

The Corporation of the
CITY OF WHITE ROCK

Regular Council Meeting
AGENDA



Monday, September 28, 2020, 7:00 p.m.

City Hall Council Chambers

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

On Table Documents starting
on pg. 223

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

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

T. Arthur, Director of Corporate Administration

	Pages
1. CALL MEETING TO ORDER	
1.1 FIRST NATIONS LAND ACKNOWLEDGEMENT	
<i>We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.</i>	

1.2 MOTION TO CONDUCT THE REGULAR MEETING OF COUNCIL WITHOUT THE PUBLIC IN ATTENDANCE

THAT White Rock City Council:

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT White Rock City Council authorizes the City of White Rock to hold the September 28, 2020 Regular Council meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

2. ADOPTION OF AGENDA

RECOMMENDATION

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for September 28, 2020 as circulated.

3. ADOPTION OF MINUTES

13

RECOMMENDATION

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

- a. September 14, 2020 – Regular meeting

3.1 September 14, 2020 - Regular meeting

4. QUESTION AND ANSWER PERIOD

Due to the COVID-19 global pandemic, in-person Question and Answer Period has been temporarily suspended until further notice. You may forward questions and comments to Mayor and Council by emailing ClerksOffice@whiterockcity.ca with Question and Answer Period noted in the subject line. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., September 23, 2020, there were no Question and Answer period submissions received.

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

RECOMMENDATION

THAT Council receive for information the correspondence submitted for Question and Answer Period by 8:30 a.m, September 28, 2020, **including "On-Table"** information provided with staff responses that are available at the time.

4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

5.1.a ANITA NIELSON, RESIDENT: PETITION OPPOSING DEVELOPMENT PROPOSAL 20-009 AND REQUEST FOR A HERITAGE DESIGNATION

A. Nielson, resident, appearing as a delegation to present a petition opposing Development Proposal 20-009, as well as to request creation of a process for a heritage designation for the heritage homes on Elm Street/Beachview Avenue

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

- 6.2 CORPORATE REPORTS**
- 6.2.a COVID-19 GLOBAL PANDEMIC (VERBAL UPDATE)**
- Chief Administrative Officer and Fire Chief to provide a verbal report regarding the COVID-19 Global Pandemic.
- RECOMMENDATION**
 THAT Council receive the verbal report by the Chief Administrative Officer and Fire Chief regarding the COVID-19 Global Pandemic for information.
- 6.2.b OUTDOOR TABLE TENNIS TABLE AT KENT STREET ACTIVITY CENTRE GROUNDS** 30
- Corporate report dated September 28, 2020 from the Director of Recreation and Culture titled "Outdoor Table Tennis Table at Kent Street Activity Centre Grounds".
- RECOMMENDATION**
 THAT Council approve the installation of an outdoor concrete table tennis playing surface to be built on City property located west of the Kent Street Activity Centre auditorium through the reallocation of \$8,000 in Kent Street Activity Centre's 2020 capital budget project funds.
- 6.2.c THREE (3) CORPORATE REPORTS REGARDING PERMISSIVE TAX EXEMPTIONS** 38
- The following three reports dated September 28, 2020 are presented by the Director of Financial Services and have corresponding bylaws for consideration noted later in the agenda as items 8.1c (a-c).
- Finance Policy No. 317 - Municipal Tax Exemptions is referenced as "Appendix A" and has been included at the forward of this item for reference purposes.
- 6.2.c.a 2021-2024 PERMISSIVE TAX EXEMPTION WHITE ROCK BUSINESS IMPROVEMENT ASSOCIATION BYLAW 2021, NO. 2356** 42
- RECOMMENDATION**
 THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled "2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356" regarding bylaw approval and adoption.
- 6.2.c.b 2021 – 2030 PLACES OF WORSHIP PERMISSIVE TAX EXEMPTIONS BYLAW, 2020, NO. 2354** 45
- Corporate report dated September 28, 2020 from the Director of Financial Services titled "2021 – 2030 Places of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354".

RECOMMENDATION

THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled "2021 – 2030 Places of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354" regarding approval and adoption.

6.2.c.c 2021 ANNUAL PERMISSIVE TAX EXEMPTIONS BYLAW, 2020, NO. 2355 48

Corporate report dated September 28, 2020 from the Director of Financial Services titled "2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355".

RECOMMENDATION

THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled "2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355" for bylaw approval and adoption.

6.2.d COUNCIL AND STANDING COMMITTEE MEETINGS TO BE HELD THROUGH ELECTRONIC MEANS DURING THE COVID-19 GLOBAL PANDEMIC 51

Corporate report dated September 28, 2020 from the Director of Corporate Administration titled "Council and Standing Committee Meetings To Be Held Through Electronic Means During the COVID-19 Global Pandemic".

RECOMMENDATION

THAT Council endorse all Council and Standing Committee meetings be held virtually (through electronic means) to address health and safety during the COVID-19 global pandemic.

6.2.e LIST OF ACTIVE ZONING BYLAW AMENDMENT APPLICATIONS AND APPROACH TO IMPLEMENTING CHANGES TO THE PLANNING PROCEDURES BYLAW 59

Corporate report dated September 28, 2020 from the Director of Planning and Development Services titled "List of Active Zoning Bylaw Amendment Applications and Approach to Implementing Changes to the Planning Procedures Bylaw".

RECOMMENDATION

THAT Council, pending adoption of “City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357,” endorse the approach to bringing forward active zoning amendment applications as recommended in this corporate report, being:

1. Zoning amendment applications which have had both a Public Information Meeting and review by the Advisory Design Panel prior to October 1, 2020 (or are not required to have Advisory Design Panel review) will be brought forward with a corporate report per the current process; and
2. Zoning amendment applications which have not had a Public Information Meeting, or have had a Public Information but no review by the Advisory Design Panel when applicable, will be brought forward with basic architectural drawings (i.e., site plan and building elevations) and project statistics (e.g., number of units, height, setbacks, etc.) to the Land Use and Planning Committee at a future meeting, for the Committee and subsequently Council to decide whether the application should proceed or be denied.

6.2.f WEST WHARF REPLACEMENT

65

Corporate report dated September 28, 2020 from the Director of Engineering and Municipal Operations titled "West Wharf Replacement".

RECOMMENDATION

[Click here for On Table Appendix**](#)

THAT Council:

1. Direct staff to continue public engagement to determine the future programming of the West Wharf;
2. Direct staff to explore funding strategies, including senior government grants, before the West Wharf is reconstructed and that staff leverage preliminary designs to maximize the insurance cash payout for the West Wharf;
3. Direct that 60 days written termination notice of Agreement termination be given to the Harbour Board Society.

6.2.g WEST BEACH PROMENADE - TREE LIGHTS - UPDATE

69

Corporate report dated September 28, 2020 from the Director of Engineering and Municipal Operations titled "West Beach Promenade - Tree Lights - Update".

RECOMMENDATION

THAT Council:

1. Direct staff to remove the damaged lights from the tree canopies between the White Rock Museum and Archives and Bay Street, prune the trees and install newer style low voltage string lights; and
2. Approve reallocating \$175K within the 2020 capital program to complete the work.

6.2.h

**ENHANCED CROSSWALKS, SPEED AND TRAFFIC ANALYSIS
(VARIOUS LOCATIONS)**

78

Corporate report dated September 28, 2020 from the Director of Engineering and Municipal Operations titled "Enhanced Crosswalks, Speed and Traffic Analysis (Various Locations)".

RECOMMENDATION

THAT Council:

1. Direct Staff to install an LED in-road, flashing pedestrian crosswalk system on Johnston Road, south of North Bluff Road in 2021; and
2. Direct Staff to submit a funding request for \$70,000 in the 2021 Financial Plan for a curb extension at Marine Drive and Parker, and pavement markings along Marine Drive east of Maple Street and that City of Surrey be requested to do the same.

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

175

RECOMMENDATION

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

- a. Governance and Legislation Committee (Strategic Priorities Session) - September 3 & 4;
- b. COVID-19 Recovery Task Force - September 8, 2020;
- c. Governance and Legislation Committee - September 9, 2020; and,
- d. Land Use and Planning Committee - September 14, 2020.

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a RECOMMENDATIONS FROM THE SEPTEMBER 8, 2020 COVID-19 RECOVERY TASK FORCE MEETING

7.2.a.a RECOMMENDATION #1: 2020 FESTIVAL OF LIGHTS (FOR INFORMATION ONLY)

THAT Council receives the following recommendation for information: *THAT the COVID-19 Recovery Task Force endorses the 2020 Festival of Lights celebration.*

7.2.a.b RECOMMENDATION #2: ASSISTING LOCAL BUSINESSES DURING THE PANDEMIC

THAT the COVID-19 Recovery Task Force recommend that Council use electronic signage boards and/or physical banners to promote and support local businesses during the pandemic.

7.2.a.c RECOMMENDATION #3: ASSISTING LOCAL BUSINESSES DURING THE PANDEMIC

THAT the COVID-19 Recovery Task Force recommends that the City look into producing some type of positive messaging thanking the citizens of White Rock for their support of local businesses and encouraging them to continue their support throughout the year.

7.2.a.d RECOMMENDATION #4: OUTDOOR RECREATION SPACE FOR THE PUBLIC

THAT the COVID-19 Recovery Task Force encourages White Rock City Council to improve access to the beach based on the 8 to 80 principle and ensures that access is available for all people regardless of their mobility challenges.

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.a BYLAW 2357 - CITY OF WHITE ROCK PLANNING PROCEDURES BYLAW, 2017, NO. 2234, AMENDMENT (INITIAL INFORMATION REPORTS FOR ZONING AMENDMENTS) BYLAW, 2020, NO. 2357 193

Bylaw 2357 proposes to apply the same requirement for an initial information report to Council for any rezoning application, prior to any Public Information Meeting, Advisory Design Panel review, or interdepartmental referral of an application. This is intended to avoid unnecessary costs incurred by applicants and unnecessary stress in the community if Council is certain that the proposal as presented would not be supportable. This bylaw received three readings at the September 14, 2020 Regular meeting and is presented for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "City Of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports For Zoning Amendments) Bylaw, 2020, No. 2357".

8.1.b BYLAW 2358 - WHITE ROCK ZONING BYLAW 2012, NO. 2000, AMENDMENT (RS-4 – 15561/15569 OXENHAM AVENUE) BYLAW, 2020, NO. 2358 196

Bylaw 2358 was the subject of a Land Use and Planning Committee held on September 14, 2020 regarding a proposed rezoning amendment at 15561/15569 Oxenham Avenue. This bylaw is presented for consideration of first and second reading. Council is also asked to consider scheduling a Public Hearing for this Bylaw which would be held on Monday, October 19, 2020.

