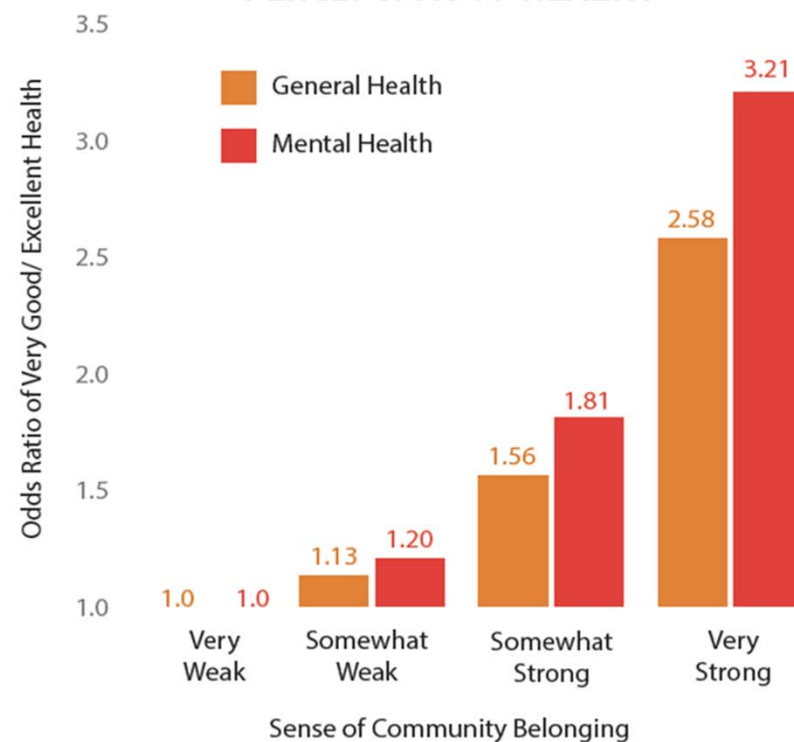
MORE LIKELY TO REPORT VERY GOOD/ EXCELLENT HEALTH\*

**3.2x**

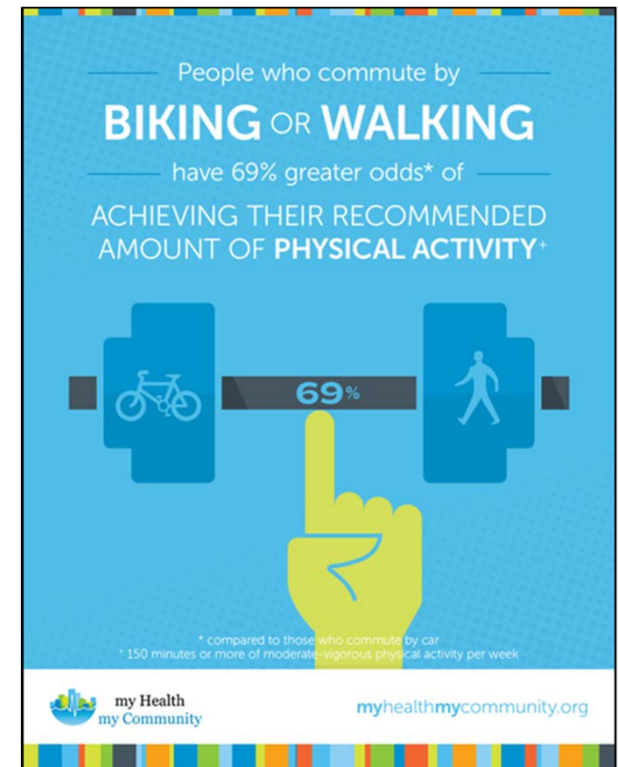
MORE LIKELY TO REPORT VERY GOOD/EXCELLENT MENTAL HEALTH\*