RECOMMENDATION

THAT Council give first and second reading to "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 15561/15569 Oxenham Avenue) Bylaw, 2020, No. 2358".

RECOMMENDATION

THAT Council direct staff to schedule a Public Hearing regarding White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 15561/15569 Oxenham Avenue) Bylaw, 2020, No. 2358.

8.1.c THREE (3) BYLAWS REGARDING PERMISSIVE TAX EXEMPTIONS

These bylaws were the subject of corporate reports considered earlier in the agenda regarding Permissive Tax Exemptions as Items 6.2c (a-c).

8.1.c.a **BYLAW 2356 - 2021-2024 PERMISSIVE TAX EXEMPTION WHITE ROCK BUSINESS IMPROVEMENT ASSOCIATION BYLAW 2021, NO. 2356** 198

The City has the authority to grant permissive property tax exemptions for non-profit organizations under conditions identified in the Community Charter Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions. Bylaw 2356 is presented for consideration of first, second, and third reading.

RECOMMENDATION

THAT Council give first, second, and third reading to *"2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356"*.

8.1.c.b **BYLAW 2354 - 2021 – 2030 PLACES OF WORSHIP PERMISSIVE TAX EXEMPTIONS BYLAW, 2020, NO. 2354** 201

The City has the authority to grant permissive property tax exemptions for non-profit organizations under conditions identified in the Community Charter Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions. Bylaw 2354 is presented for consideration of first, second, and third reading.

RECOMMENDATION

THAT Council give first, second, and third reading to *"2021 – 2030 Places Of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354"*.

8.1.c.c **BYLAW 2355 - 2021 ANNUAL PERMISSIVE TAX EXEMPTIONS BYLAW, 2020, NO. 2355** 203

The City has the authority to grant permissive property tax exemptions for non-profit organizations under conditions identified in the Community Charter Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions. Bylaw 2354 is presented for consideration of first, second, and third reading.

RECOMMENDATION

THAT Council give first, second, and third reading to *"2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355"*.

8.2 **PERMITS**

None

9. **CORRESPONDENCE**

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

205

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.

RECOMMENDATION

THAT Council receive the following correspondence for information:

- a. Response to correspondence from Minister McKenna, Minister of Infrastructure and Communities, regarding Motion in Support of Emergency Funding for Municipalities and Transit;
- b. Letter dated September 11, 2020 from S. Dhaliwal, Metro Vancouver Board Chairperson, regarding Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdiction.

9.2 CORRESPONDENCE - FOR ACTION

Council may choose to consider the proposed recommendations or receive the correspondence for information.

- 9.2.a Letter dated September 10, 2020 from the Ambulance Paramedics of BC (CUPE 873)**

217

RECOMMENDATION

THAT Council write both the Health Minister and Health Critic to advocate for enhanced paramedic services and healthcare in the community.

- 9.2.b Letter dated September 15, 2020 from Mayor Cote, City of New Westminster, requesting support for motion regarding Universal Access to No-Cost Prescription Contraception**

219

RECOMMENDATION

THAT Council forward a letter in support of the City of New Westminster's motion regarding Universal Access to No- Cost Prescription Contraceptives to the Provincial Government.

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

10.2 COUNCILLORS REPORTS

11. MOTIONS AND NOTICES OF MOTION

11.1 MOTIONS

11.2 NOTICES OF MOTION

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

12.1 TOPICS OF COUNCIL CLOSED MEETINGS FROM FEBRUARY 1 TO JULY 31, 2020 221

The document "Appendix A: Topics of Council Closed Meetings from February 1 to July 31, 2020" is included in the agenda package for reference purposes. This document was released by Council at their September 16, 2020 Closed Council meeting.

13. OTHER BUSINESS

14. CONCLUSION OF THE SEPTEMBER 28, 2020 REGULAR COUNCIL MEETING

**Regular Council Meeting of White Rock City Council
Minutes**



September 14, 2020, 7:00 p.m.

City Hall Council Chambers

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

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

ABSENT: Councillor Fathers

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Jacquie Johnstone, Director of Human Resources
Colleen Ponzini, Director of Financial Services
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief
Chris Zota, Manager of Information Technology
Greg Newman, Manager of Planning
Stephanie Lam, Deputy Corporate Officer

1. CALL MEETING TO ORDER

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

1.1 FIRST NATIONS LAND ACKNOWLEDGEMENT

2. **ADOPTION OF AGENDA**

2020-421

It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council amend the agenda for its regular meeting scheduled for September 14, 2020 by adding to Item 6.2a the On Table submissions regarding the Annual Report.

CARRIED

3. **ADOPTION OF MINUTES**

2020-422

It was MOVED and SECONDED

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

- July 27, 2020 - Regular Council meeting; and
- July 30, 2020 - Special Council meeting.

CARRIED

4. **QUESTION AND ANSWER PERIOD**

With respect to correspondence item 4d, it was noted that the Rotary have announced that they will extend the program until the end of 2020. At this time, there are lunches at noon daily. Peace Portal Alliance Church supports the group as well, and may also be interested in continuing to assist the program.

Council thanked those involved in this well utilized program.

2020-423

It was MOVED and SECONDED

THAT Council receives for information the correspondence submitted for Question and Answer Period by 8:30 a.m. September 14, 2020, **including “On-Table”** information provided with staff responses that are available at the time.

CARRIED

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

5.1.a CLINT MORRISON - SURREY SPECIAL OLYMPIC WALK-A-THON

5.1.b KEN RECHIK, RESIDENT: ENCROACHMENT OF FENCE ON PROPERTY

Mayor Walker noted they would review the rationale behind staff's action in regard to the demand to remove the encroaching fence.

5.2 PETITIONS

5.2.a PETITION REGARDING PARKING ALONG THE 1400 BLOCK OF MERKLIN STREET (87 SIGNATURES)

Councillor Trevelyan advised that he reached out to the petition organizer and reported that the concerns are possibly related to construction workers parking their vehicles as well as not enough visitor parking.

Council requested staff to review the petition and concerns and report back with parking options.

Staff suggested that the city undergo a full parking review and suggested it would be best for this matter to be considered within that process.

2020-424

It was MOVED and SECONDED

THAT Council receive the petition and form letters totaling 87 signatures requesting "Permit Parking Only" signage on the 1400 Block of Merklin Street.

CARRIED

2020-425

It was MOVED and SECONDED

THAT Council direct staff to bring forward a corporate report that addresses the concerns outlined in the Petition regarding Parking along the 1400 Block of Merklin Street.

CARRIED

Councillor Johanson voted in the negative.

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

6.2 CORPORATE REPORTS

6.2.a CITY OF WHITE ROCK 2019 ANNUAL REPORT

Council noted that a public engagement Town Hall meeting was held on November 7, 2019, and staff noted it would be reflected in the minutes for the record.

A Member of Council expressed concern that section 98 of the *Community Charter* has not been addressed (inclusion of a progress report for goals and objectives).

2020-426

It was MOVED and SECONDED

THAT Council receive the written and verbal submissions regarding the 2019 Annual Report.

CARRIED

2020-427

It was MOVED and SECONDED

THAT Council endorse the City of White Rock 2019 Annual Report as circulated.

CARRIED

Councillors Johanson and Kristjanson voted in the negative

6.2.b COVID-19 GLOBAL PANDEMIC (VERBAL UPDATE)

The Fire Chief provided an update on COVID-19 stats both globally and locally.

It was clarified in regard to the City's parkade and how it will be opened / closed. Staff noted they are finalizing the details around closure of the elevators and stairwells. Only under high demand would the top floor would be opened.

2020-428

It was MOVED and SECONDED

THAT Council receive the verbal report by the Fire Chief regarding the COVID-19 Global Pandemic for information.

CARRIED

6.2.c 2019 STATEMENT OF FINANCIAL INFORMATION

2020-429

It was MOVED and SECONDED

THAT Council approve the 2019 Statement of Financial Information.

CARRIED

6.2.d WEST BEACH TREE CANOPY LIGHTS REPLACEMENT

This report proposed a plan to address the damaged lights from the tree canopies between the museum and Bay Street.

In response to Council's questions, staff advised that they have explored various lighting types taking into consideration outdoor environment (eg: salt water).

Council requested staff report back with more information on different types of lighting as well as a further breakdown of the project costs.

2020-430

It was MOVED and SECONDED

THAT Council:

1. Direct staff to remove the damaged lights from the tree canopies between the Museum and Bay Street; prune the trees and install newer style low voltage lights; and
2. Approve reallocating \$175K within the 2020 capital program to complete the work.

DEFEATED

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

Subsequent Motion

2020-431

It was MOVED and SECONDED

THAT Council direct staff to report back with further information on types of lighting as well as a breakdown of the project costs.

CARRIED

6.2.e 2020 FINANCIAL PROJECTIONS WITH COVID-19 IMPACTS

2020-432

It was MOVED and SECONDED

THAT Council receive for information the September 14, 2020 corporate report from the Director of Financial Services, titled "2020 Financial Projections with COVID-19 Impacts".

CARRIED

6.2.f DOGS ON THE PROMENADE TASK FORCE WRITTEN COMMENTS AND RECOMMENDATIONS

Councillor Kristjanson, Chairperson of the Dogs on the Promenade Task Force, noted that the report has brought forward a recommendation that attempts to address what has been found

through survey where 2/3 of those who responded were in favour of permitting dogs on the promenade. It was suggested that an additional Task Force meeting be called so that a final review of the recommendations / data may occur.

It was clarified that until amendments to the existing bylaws are made, dogs will continue to be permitted on the promenade October 1- March 31 until further notice.

2020-433

It was MOVED and SECONDED

THAT Council endorse:

1. Option one (1) as outlined in the September 14, 2020 corporate report that states the current bylaw regarding permission for dogs to be on the promenade stands;
2. The Dogs on the Promenade Task Force be permitted to meet one (1) further time so they may have a final review the data, consultation, recommendations, and evaluations, and report back to Council.

CARRIED

6.2.g ADVISORY BODIES OF COUNCIL (COMMITTEES) DURING THE COVID-19 GLOBAL PANDEMIC

Council discussed the Committee schedule outlined within Appendix A and the following comments were noted:

- The Economic Advisory Committee meeting should reconvene in November once the City's new Economic Advisory Officer as been on staff for a month;
- COVID-19 Recovery Task Force should hold an additional meeting in October to continue the work they are currently addressing; and
- The Housing Advisory Committee meeting should reconvene in November following the White Rock Housing Needs Report study which will be a topic of discussion / gaining feedback at the meeting.
- A possible future Committee Review will be the topic of a further corporate report to be brought forward in the future

2020-434

It was MOVED and SECONDED

THAT Council recommends the Advisory Bodies of Council commence meeting through electronic means only during the global pandemic.

CARRIED

2020-434

It was MOVED and SECONDED

THAT Council endorse the City committees begin meeting on a staggered schedule (outlined within Appendix A attached to and forming part of the corporate report) to consider the outstanding tasks assigned to the committee by City Council.

Amendment

2020-435

It was MOVED and SECONDED

THAT Council amends Appendix A, of the September 14, 2020 Corporate Report regarding Advisory Bodies of Council (Committees) during the global pandemic, by scheduling the first Economic Development Advisory Committee meeting to be held in November.

CARRIED

Amendment:

2020-436

It was MOVED and SECONDED

THAT Council amends Appendix A, of the September 14, 2020 Corporate Report regarding Advisory Bodies of Council (Committees) during the global pandemic, by scheduling two (2) meetings for the COVID-19 Recovery Task Force in the month of October.

CARRIED

Councillor Kristjanson voted in the negative

Amendment:

2020-437

It was MOVED and SECONDED

THAT Council amends Appendix A, of the September 14, 2020 Corporate Report regarding Advisory Bodies of Council (Committees) during the global pandemic, by scheduling the first Housing Advisory Task Force meeting in November.

CARRIED

Question was called on Main Motion as amended and it was **CARRIED**

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

2020-438

It was MOVED and SECONDED

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

- a. Governance and Legislation Committee - July 27, 2020;
- b. Land Use and Planning Committee - July 27, 2020;
- c. COVID-19 Recovery Task Force - July 28, 2020;
- d. COVID-19 Recovery Task Force - August 11, 2020; and,
- e. COVID-19 Recovery Task Force - August 25, 2020.

CARRIED

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a COVID-19 RECOVERY TASK FORCE RECOMMENDATIONS

7.2.a.a COVID-19 RECOVERY TASK FORCE - JULY 28, 2020

The following discussion points were noted:

- Good recommendation from the Task Force however would like to see specific objectives to make this happen.

2020-439

It was MOVED and SECONDED

THAT Council direct staff to explore an approach of outreach for the community in relation to racism and to ensure that all people feel comfortable and valued in White Rock.

CARRIED

7.2.a.b COVID-19 RECOVERY TASK FORCE - August 25, 2020

It was noted that staff would bring forward a corporate report outlining options with various funding included with each idea.

2020-440

It was MOVED and SECONDED

THAT Council direct staff to research and develop a gamification program, including low tech options to ensure inclusion, for implementation in the fall of 2020. This would include researching the best options, weigh criteria such as purpose, participation levels, prizes, partners, price, return on investment, budget considerations etc.

CARRIED

7.2.a.c COVID-19 RECOVERY TASK FORCE - AUGUST 25, 2020

The following discussion points were noted:

- It was confirmed the staff are able to meet the current requests of the society, staff plan to keep Council apprised of new requests.
- It was noted that the festival this year is going to be geared towards people attending and viewing but not gathering / staying at the site

2020-441

It was MOVED and SECONDED

THAT Council directs the Recreation and Culture Department to look into the possibility of working with the Festival of Lights Society for a 2020 winter festival, keeping in mind physical distancing protocols due to COVID-19.

CARRIED

**7.2.b GOVERNANCE & LEGISLATION RECOMMENDATION -
JULY 27, 2020**

2020-442

It was MOVED and SECONDED

THAT Council endorses the following policies:

- Policy 107: Correspondence received by the City; and,
- Policy 128: Sub-Committees/Committees composed of Council members only.

CARRIED

8. BYLAWS AND PERMITS

8.1 BYLAWS

**8.1.a BYLAW 2357 - CITY OF WHITE ROCK PLANNING
PROCEDURES BYLAW AMENDMENT (INITIAL INFORMATION
REPORTS FOR ZONING AMENDMENTS)**

2020-443

It was MOVED and SECONDED

THAT Council gives first, second, and third reading to *"City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357"*.

CARRIED

8.1.b TWO (2) BYLAWS REGARDING DOGS ON THE PROMENADE

Discussions held earlier in the meeting regarding corporate report Item 6.2f titled "Dogs on the Promenade Task Force Written Comments and Recommendations" resulted in deferral of consideration of the proposed bylaws pending an additional meeting of the Task Force.

8.1.b.a BYLAW 2359 - ANIMAL CONTROL AND LICENSING BYLAW, 2012, NO. 1959, AMENDMENT NO. 4, 2020, NO. 2359

8.1.b.b TICKETING FOR BYLAW OFFENCES BYLAW, 2011, NO. 1929, AMENDMENT BYLAW, 2020, NO. 2360

8.2 PERMITS

9. CORRESPONDENCE

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

2020-444

It was MOVED and SECONDED

THAT Council receive the following correspondence for information:

- a. Minister of Infrastructure and Communities: Response to May 19, 2020 letter regarding Federal support for the White Rock Pier Repair;
- b. Metro Vancouver Board Chair: Approved Metro Vancouver Regional Industrial Lands Strategy;
- c. UBCM: Confirmation of receipt that the City of White Rock's resolution will be included in the UBCM Resolutions Book for the 2020 UBCM Convention in September;
- d. District of Saanich: Corporate Report (for information) regarding Anticoagulant Rodenticides in the District of Saanich;
- e. Assistant Deputy Minister & Director of Police Services, Policing and Security Branch: Surrey Police Board and Surrey's ongoing policing model transition;
- f. UBCM: Copy of letter to Premier Horgan and the Minister of Finance regarding UBCM's response to "Building BC's Recovery, Together" (Restart Plan) document; and,

- g. Ministry of Municipal Affairs and Housing: Copy of letter to Premier Horgan and Minister of Finance regarding COVID-19 and Economic Recovery Plan.

CARRIED

9.2 CORRESPONDENCE - FOR ACTION

9.2.a Prostate Cancer BC: Request to "light up" facilities in Blue for September

2020-445

It was MOVED and SECONDED

THAT Council direct staff to arrange for the following facilities to display blue lighting for one (1) week commencing September 15, 2020 in recognition of Prostate Cancer Awareness:

- White Rock City Hall; and
- White Rock Pier Lights.

CARRIED

9.2.b BC Restaurant & Food Services Association's Alliance for Beverage Licensees request for support of Expanded Patio Permissions

2020-446

It was MOVED and SECONDED

THAT Council refer the correspondence from the BC Restaurant & Food Services Association requesting extended patio permissions to staff for consideration and response.

CARRIED

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

- July 28 & Sep 8, South Surrey/White Rock Chamber of Commerce "Chamber Chat"
- July 28, Guest speaker at "Civic Minded" series for seniors

- July 28, Facebook Live
- July 28, & Aug 11, COVID-19 Recovery Task Force
- July 29, WE Ltd Board of Directors meeting (virtual)
- July 29, visit to Penguin Meats with White Rock BIA
- July 30, TransLink Mayors' Council on Regional Transportation (virtual)
- July 31, Metro Vancouver Board of Directors meeting (virtual)
- Aug 8, White Rock Youth Ambassador's Awards Gala (virtual)
- Aug 13, Art Installation Unveiling event at Amica
- Aug 19, "International Overdose Awareness Day" motorcade
- Aug 31, "International Overdose Awareness Day" Flag raising
- Sep 1, Construction tour at Foster Martin
- Sep 3 & 4, Governance and Legislation Committee Strategic Priorities Planning Session
- Sep 9, Metro Vancouver Housing Committee (virtual)
- Sep 10, Health Visit Progress Report & QA session with the Governor of the Bank of Canada (virtual)
- Sep 10, "Safer Approaches to Using Alone: How the LifeGuard App Can Help You" session hosted by BC Emergency Health Services through South Surrey White Rock CAT (virtual)
- Sep 11, Fraser Health CEO stakeholders update regarding COVID-19 (virtual)

10.2 COUNCILLORS REPORTS

Councillor Johanson noted the following community events / information:

- July 28, Facebook Live
- Aug 7, Climate Caucus Summit
- Aug 10, Overdose Community Action Team meeting
- Aug 13, Public Information meeting for Maple and Russell

- Aug 17, Opening of “A Little Bud”
- Aug 19, International Overdose Awareness Day Motorcade
- Aug 20, Public Information meeting 15177 Thrift
- Aug 27, Public Information meeting for 1464 Ridel Street
- Aug 31, Flag Raising for Overdose Awareness Day
- Sep 3-4, Strategic Priorities Sessions
- Sep 9, Public Information Meeting for Beachway
- Sep 10, “Lifeguard Safe Approach Using Alone” Webinar

Councillor Chesney noted the following community events / information:

- Sep 20, Terry Fox Virtual Run (40th Anniversary)
- Sep 15, Lunch Program and Facebook Live with Mayor Walker and Councillor Manning

Councillor Manning noted the following community events / information:

- Aug 17, Opening of “A Little Bud”
- Aug 19, International Overdose Awareness
- Attended the Rotary Lunch
- Aug 25, South Surrey/White Rock Chamber of Commerce “Chamber Chat”
- Aug 31, Overdose Awareness Day Flag Raising
- Announced the Semiahmoo Potter Society Exhibit still running at pop-up gallery

Announced Canadian Walk for Veterans to White Rock, event is taking place online.

11. MOTIONS AND NOTICES OF MOTION

11.1 MOTIONS

11.1.a JULY 31, 2020 - METRO VANCOUVER BOARD IN BRIEF

2020-447

It was MOVED and SECONDED

THAT Council receive for information the July 31, 2020 edition of Metro Vancouver Board in Brief.

CARRIED

11.1.b E-COMM 9-1-1 AGM - APPOINTMENT OF REPRESENTATIVE

2020-448

It was MOVED and SECONDED

THAT Council appoints Councillors Chesney and Kristjanson (alternate) as the City of White Rock representatives at the 2020 E-COMM 9-1-1 Annual General meeting.

CARRIED

11.1.c PUBLIC CAR INSURANCE IN BC

Council provided the following comments regarding the proposed motion:

- There are merits to both private vs. public insurance, adding that while private can often offer competitive rates there is no guarantee they would stay low
- ICBC is public noting that there are processes for accountability vs. shareholding model

Council noted that such decisions should not be in the hands of municipalities.

2020-449

It was MOVED and SECONDED

THAT Council endorses the statement provided by "Driving Public" regarding Public Car Insurance in BC as included in the agenda package as item 11.1c.

DEFEATED

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

11.2 NOTICES OF MOTION

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

13. OTHER BUSINESS

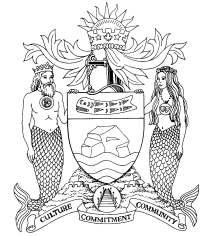
14. CONCLUSION OF THE SEPTEMBER 14, 2020 REGULAR COUNCIL MEETING

The meeting concluded at 9:25 p.m.