\*compared to those with very weak sense of community belonging

## ASSOCIATION BETWEEN SENSE OF COMMUNITY BELONGING AND PERCEPTION OF HEALTH



# Infographics



# How was the data used?



- Using MHMC data to understand the population and identify health priorities
- Support action planning related to community health
- Support action planning related to community health
- Support funding applications with local data



# Round 2: What's New?



# New Survey Additions

## New Question Topics:

- Quality of Life and Mental Wellness
- Climate Change Resiliency
- Substance Use including cannabis
- Housing Affordability



## Subpopulation Question Series:

- People who identify as First Nations, Métis or Inuit
- Parents of Young Children





# Municipal Questions

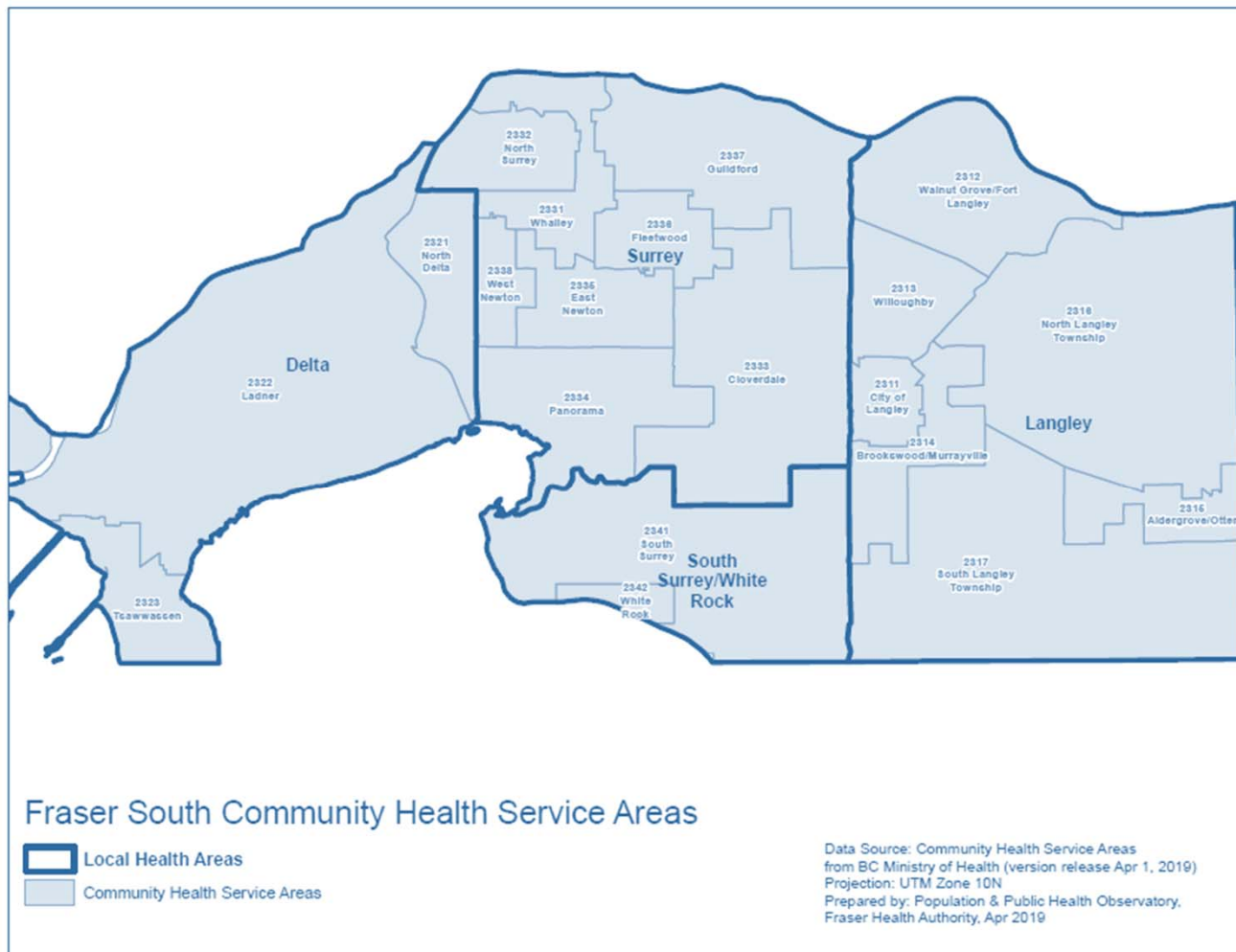


- Municipalities and regional districts have the opportunity to submit up to five survey questions specific to their local community
- Submission deadline – **Friday, May 10th**
- Complete Question Request Form
- Questions should fit into domains of MHMC:
  - *Socio-demographic, Health Status, Lifestyle, Access to Care and Services, Built Environment, Community Resiliency*





# Survey Sample



# Survey Sample



- Established targets are set beforehand, proportional to the South Surrey/White Rock population with respect to age, sex, income
- To meet targets:
  - Email list of round 1 participants
  - Random sample mail out
  - General and targeted outreach to meet quotas
- Progress towards targets monitored on a weekly basis

# Request to Council



# Asks



1. Appoint staff and Council delegate to develop White Rock's survey questions, alongside Fraser Health's community health specialist, and submit to Fraser Health by **March 10<sup>th</sup>**.
2. Endorse participation in MHMC survey.
3. Promote MHMC survey through municipal channels.