Mayor Walker

Tracey Arthur, Director of
Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020
TO: Mayor and Council
FROM: Eric Stepura, Director, Recreation and Culture
SUBJECT: Outdoor Table Tennis Table at Kent Street Activity Centre Grounds

RECOMMENDATIONS

THAT Council approve the installation of an outdoor concrete table tennis playing surface to be built on City property located west of the Kent Street Activity Centre auditorium through the reallocation of \$8,000 in Kent Street Activity Centre's 2020 capital budget project funds.

EXECUTIVE SUMMARY

City staff received a letter from Bernie Blessman, Chairperson of the Kent Street Activity Centre Executive Committee, asking the City to support and partner in an initiative by the Kent Street Seniors Society and the Kent Street Centre Table Tennis Club in the purchase and installation of an outdoor table tennis table to be located on City park property west of the auditorium at Kent Street Activity Centre (KSAC). The City is being asked to fund the cost of the concrete playing surface component of this project that the outdoor tennis table would be placed on. An estimate for this concrete slab is \$8,000.

The Kent Street Seniors Society and the Kent Street Centre Table Tennis Club have committed to the purchase and installation of the outdoor table tennis table estimated at a cost of \$6,325, which will be fully funded by these two seniors groups.

Staff support this partnership opportunity.

PREVIOUS COUNCIL DIRECTION

Not applicable.

INTRODUCTION/BACKGROUND

The purpose of this corporate report is to request Council to support and permit the installation of a concrete table tennis table and playing surface to be built on City property, along with reallocating other 2020 capital budget project funds to cover the cost in the preparation and installation of the concrete playing surface.

Appendix A is a letter from Bernie Blessman, President of the Kent Street Activity Centre Executive Committee asking the City to support an initiative by the Kent Street Seniors Society and the Kent Street Centre Table Tennis Club to purchase and install an outdoor table tennis table (see Appendix B photograph of site). They are asking the City to fund the 14' x 24' concrete playing slab surface that the table would be located on. Their preferred location is west

of the KSAC auditorium. This site has adjacent washrooms and parking for table tennis players to use. An estimate for this concrete slab is \$8,000.

The Kent Street Seniors Society and the Kent Street Centre Table Tennis Club have committed to fully fund the purchase and install an outdoor table tennis table estimated at \$6,325. Appendix C is a copy of a quote for the proposed concrete table tennis table, and a photograph and specifications of the table.

Staff have met with members of the two seniors groups and believe that this outdoor table will be well used by local residents, and in particular the 100+ members of the Kent Street Activity Centre Table Tennis Club. With the COVID-19 pandemic, the Kent Street Table Tennis Club have been unable to play indoors at Kent Street Activity Centre due to the current facility closure.

Staff have considered the option of moving KSAC's indoor table tennis tables outdoors, but have rejected this option due to the costs of extra staff time needed to move the tables, expected wear and tear that will occur by moving the tables over rough surfaces and the risk of rain damaging the tables.

With the planned re-opening of the City's indoor recreation spaces, there will be a need to share the space amongst the Centre's 16 activity groups. Some playing time will be made available in the KSAC auditorium for table tennis play starting in October, but on a very limited basis. An outdoor table will allow the KSAC Table Tennis Club members to play the sport they enjoy outdoors on a year round ongoing basis.

FINANCIAL IMPLICATIONS

The cost estimate for the concrete playing surface to support the outdoor table tennis table is \$8,000. Staff recommend cancelling two lower priority KSAC 2020 capital budget projects to provide the funding needed to build the outdoor concrete table tennis playing surface. These cancelled projects are:

- #65435 KSAC stage cupboard replacement \$5,000; and
- #65412 KSAC storage room floor replacement \$6,000.

Staff recommend not proceeding with awarding the concrete surfacing contract until the KSAC Executive Committee has provided the City with their full funding for the outdoor tennis table.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Approving this partnership project with the Kent Street Seniors Society and the KSAC Table Tennis Club will demonstrate Council's support for senior's activities in the community, and foster positive working relationships for other facility and equipment enhancement projects with these two community seniors activity provider groups.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

This project will be managed by the City's Engineering and Municipal Operations Department.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This project is not aligned with Council's Strategic Priorities.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Approve the installation of an outdoor concrete table tennis playing surface to be built on City property located west of the Kent Street Activity Centre auditorium through the reallocation of \$8,000 in Kent Street Activity Centre's 2020 capital budget project funds
2. Deny the request from the Kent Street Seniors Society and the Kent Street Centre Table Tennis Club to partner on this outdoor table tennis table project, and to allocate them some space in the KSAC auditorium once it reopens. The risk of this option, is that this action could negatively impact the positive working relationship that the City has with these two senior's activity provider groups, and jeopardize other future facility and equipment enhancement projects at KSAC.

Staff recommend Option 1.

CONCLUSION

City staff received a letter from the Chairperson of the Kent Street Activity Centre Executive Committee asking the City to support an initiative by the Kent Street Seniors Society and the Kent Street Centre Table Tennis Club to purchase and install an outdoor table tennis table on City park property west of the auditorium at KSAC. They are asking the City to partner in this project and fund the concrete playing slab surface that the table would be located on. An estimate for this concrete slab is \$8,000.

Staff support the City partnering with Kent Street Seniors Society and the Kent Street Centre Table Tennis Club, as the project costs will be shared, and an outdoor table will allow the KSAC Table Tennis Club members as well as local residents to play table tennis outdoors on a year round ongoing basis.


Respectfully submitted,



Eric Stepura
Director of Recreation and Culture

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Letter from Bernie Blessman, Chairperson, KSAC Executive Committee

Appendix B: Proposed Outdoor Table Tennis Table Site

Appendix C: Quote for the Concrete Table Tennis Table and Photograph of the Table

APPENDIX A

**2020-09-28 Letter from Bernie Blessman – Chairperson, Kent Street
Activity Centre Executive re. Outdoor Table Tennis Table**

Dear Eric,

The Kent Street Centre Executive would like to partner with the City to provide an outdoor concrete table tennis table for use of the KSAC table tennis members and the general public. The table would be located outside the auditorium at the Kent Street Activity Centre.

Due to COVID-19 members of the table tennis club were looking for other ways to play their sport. June Stuart, Chairperson of the activity group discovered some outdoor tables in the City of Langley and at the Richmond I Oval which she, and other members have tried out.

June has told the executive that playing table tennis outside is a lot of fun. It get the seniors out in the fresh air, keeps them active and socializing with friends.

Even once the Kent Street Activity Centre re-opens, we anticipate that the outdoor table will continue to be used by many seniors and also other members of the community.

The Kent Street Seniors Society – the fundraising arm of the Centre has committed to paying for the cost of the purchase of an outdoor table, delivery and installation.

The Table Tennis group is currently fundraising and will also be donating money towards the project. To date they have a commitment from their members of \$1600.00.

We would like to ask the City of White Rock for the chance to put a table on the property of the Kent Street Activity Centre and also to cover the cost of the cement pad that the table would sit on.

Thank you for your support of this project. We look forward to having this healthy addition to the Centre to keep our residents active and involved in our Community.

Bernie Blessman
Chairperson – Kent Street Activity Centre Executive



Appendix B
2020-09-28 Proposed Outdoor
Table Tennis Table Site



**SANDERSON
CONCRETE
INC.**

12665 116 Avenue
Surrey, BC V3V 3S6
Tel: 604-580-4108
Fax: 604-580-4111
Toll Free: 1-800-671-8882

"FOR CONCRETE SOLUTIONS"

Sold To:
C Cash/Non-Account

Ship To:
White Rock
Kent Street Activity Centre
Amanda
panda_d@icloud.com

Appendix C
2020-09-28 Proposed Tennis
Table Quote and Photography

Date: Jul 17, 2020
Page: 1

Note: All prices FOB our yard unless otherwise specified
Engineering charges not included

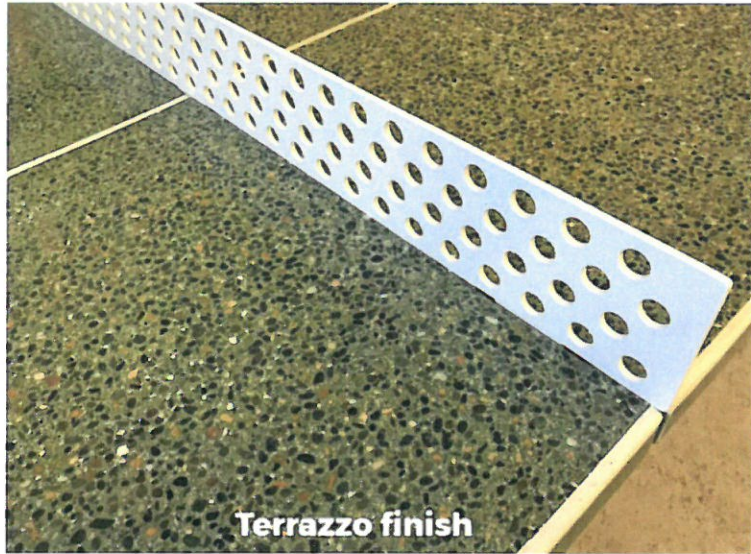
Business No.: 104710926RT0001

Quantity	Unit	Description	Tax	Unit Price	Amount
1	Cmplt.	2 piece Ping Pong Table - polished green with white lines	GP	5,198.00	5,198.00
1		Delivery and placement of fully assembled table	GP	450.00	450.00
		GP - GST 5.0%, PST 7.0%			
		GST			282.40
		PST			395.36
Sanderson Concrete Inc. GST: #10471 0926 RT					
Sanderson Concrete Inc. PST: #PST-1002-4258					
Quoted By: WATSON, April					
Comments: Product pricing expires in 12 months unless otherwise specified. Shipping prices subject to change.				Total Amount	6,325.76



Precast Concrete Ping Pong Tables

Durable, Low Maintenance - Built To Last. Made for Public Parks and Schools



Terrazzo finish



Custom colours available

Sanderson Concrete's precast concrete ping pong tables are built to last. Our table tops and legs are reinforced with 10M and 15M rebar and fibre reinforcing to ensure a long virtually maintenance-free lifespan.

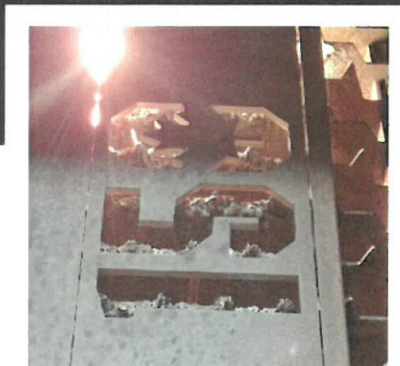
Table tops are integrally coloured, polished to a terrazzo finish and sealed to bring out the natural colours in the aggregates and concrete. Game lines are 1/2" deep white fibre reinforced concrete and line never need repainting. Tops are supported by three 2-1/2"x2-1/2"x1/4" powder coated steel tubes - no middle leg required.

Nets are 1/4" steel plate, powder coated white or green - custom colours and logos are available - and are attached to the table with hidden fasteners to safeguard against vandalism.

Custom logos can be cast into the exposed aggregate legs for clubs, schools and parks boards. Legs are sealed with an acrylic sealer - custom coloured concrete legs are available.

Tables are pre-assembled in our Surrey, BC manufacturing facility and are delivered fully assembled. No on site crew or equipment is required to assemble 700 lb pieces!

With over 30 years experience in producing concrete site furnishings, our newest games tables are built to be part of our landscapes for generations to come. These tables are bullet-proof!



Sanderson Concrete Inc

Page 37 of 222
12665 116 Ave, Surrey, BC 604-580-4108

**REGULAR AGENDA
PAGE 37**



POLICY TITLE: MUNICIPAL PROPERTY TAX EXEMPTIONS

POLICY NUMBER: FINANCE - 317

<i>Date of Council Adoption: September 28, 2015</i>	<i>Date of Last Amendment: June 24, 2019</i>
<i>Council Resolution Number: 2007-410; 2013-346, 2015-336, 2019-233, 2019-264</i>	
<i>Originating Department: Finance</i>	<i>Date last reviewed by Governance and Legislation: June 10, 2019</i>

Policy:

I: General

Section 224 of the *Community Charter* authorizes municipal Councils to provide a permissive tax exemption for properties and facilities owned by non-profit organizations providing services that Council considers to be a benefit to the community and directly related to the purposes of the organization. A municipal property tax exemption is a means for Council to support community organizations that further Council’s objectives of enhancing quality of life (social, economic, cultural) and delivering services economically. Section 224 also authorizes tax exemptions for other properties, such as land and improvements owned or held by a municipality and certain land or improvements surrounding places of worship.

In this Policy, Council recognizes the presence of non-profit organizations in White Rock that are providing a beneficial service to the community. To assist these organizations, it is reasonable that they be eligible to apply for a permissive exemption of municipal property taxes for a specified period of time. Permissive tax exemptions do not apply to sanitary sewer, drainage, solid waste and other user utility fees, which will still be payable by the organization.

II: Types of Property Exempted

In order for an organization’s property to be eligible for consideration of a Permissive Tax Exemption, it must align with one of the following categories:

- (a) The land surrounding the buildings of places of worship which have been statutorily exempt from paying property taxes, in accordance with Section 220 of the *Community Charter*

- (b) Halls that Council considers necessary to buildings of places of worship which have been exempt from property taxes in accordance with Section 220 of the *Community Charter*
- (c) Land or improvements used or occupied by a religious organization, as a tenant or licensee, for the purpose of public worship or for the purposes of a hall that Council considers is necessary to land or improvements so used or occupied
- (d) BNSF City Leased property
- (e) City properties leased to not-for-profit organizations that
 - (i) are providing a community service not currently available through the City; and
 - (ii) have not previously paid property taxes on the City property in question.
- (f) 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
- (g) Property owned by a charitable, philanthropic or other not-for-profit organizations 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
- (h) 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.

Criteria for Ineligibility

Organizations that fall into the following categories shall not be eligible for a permissive tax exemption:

- (a) Organizations providing, or associated with, housing
- (b) Service clubs

III: Process

Council will consider applications for permissive tax exemptions annually. The opportunity to apply will be advertised two times in the local newspaper and letters to this effect will be mailed to recipients designated in the preceding tax year.

Applications must be submitted to the Director of Financial Services, using a prescribed application form, before June 30 of each year. The Director will review the applications for completeness and arrange contact with applicants for additional information as necessary.

Application submissions must include:

- Copy of audited financial statements for the last 3 years. If not available, consideration will be given to applicants that submit financial statements which have

been reviewed by a certified accountant along with Canada Revenue Agency information returns containing relevant financial information.

- Copy of state of title certificate or lease agreement, as applicable
- Description of programs/services/benefits delivered from the subject lands/improvements including participant numbers, volunteer hours, groups benefited, fees charged for participation
- Description of any third-party use of the subject land/improvements including user group names, fees charged, and conditions of use
- Demonstrated legal status as a registered charity or other not-for-profit organization
- Written confirmation that any and all revenue generated from any of the properties being exempted, even if only on a temporary basis, is being dedicated to the programs and/or service delivery of the not-for-profit organization.

The Director of Financial Services will present a summary report of the applications, relative to the eligibility criteria, to Council and arrange for delegations to Council by applicants as necessary.

IV: Duration of Exemption

Eligible organizations may be considered for tax exemptions exceeding one year where it is demonstrated that the services/benefits they offer to the community are of a duration exceeding one year. Council will establish the term of the exemption in the bylaw authorizing the tax exemption. No exemption shall exceed a period of 10 consecutive years.

V: Conditions

Under Section 224 of the *Community Charter*, Council may impose conditions on land/improvements that are exempted under this Policy. These conditions will be specified in each bylaw authorizing the exemption. The conditions may include but are not limited to:

- Registration of a restrictive covenant on the property
- An agreement committing the organization to continue a specific service or program
- An agreement committing the organization to immediately disclose any substantial increase in the organization's revenue or anticipated revenue

Section 224 of the *Community Charter* stipulates that a tax exemption bylaw under this section ceases to apply when the use or ownership of the property in question no longer conforms to the conditions necessary to qualify for exemption. After this, the property will be liable to taxation.

Penalties

Council may impose penalties on an exempted organization for knowingly breaching conditions of exemption, including but not limited to:

- (a) Revoking exemption with notice
- (b) Disqualifying any future application for exemption for specific time period
- (c) Requiring repayment of monies equal to the foregone tax revenue

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020

TO: Mayor and Council

FROM: Colleen Ponzini, Director, Financial Services

SUBJECT: 2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356

RECOMMENDATION

THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled “2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356” regarding bylaw approval and adoption.

EXECUTIVE SUMMARY

This corporate report introduces the 2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356 to Council for approval and adoption.

INTRODUCTION/BACKGROUND

The City has the authority to grant permissive property tax exemptions for non-profit organizations for up to 10 (ten) years under conditions identified in the *Community Charter* Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions (Appendix A).

Eligible Properties

Council Policy No. 317 – Municipal Property Tax Exemptions provides for consideration of permissive tax exemptions and durations of exemptions for Not-for-Profit Organizations under the following sections:

“Section II: Types of Properties Exempted

- e) City properties leased to not-for-profit organizations that
 - i) are providing a community service not currently available through the City; and
 - ii) have not previously paid property taxes on the City property in question.”

“Section IV: Duration of Exemption

Eligible organizations may be considered for tax exemptions exceeding one year where it is demonstrated that the services/benefits they offer to the community are of a duration exceeding one year. Council will establish the term of the exemption in the bylaw authorizing the tax exemption. No exemption shall exceed a period of 10 consecutive years.”

The White Rock Business Improvement Association (BIA) occupies space in the City owned property located at 1174 Fir Street. The BIA's current lease expires at the end of 2024. Exempting the property taxes from 2021 to 2024 on this space, to align with the end of the lease, complies with current legislation and policy.

In order to be effective for the 2021 taxation year, permissive tax exemption bylaws must be adopted by City Council before October 31, 2020. Before these bylaws can be adopted, public notice must be given pursuant to sections 227 and 94 of the *Community Charter*.

FINANCIAL IMPLICATIONS

Annual estimated municipal taxes on the portion occupied by the White Rock Business Improvement Association are \$785. This permissive tax exemption has been included in the 2020 – 2024 Financial Plan.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

Not applicable.

CONCLUSION

In order to be effective for the 2021 taxation year, permissive tax exemption bylaws must be adopted by City Council before October 31, 2020. Before these bylaws can be adopted, public notice must be given in accordance with sections 227 and 94 of the *Community Charter*.

It is recommended that the 2021-2024 Permissive Tax Exemption White Rock Business Improvement Association Bylaw 2021, No. 2356 be given three readings and, after the public notice requirements have been met, be adopted.

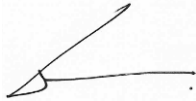
Respectfully submitted,



Colleen Ponzini
Director of Financial Services

Comments from the Chief Administration Officer:

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020
TO: Mayor and Council
FROM: Colleen Ponzini, Director, Financial Services
SUBJECT: 2021 – 2030 Places of Worship Permissive Tax Exemptions Bylaw,
2020, No. 2354

RECOMMENDATIONS

THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled “2021 – 2030 Places of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354” regarding approval and adoption.

EXECUTIVE SUMMARY

This corporate report introduces the 2021 – 2030 Places of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354 to Council for approval and adoption.

INTRODUCTION/BACKGROUND

The City has the authority to grant permissive property tax exemptions for non-profit organizations for up to 10 (ten) years under conditions identified in the *Community Charter* Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions (Appendix A).

Eligible Properties

Council Policy No. 317 – Municipal Property Tax Exemptions provides for consideration of permissive tax exemptions and durations of exemptions for Not-for-Profit Organizations under the following sections:

“Section II: Types of Properties Exempted

- a) The land surrounding the buildings of places of worship which have been statutorily exempt from paying property taxes, in accordance with Section 220 of the Community Charter
- b) Halls that Council considers necessary to buildings of places of worship which have been exempt from property taxes in accordance with Section 220 of the Community Charter
- c) Land or improvements used or occupied by a religious organization, as a tenant or licensee, for the purpose of public worship or for the purposes of a hall that Council considers is necessary to land or improvements so used or occupied

“Section IV: Duration of Exemption

Eligible organizations may be considered for tax exemptions exceeding one year where it is demonstrated that the services/benefits they offer to the community are of a duration exceeding one year. Council will establish the term of the exemption in the bylaw authorizing the tax exemption. No exemption shall exceed a period of 10 consecutive years.”

Currently, the City has a perpetual Tax Exemption Bylaw, 1969, No. 374 that permissively exempts land and improvements for places of worship not statutorily exempt. This bylaw is not in compliance with the current *Community Charter* restriction of limiting the length of a bylaw to 10 years and BC Assessment requires that we bring our bylaw into compliance for the 2021 taxation year. Staff are recommending that Council adopt a 10 (ten) year permissive tax exemption for the places of worship within the City of White Rock.

In order to be effective for the 2021 taxation year, permissive tax exemption bylaws must be adopted by City Council before October 31, 2020. Before these bylaws can be adopted, public notice must be given in accordance with sections 227 and 94 of the *Community Charter*.

FINANCIAL IMPLICATIONS

The places of worship received municipal tax exemptions totaling approximately \$35K in 2020. The extension of these permissive tax exemption has been included in the 2020 – 2024 Financial Plan.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

Not applicable.