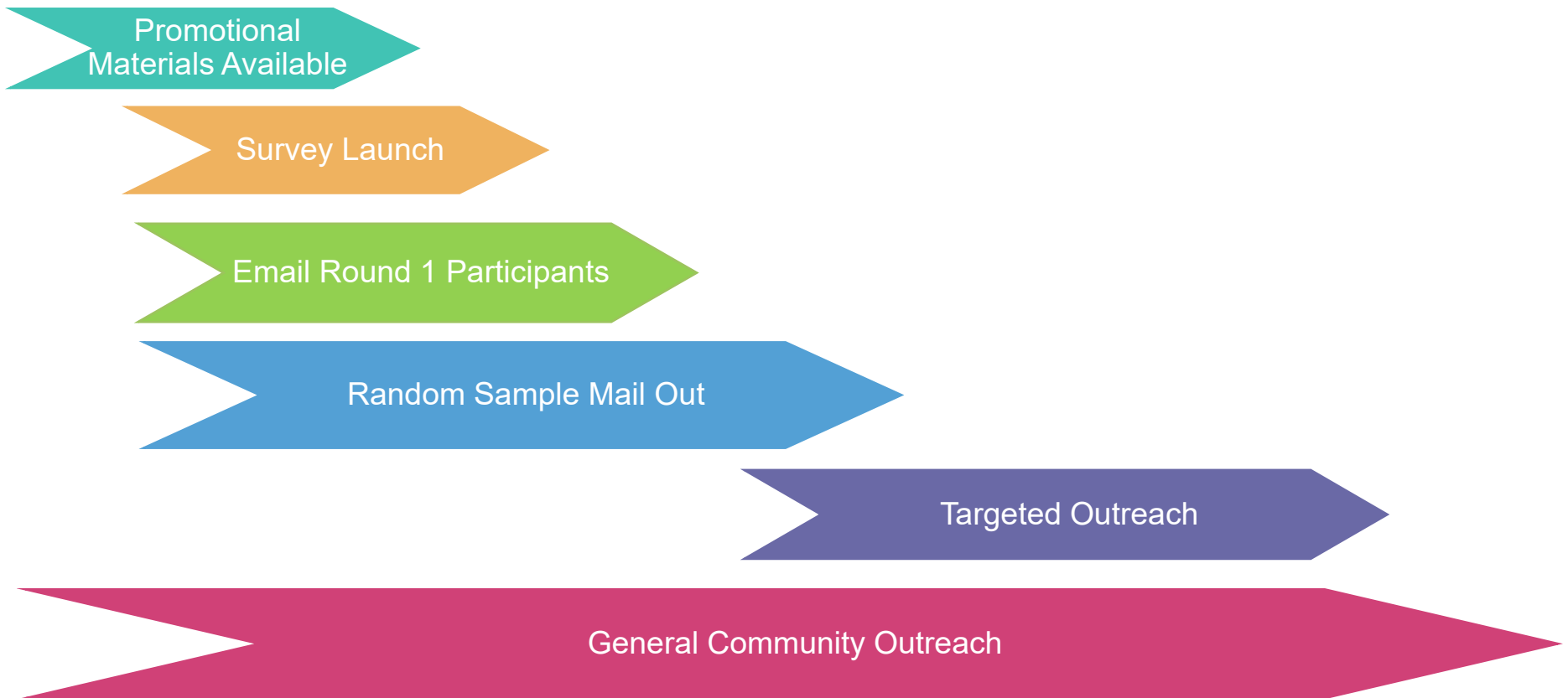
# Implementation Timeline



Fall 2019



Spring 2019



# Survey Promotion



- Advertising and promotion materials through traditional as well as on-line media
- Examples:
  - Promoting survey on website
  - Posters and rack cards at City facilities
  - Sharing at events (i.e. Farmers' Market)

# Thank You



For questions/follow-up, please contact:

Erin Daly

Community Health Specialist, South Surrey/White Rock

Email: [erin.daly@fraserhealth.ca](mailto:erin.daly@fraserhealth.ca)

Phone: 604-542-4000 ext. 754008





**Schedule 'K'**  
**FINANCIAL SERVICES - Continued**

<p><b>Pay Parking</b></p> <ul style="list-style-type: none"> <li>• Waterfront including parkades (per hour)                      10:00 am - 12:00 midnight (April 1 - September 30) <span style="float: right;">\$ 3.25</span>                      10:00 am - 12:00 midnight (October 1 – March 31) <span style="float: right;">\$1.50</span>                      4 hr maximum stay applies to prime parking area (Oxford to Hump)</li> <li>• Centennial Arena (per day)                      In effect 24 hrs per day <span style="float: right;">\$2.00</span></li> <li>• Peace Arch Hospital (per hour)                      10:00 am - 12:00 midnight <span style="float: right;">\$2.50</span></li> </ul> <p>Note: all pay parking rates (meters &amp; dispensers) are inclusive of applicable taxes</p>	
<p><b>Parking Decals (4 hours maximum at metered stalls)</b></p> <ul style="list-style-type: none"> <li>• Centennial Park/Arena <span style="float: right;">\$16</span></li> <li>• Resident <span style="float: right;">\$47</span></li> <li>• Non - Resident Commercial Property** <span style="float: right;">\$146</span></li> <li>• Merchant Decals (on Marine Dr &amp; Vidal St)** <span style="float: right;">\$348</span></li> <li>• Residential Decals (specific properties on Marine Dr)** <span style="float: right;">\$309</span></li> <li>• Replacement Decal <span style="float: right;">\$5</span></li> </ul> <p>**These decals pertain to specific properties - see staff for guidelines</p>	
<p>Montecito Complex Parkade – Reserved Stall Parking Rate (decals are sold annually)</p>	\$141 /month
<p>Montecito Complex Parkade - Reserved Stall Additional Decals</p>	\$29
<p><b>Resident Parking Permits for use in areas designated as Permit Parking Only (maximum 4 per dwelling unit)</b></p> <ul style="list-style-type: none"> <li>• Parking Permit <span style="float: right;">\$12</span></li> <li>• Replacement Parking Permit <span style="float: right;">\$12</span></li> </ul>	