CONCLUSION

In order to be effective for the 2021 taxation year, permissive tax exemption bylaws must be adopted by City Council before October 31, 2020. Before these bylaws can be adopted, public notice must be given in accordance with sections 227 and 94 of the *Community Charter*.

It is recommended that Tax Exemption Bylaw, 1969, No. 374 be repealed and the 2021-2030 Places of Worship Permissive Tax Exemptions Bylaw, 2020, No. 2354 be given three readings and, after the public notice requirements have been met, be adopted.


Respectfully submitted,



Colleen Ponzini
Director of Financial Services

Comments from the Chief Administration Officer:

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020
TO: Mayor and Council
FROM: Colleen Ponzini, Director, Financial Services
SUBJECT: 2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355

RECOMMENDATION

THAT Council receive the September 28, 2020, corporate report from the Director of Financial Services, titled “2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355” regarding bylaw approval and adoption.

EXECUTIVE SUMMARY

This corporate report introduces the 2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355 to Council for approval and adoption.

INTRODUCTION/BACKGROUND

The City has the authority to grant permissive property tax exemptions for non-profit organizations under conditions identified in the *Community Charter* Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 – Municipal Property Tax Exemptions (Appendix A).

Eligible Properties

Council Policy No. 317 – Municipal Property Tax Exemptions provides for consideration of permissive tax exemption applications for Not-for-Profit Organizations under the following section:

“Section II: Types of Properties Exempted

- f) Properties owned by organizations whose principal purpose is to directly support Peace Arch Hospital’s provision of health and wellness services to the citizens of White Rock;
- g) Properties owned by charitable, philanthropic or other not-for-profit organizations 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
- h) 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.”

The City received the following applications for exemption for 2021 that are eligible under this section, all of which were granted the exemption in prior years:

- Peace Arch Hospital Auxiliary Society;
- Sources Community Resources Society;
- White Rock Players' Club;
- Peace Arch Hospital and Community Health Foundation; and
- Options Community Services Society.

All of the above applicants are included in the 2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355 for Council's consideration.

Ineligible Properties

Council Policy No. 317, Section II, also provides criteria for ineligibility as follows:

“Criteria of Ineligibility:

Organizations that fall into the following categories shall not be eligible for a permissive tax exemption:

1. Organizations providing, or associated with, housing; and
2. Service clubs”

The City received the following ineligible application:

- Evergreen Baptist Home.

The property operates as Evergreen Baptist Campus of Care. The campus is licensed for 252 long term care beds and has 195 independent and assisted living suites and pays approximately \$61K in municipal property taxes.

As this application is not eligible for permissive tax exemption, it is not included in 2021 Permissive Tax Exemptions Bylaw.

FINANCIAL IMPLICATIONS

The eligible applicants received municipal tax exemptions totaling approximately \$92K in 2020. The extension of these permissive tax exemption has been included in the 2020 – 2024 Financial Plan.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable

OPTIONS / RISKS / ALTERNATIVES

Not applicable.

CONCLUSION

In order to be effective for the 2021 taxation year, permissive tax exemption bylaws must be adopted by City Council before October 31, 2020. Before these bylaws can be adopted, public notice must be given in accordance with sections 227 and 94 of the *Community Charter*.

It is recommended that the 2021 Annual Permissive Tax Exemptions Bylaw, 2020, No. 2355 be given three readings and, after the public notice requirements have been met, be adopted.

Respectfully submitted,



Colleen Ponzini
Director of Financial Services

Comments from the Chief Administration Officer:

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020

TO: Mayor and Council

FROM: Tracey Arthur, Director, Corporate Administration

SUBJECT: Council and Standing Committee Meetings to be held through Electronic Means during the COVID-19 Global Pandemic

RECOMMENDATIONS

THAT Council endorse all Council and Standing Committee meetings be held virtually (through electronic means) to address health and safety during the COVID-19 global pandemic.

EXECUTIVE SUMMARY

The COVID-19 global pandemic (the “Pandemic”) has greatly impacted the way the City has been able to conduct their Council and Committee meetings.

In March 2020, facing the reality of the Pandemic, Council made the decision to suspend City Advisory Bodies / Committee meetings. On September 14, 2020, Council resolved to again schedule these meetings however on a staggered schedule and only through electronic means.

Since the start of the Pandemic the City of White Rock Council have continued to meet in person with key staff in attendance and no public physically in attendance. This includes both for Regular and Special Council meetings and Standing Committee Meetings (comprised of all members of Council). During the initial months of the pandemic there was one (1) member of Council who attended via electronic means using the Microsoft Teams (TEAMS) technology. The WorkSafe model permits a maximum capacity of thirteen (13) people in the City Hall Council Chamber while being able to maintain physical distancing to those attending meetings.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
Not applicable.	Not Applicable.

INTRODUCTION/BACKGROUND

City Hall is unable to meet the physical distancing requirements in order to safely allow the public to observe meetings in person. To address this component, all Council and Committee meetings are streamed and made available on the City’s website for public viewing.

Electronic Meetings

With COVID case numbers being on a steady rise since early September, and concern in regard to a “second wave” of the Pandemic becoming a reality, staff were asked to bring forward a

corporate report for Council discussion in regard to Council and Standing Committee meetings also only being held through electronic means. To date the City has been successful in holding electronic meetings for the COVID-19 Recovery Task Force and most recently the Council's Strategic Priority Session.

Since July, staff have also implemented bringing in delegations and presentations using the TEAMS platform for Regular and Special Council meetings. This system has worked well.

It is proposed that this practice continue with the advancement of having only the Mayor and/or Chairperson in attendance at City Hall along with the Corporate Officer and/or required staff from the Administration Department.

Staff have reviewed and tested best practices to conduct electronic meetings and the following requirements will be outlined for Council and staff members to utilize. These requirements must be adhered to by Council and staff in the City's best effort to have the meetings run smoothly, allow participation, help alleviate technical difficulties and provide assurance that they are available in a clear manner for the website. These are the requirements:

- Electronic committee meetings will be conducted utilizing the TEAMS platform, with Zoom as an alternate option should there be technical difficulties;
- Meeting participation requires access to a computer / tablet or smartphone;
- Participants must use the video conferencing feature (requires either an external webcam or a built-in camera);
- Headphones with a microphone are required to ensure a clear sound is broadcast through the feed (eg: the pair that is often included with the purchase of a mobile device); and
- Strong internet/Wi-Fi or data signal.

Staff will inquire with members of Council to ensure there is time to address troubleshooting errors (testing meeting software, etc.).

The City's internal COVID-19 Reopening Committee reviewed a proposed Safety Plan as to how the Committees would meet through electronic means; the following approval was given:

“The Reopening Committee has reviewed your plan to resume committee meetings virtually and have no concerns. The Committee noted that they are in agreement with your recommendation that the meetings be held virtually, and it is the proper approach in the current phase of COVID-19.”

This would be a replicated program for Council and Standing Committee meetings, it has been confirmed that the approval given for committees was also considered in relation to Council.

There was a survey conducted of various local governments who were asked:

- *How Council meetings will be held in the Fall / Winter 2020?*
- *How Committee meetings will be held in the Fall / Winter 2020?*
- *Is City Hall Open for Regular Business?*

A summary of responses received has been included as Appendix A. Many have noted they are working within a hybrid system where they have electronic with some public component. Each local government are working through various obstacles / elements as they continue to conduct

City business during the Pandemic. There are many factors such as available technology and size of meeting areas to consider. The City has held meetings in person (Council and key staff) with some technological aspects thus far for the public to be a delegation or make a presentation through electronic means.

Public Hearings have been successfully held having the public attend off-site. This does require many additional hours of set up / take down and 4 to 5 additional staff to work off-site. It is also noted that this will put the White Rock Community Centre out of commission for most of the meeting day while set up and testing is being conducted.

At this time the City only has the technology available to live stream meetings in the Council Chambers. Staff have been working on purchasing similar equipment for the White Rock Community Centre (Community Center) however that is not complete. The Community Centre is the largest facility the City has to consider holding meetings in future where limited public may be in attendance. The Recreation and Culture staff have indicated they are working toward limited opening of Community Centre for some fall and winter programing. Should the Community Centre be utilized for Council and Standing Committee meetings the Halls A, B and C would be out of circulation for programs on Council days.

FINANCIAL IMPLICATIONS

There should be no further financial impact at this time in terms of purchasing hardware to conduct meetings via electronic means. Council and staff will utilize City issued devices which include a proper set of headphones. Those who do not have the required technology will work with the IT Department to ensure they have the tools in place to conduct City business and if required, will purchase accordingly.

Electronic meetings require two (2) Corporate Administration staff to operate the meeting logistics which includes technical support and recording minutes / ensuring meetings are held in accordance with procedures and legislation.

This is the normal expectation during Regular Council meetings however it does require some overtime to address the Standing Committees where previously we have been utilizing just one (1) staff person.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The City continues to look for ways to ensure they are keeping the public, members of Council and staff safe. The meetings being conducted through electronic means is a way to help ensure less are put at risk while conducting or facilitating city business. It is the intention to continue to live stream and/or record meetings, so they are available to the public.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

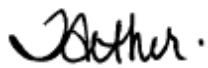
OPTIONS / RISKS / ALTERNATIVES

Not applicable.

CONCLUSION

As the Pandemic continues, electronically held meetings are the safest way to proceed with City business / Council initiatives.

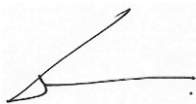
Respectfully submitted,



Tracey Arthur, Director of Corporate Administration

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Results of Select Municipal Poll on how Council Meetings are being held in Fall & Winter 2020

APPENDIX A

Results of Select Municipal Poll on How Council Meetings are
are being held in Fall & Winter 2020

APPENDIX A

RESULTS OF SELECT MUNICIPAL POLL ON HOW COUNCIL MEETINGS ARE BEING HELD IN FALL & WINTER 2020

Municipality	Council Meetings	Committee Meetings	City Hall open for regular business?
Abbotsford	Hybrid for Council and public. PH – same as above.	Hybrid – Chair and resource staff in-person; members attend electronically. Public permitted (hybrid).	
Anmore	In-person.	Some electronic and some cancelled (technical limitations). Public permitted (electronic).	Open with reduced hours. By appointment for payments.
Belcarra	Electronic. PH – same as above. Exploring in-person options.	Electronic.	By appointment for tax payments.
Burnaby	Hybrid. Public can observe. Delegations – electronic, for urgent matters only. PH – electronic (no public).	Hybrid. Public can observe. Delegations – electronic.	By appointment for some services. May reopen city hall on Sept. 21.
Chilliwack	In-person (Council).	Electronic. No public.	No.
Coquitlam	In-person for Council + Council-in-Committee Meetings held same afternoon. Electronic for PH + Council held immediately following [to end-Jan. 2021].	Hybrid – Chair and resource staff in-person; members choose how to attend.	Open.
Delta	Hybrid. Public permitted. In Camera – Hybrid of electronic and in-person. PH – Electronic and in-person. Very limited in-person public access.		Open for tax payments and by-appointment services. May expand services after Sept. 14 when more staff return from working remotely.
Hope	Electronic. PH – same as above. Exploring in-person and hybrid options.	Electronic. Public permitted. Exploring hybrid options.	Open.
Langley City	In-person (Council and public). PH – Electronic for Council and public. Exploring hybrid options.	Electronic. No public.	Open, first floor only, for specific services: Property Taxes Utilities Parking Tickets Garbage Stickers. Additional by-appointment services (Commissioner for Taking Affidavits).

Municipality	Council Meetings	Committee Meetings	City Hall open for regular business?
Langley Township	Hybrid – electronic (Council), public in-person. Exploring in-person options.	Hybrid. Public permitted (electronic).	Open for tax payments and by-appointment services. By appointment only.
Lions Bay	Hybrid. Chambers capacity is max. 10 (5 Council/Staff + 5 public).		No.
Maple Ridge	Hybrid. No public. PH – – same as above. Public permitted (max. 8) in Chambers.	Electronic. Chair may join in-person. No public.	No.
New Westminster	Electronic. [to end-Dec. 2020] Public permitted in Chambers to observe. PH/Delegations – same as above. Exploring in-person options.	Hybrid. Public permitted (electronic).	Opening Sept. 21 for all business.
North Vancouver City	Hybrid – Mayor/Clerk/Deputy Clerk in-person, other members electronic. PH/Delegations – same as above. Exploring in-person options.	Hybrid – Chair and resource staff in-person and other members electronic. Public permitted (electronic).	No; by-appointment for commissioning pension documents and accepting some documents at-door (planning, building).
Pitt Meadows	Electronic [to Oct. 6] then in-person. Public permitted (max. 9) in separate room at city hall. Exploring hybrid options.	Electronic. No public. Meetings available on YouTube.	Open; some by-appointment services (Building, Planning, Engineering).
Port Coquitlam	Exploring in-person options. <i>Currently trying two different City facilities to see which will work better for social-distancing Council and the public (including PH's).</i>	Exploring in-person options. <i>Currently trying two different City facilities to see which will work better for social-distancing Council and the public (including PH's).</i>	Open; first floor only for tax payments & general inquiries. Annex Building open for by-appointment services (Engineering, Planning, Building).
Port Moody	In-person. Exploring electronic and hybrid options.	Electronic.	Open with reduced hours.
Richmond	Hybrid; some members attend in-person; public may attend in-person for delegations. PH – same as above.	Standing Committees – same as Council and PHs. Select Committees remain suspended.	Open for property tax payments.
Surrey	In-person (Council). PH – hybrid. Public waits in foyer outside glass wall of Chambers to observe; speakers ushered to podium in Chambers to present comments then ushered back to seat in foyer.	Electronic. Public permitted (electronic).	Open for by-appointment services.

Municipality	Council Meetings	Committee Meetings	City Hall open for regular business?
Vancouver			Open for by-appointment services.
West Vancouver	Electronic (Council, Staff). Public permitted to participate electronically or in-person. PH – same as above.	Electronic (members). Public permitted in-person.	No.
Whistler	Electronic. PH – Electronic.		Yes
White Rock	In-person (council and staff only). Exploring options to limit in-person to Mayor, CAO, Clerk with all others participating electronically. PH – public attend at a separate facility.	Electronic.	by appointment only when necessary.

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020

TO: Mayor and Council

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: List of Active Zoning Bylaw Amendment Applications and Approach to Implementing Changes to the Planning Procedures Bylaw

RECOMMENDATION

THAT Council, pending adoption of “City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357,” endorse the approach to bringing forward active zoning amendment applications as recommended in this corporate report, being:

1. Zoning amendment applications which have had both a Public Information Meeting and review by the Advisory Design Panel prior to October 1, 2020 (or are not required to have Advisory Design Panel review) will be brought forward with a corporate report per the current process; and
 2. Zoning amendment applications which have not had a Public Information Meeting, or have had a Public Information but no review by the Advisory Design Panel when applicable, will be brought forward with basic architectural drawings (i.e., site plan and building elevations) and project statistics (e.g., number of units, height, setbacks, etc.) to the Land Use and Planning Committee at a future meeting, for the Committee and subsequently Council to decide whether the application should proceed or be denied.
-

EXECUTIVE SUMMARY

Council has recently given three bylaw readings to an amendment to the Planning Procedures Bylaw, 2017, No. 2234, that would revise the current process for zoning amendment applications to incorporate an opportunity for Council to consider the application at an initial stage prior to it moving to a Public Information Meeting (PIM) and Advisory Design Panel (ADP), if applicable.

The purpose of this corporate report is to provide Council with a list of the zoning amendment applications which are currently active, and to advise of staff’s intended approach to bringing these applications to Land Use and Planning Committee (LUPC) and Council for consideration.

Staff’s recommendation is that those applications which have not yet held a Public Information Meeting (or an Advisory Design Panel meeting, if applicable) be brought forward to a future LUPC meeting with the essential drawings (i.e., site plans and elevations) and project statistics (e.g., number of units, height, setbacks, etc.) for Council to decide on whether the application should proceed to the next step or be denied.

PREVIOUS COUNCIL DIRECTION

Resolution # and Date	Resolution Details
September 14, 2020	THAT Council give first, second and third reading to “City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357.”

INTRODUCTION/BACKGROUND

There are currently 18 active zoning amendment (rezoning) applications. Each of these applications is subject to a PIM, which is currently conducted virtually as a result of the ongoing COVID-19 pandemic and orders from the Provincial Health Officer regarding public gatherings.

Applications which include a form and character Development Permit (i.e. any new commercial or multi-family buildings, including duplexes and triplexes), are also subject to review by the ADP as part of the application process, which is also conducted via electronic means.

ANALYSIS

Current Rezoning Applications

A list of current rezoning applications is provided in Table 1 below, including the proposal’s primary civic address, the nature of the proposal, and whether or not it has already had a PIM and/or ADP review. In some cases the tentative PIM date is noted. This list does not include one (1) rezoning application (the “Russell & Maple” apartment/townhouse proposal) which was submitted concurrent with an Official Community Plan (OCP) amendment, as this was already subject to the initial information report approach due to the OCP amendment.

Table 1: Active Rezoning Applications

File No.	Civic Address(es)	Description of Proposal	PIM Complete (Y/N)	ADP Complete (Y/N)
16-010	1464 Vidal St	13-unit, four-storey residential building	Y	N
19-005	14234 Malabar Ave	Rezone from RS-1 to RS-4 to allow 2-lot split	Y	N/A
19-006	15963 Marine Dr	5 rental units, four-storey residential building	Y	N
19-008	15570 Oxenham Ave	Rezone from RS-1 to RT-1 to allow duplex	Y	Y
19-009	1485 Fir St	80 rental units, six-storey residential building	Y	Y
19-010	15495 Oxenham Ave	Rezone from RS-1 to RT-1 to allow duplex	Y	Y
19-011	1441 Vidal St (et al)	129 rental units, six-storey residential building	Y	N
19-017	15704 North Bluff Rd (et al)	147 rental units, three six-storey buildings (46 to be non-market rental)	Y	N
19-018	15496 Thrift Avenue	Rezone from RS-1 to RT-1 to allow duplex	Y	Y
19-022*	15561/69 Oxenham Ave	RS-1 to RS-4 to allow 3-lots to be created from 2	Y	N/A

20-001	14401 Sunset Dr	RS-1 to CD to allow a 2-lot split	N [Oct. 15]	N/A
20-003	14068 North Bluff Rd	Rezone from RS-1 to RT-2 to allow triplex	Y	N
20-004	14990 North Bluff Rd	113 rental units in a six-storey building and 195 units in 18-storey building	N [Nov. 5]	N
20-005	1091 Stayte Rd	Rezone from RS-1 to RT-1 to allow duplex	N [Oct. 8]	N
20-009	1164 Elm St	21 units, four storey residential building	N [Dec. 10]	N
20-010	15109 Buena Vista Ave	Rezone to allow additional caretaker's suite	N [Nov. 12]	N
20-011	1361 Finlay St	Rezone from RS-1 to RT-1 to allow duplex	N [Nov. 26]	N
20-018	15053 Marine Dr	Text amendment to allow Temporary Use Permits for cannabis stores for this property	N	N/A

**this application has already been authorized to proceed to Public Hearing*

After Council has had an opportunity to consider final adoption of the Planning Procedures Bylaw amendment (Bylaw No. 2357), which is scheduled later in tonight's agenda, staff intend to bring forward the applications on the previous table to Council under the following categories:

Category 1: Zoning amendment applications which have had a Public Information Meeting and review by the ADP (or are not required to have ADP review) will be brought forward to LUPC with a corporate report per the current process;

Category 2: Zoning amendment applications which have not had a PIM or have had a PIM but no review by the ADP when applicable, will be brought forward with basic architectural drawings (i.e., site plan and building elevations) and project statistics (e.g., number of units, height, setbacks, etc.) to the LUPC at a future meeting (anticipated October 19, 2020), for the LUPC and subsequently Council to decide whether the application should proceed or be denied.

If Council endorses the above process, staff would contact rezoning applicants whose application would be considered on October 19, 2020, to make them aware of this process and to provide an opportunity for the applicant to provide any additional written comments regarding their application in advance of the LUPC meeting.

The applications which would proceed per Category 1 above include:

File No.	Civic Address(es)	Description of Proposal
19-005	14234 Malabar Ave	Rezone from RS-1 to RS-4 to allow 2-lot split
19-008	15570 Oxenham Ave	Rezone from RS-1 to RT-1 to allow duplex
19-009	1485 Fir St	80 rental units, six-storey residential building
19-010	15495 Oxenham Ave	Rezone from RS-1 to RT-1 to allow duplex
19-018	15496 Thrift Avenue	Rezone from RS-1 to RT-1 to allow duplex
19-022*	15561/69 Oxenham Ave	RS-1 to RS-4 to allow 3-lots to be created from 2

**this application has already been authorized to proceed to Public Hearing*

The applications which would proceed per Category 2 above include:

File No.	Civic Address(es)	Description of Proposal
16-010	1464 Vidal St	13-unit, four-storey residential building
19-006	15963 Marine Dr	5 rental units, four-storey residential building
19-011	1441 Vidal St (et al)	129 rental units, six-storey residential building
19-017	15704 North Bluff Rd (et al)	147 rental units, three six-storey buildings (46 to be non-market rental)
20-001	14401 Sunset Dr	RS-1 to CD to allow a 2-lot split
20-003	14068 North Bluff Rd	Rezone from RS-1 to RT-2 to allow triplex
20-004	14990 North Bluff Rd	113 rental units in a six-storey building and 195 units in 18-storey building
20-005	1091 Stayte Rd	Rezone from RS-1 to RT-1 to allow duplex
20-009	1164 Elm St	21 units, four storey residential building
20-010	15109 Buena Vista Ave	Rezone to allow additional caretaker's suite
20-011	1361 Finlay St	Rezone from RS-1 to RT-1 to allow duplex
20-018	15053 Marine Dr	Text amendment to allow Temporary Use Permits for cannabis stores for this property

FINANCIAL IMPLICATIONS

Application fees for zoning amendment applications that are refused by Council would, per the recent amendments to the City's Planning Procedures Bylaw, be subject to a refund minus 30% of the original fees, intended to cover administrative costs. Council's denial of any of the above-listed zoning amendment applications would therefore result in a loss of revenue; however, the time and resources otherwise dedicated to advancing the review of the applications would be allocated to other tasks.

LEGAL IMPLICATIONS

Per section 479 of the *Local Government Act*, a City's zoning bylaw may regulate the use of land and the density of the uses of land, among other regulations that apply to buildings.

Section 460 of the *Local Government Act* establishes that where a local government has adopted a zoning bylaw it must define procedures under which an owner of land may apply for an amendment to the bylaw and must consider every application for an amendment.

The City's Planning Procedures Bylaw provides these application procedures, and by changing the steps for considering a zoning amendment application in the Planning Procedures Bylaw, Council would be able to provide earlier input to applicants who may be pursuing a project which Council would not support. If the recommended amendment to the Planning Procedures Bylaw is adopted, and a rezoning application is moved forward in the process, this does not fetter Council's final decision regarding the project and is not a guarantee that the project would be approved.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

If Council does adopt the recommended changes to the Planning Procedures Bylaw, it would reduce the number of Public Information Meetings held related to development applications, but may help to avoid some of the concerns raised and experienced by members of the public when they feel they must strenuously oppose a proposal which Council ultimately would not approve.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

Alternatives to the staff recommendation at the start of this report include:

1. Council may direct that one or several specific zoning amendment applications from Category 1 be brought forward with Category 2 applications; or
2. Council may direct that for all active rezoning applications (i.e., Category 1 and 2) that the current application process remain in place, including Public Information Meeting and Advisory Design Panel, and the revised process is to only apply to new applications. This would limit the benefit of the initial information report approach (i.e. denying applications prior to resources being expended in technical review, Public Information Meetings and Advisory Design Panel meetings).

CONCLUSION

Council is considering final adoption of an amendment to the Planning Procedures Bylaw which would allow for early/initial consideration of rezoning applications prior to these applications proceeding to Public Information Meeting and Advisory Design Panel. This corporate report identifies 18 zoning amendment applications which are currently active.

Staff's recommendation is that those applications which have not yet held a Public Information Meeting (or an Advisory Design Panel meeting, if applicable) be brought forward to a future LUPC meeting with the essential drawings (i.e., site plans and elevations) and project statistics (e.g., number of units, height, setbacks, etc.) for Council to decide on whether the application should proceed to the next step or be denied.

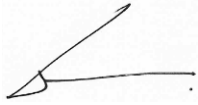
Respectfully submitted,



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

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a series of connected strokes that form the name 'Guillermo Ferrero'.

Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020
TO: Mayor and Council
FROM: Jim Gordon, P.Eng., Director, Engineering and Municipal Operations
SUBJECT: West Wharf Replacement

RECOMMENDATIONS

THAT Council:

1. Direct staff to continue public engagement to determine the future programming of the West Wharf;
2. Direct staff to explore funding strategies, including senior government grants, before the West Wharf is reconstructed and that staff leverage preliminary designs to maximize the insurance cash payout for the West Wharf;
3. Direct that 60 days written termination notice of Agreement termination be given to the Harbour Board Society.

EXECUTIVE SUMMARY

A severe storm destroyed a mid-section of the Pier and the entire West Wharf in December 2018. Repairs to the Pier were expedited and completed in August of 2019; however, due to funding constraints and environmental timeline challenges, the West Wharf was not reconstructed.

Conceptual repair strategies for the West Wharf were referred to the Environmental Advisory Committee (EAC) for discussion prior to community consultation. Community consultation has not been possible due to COVID-19 restrictions.

The City’s insurance policy covers replacement costs of the West Wharf if a contract for the project is awarded before December 20, 2020. If a contract is not awarded, the City will receive a cash settlement that was last estimated to be in the range of \$240K.

The purpose of this report is to provide an update for Council and to seek Council direction.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2019-037 January 28, 2019	<i>Endorses the repair strategies and schedules outlined in this corporate report;</i> <i>Endorses that staff submit an application for grant funding for the White Rock Pier Reconstruction (Project No.</i>

	<p><i>IC0132) through the ICIP – Community, Culture, and Recreation Program; and</i></p> <p><i>Supports the project and commit to its share (\$4,277,195) of the project costs, as outlined in the ICIP – Community, Culture, and Recreation Program grant application.</i></p>
<p>2019-342 September 9, 2019</p>	<p><i>Directs staff to begin full public engagement and concept plan development for the future activities at White Rock Pier’s reconstructed southwest floating facility; and</i></p> <p><i>Directs that the corporate report be forwarded to the Environmental Advisory Committee for their comment and expertise.</i></p>

INTRODUCTION/BACKGROUND

On Thursday, December 20, 2018, a devastating storm swept through the City of White Rock causing extensive damage to the Pier and destroying the West Wharf.

The City has insurance coverage for the West Wharf. The insurance policy stipulates that for the City to receive reimbursement for the actual construction costs, the restoration project must be awarded to a contractor prior to December 20, 2020; otherwise, a cash settlement will be provided.

The Pier and West Wharf are in the Boundary Bay Wildlife Management Area (WMA) and are regulated under the *Wildlife Act*. As restoration work must be carried out with the lowest risk to fish habitat, it was not possible to design and reconstruct both the Pier and the West Wharf within the Ministry of Environment’s fisheries work window in 2019. In addition, funding was not identified for the West Wharf reconstruction. Subsequently, Council endorsed the project schedule to only reconstruct the Pier in 2019.

The Pier reopened on August 28, 2019, ahead of schedule and under budget. At the September 9, 2019 Regular Council Meeting, Council was presented with various concepts and programing options for the West Wharf. Council directed “*staff to begin full public engagement and concept plan development for the future activities at White Rock Pier’s reconstructed southwest floating facility.*” Unfortunately, due to COVID-19 pandemic, public consultation activities have been postponed.

The City retained Westmar Advisors to develop scalable options and provide preliminary cost estimates on a new West Wharf that could accommodate several types of activities. The first phase of the least cost option is estimated to cost \$3.6M, including \$800K for dredging. This option would be comprised of two floats joined end to end with paddling fingers and would accommodate transient moorage and non-motorized sports, but would not provide access for those with mobility challenges, semi-permanent moorage, larger boats or fish sales.

It is estimated that if this least cost option is constructed, the insurer will cover the costs for the pilings, gangway, and a portion of the costs of the floats at an estimate of \$350K; however, this settlement is subject to detailed analysis. The proposed cash settlement of \$240K could potentially be negotiated upwards now that a preliminary design, including current code requirements, is available for analysis.

FINANCIAL IMPLICATIONS

The City has \$600K in the 2020 capital program in the current Financial Plan to replace the West Wharf of which \$330K is budgeted from insurance proceeds and \$270K from Community Amenity Contributions (CACs). There is no provision to fund the estimated shortfall of \$3M for the least cost option. It is premature to recommend CACs for this purpose as Council considers other potential Community Amenity Contribution projects.

LEGAL IMPLICATIONS

The City of White Rock has a lease agreement with the Province until April 1, 2031 for the land encompassing the West Wharf and breakwater for the “purposes of operation and maintenance of a public wharf.” This agreement allows the City to construct, repair or add to, in, on, or under the lease area. Furthermore, the agreement stipulates that the City must obtain written permission from the Province to dredge or displace beach materials on the land.

The West Wharf is in Semiahmoo Bay, which is part of the Boundary Bay Wildlife Management Area (WMA), and is therein regulated under the *Wildlife Act*. Permits are required for construction work within the WMA. If the project were to proceed, the City would retain an environmental consultant and an archeological consultant to provide permitting and field monitoring services.

The City has a Management Agreement with the Harbour Board Society. Under the terms of the Agreement, the Harbour Board Society manages the West Float. As the West Wharf no longer exists, it is appropriate to terminate the Agreement as per the 60 days written notice stipulated in the Agreement.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Unfortunately, due to COVID-19, public consultation activities were postponed. It is recommended that full public consultation be conducted and feedback provided to Council as input to any future decision regarding the West Wharf.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Council received Marine Drive Task Force’s recommendations through the “Waterfront Enhancement Strategy Framework and Action Plan.” One idea in the Waterfront Enhancement Strategy is to develop the Pier with an active program of public boating, fishing, and waterfront tourism. The reconstruction of the West Wharf is consistent with the Waterfront Enhancement Strategy.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council’s consideration:

1. Reconstruct the West Wharf as per the least cost option of \$3.6M using CACs for the \$3M funding shortfall.

2. Utilize the preliminary design of the least cost option to pursue an increase in the estimate of a \$240K cash settlement and defer reconstruction until senior government grants are available or Council determines this project a priority for Community Amenity Contribution funds.

Additionally, it is recommended that Council commit to full public use of any future West Wharf facility and that it direct staff to take appropriate steps to terminate the Agreement with the Harbour Board Society.

CONCLUSION

The least cost option for the West Float, requires funding of \$3M in addition to the \$600K in the current Financial Plan. Additionally, community consultation on potential uses for the West Float is not completed. It is recommended that community consultation be carried out and funding strategies, including senior government grants, be explored before the West Float is reconstructed and that staff leverage preliminary designs to maximize the insurance cash payout for the Float.

It is also recommended that 60 days written notice of termination be given to the Harbour Board Society.

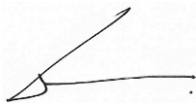
Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 28, 2020

TO: Mayor and Council

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

SUBJECT: West Beach Promenade – Tree Lighting Update

RECOMMENDATIONS

THAT Council:

1. Direct staff to remove the damaged lights from the tree canopies between the White Rock Museum and Archives and Bay Street, prune the trees and install newer style low voltage string lights; and
2. Approve reallocating \$175K within the 2020 capital program to complete the work.

EXECUTIVE SUMMARY

Council requested follow up information during consideration of the September 14, 2020 Corporate Report, titled “West Beach Tree Canopy Light Replacements” (attached as Appendix A). This report provides a breakdown of project costs and a discussion of other options, including installation of LED rope lights.

PREVIOUS COUNCIL DIRECTION

At the September 14, 2020 Regular Council Meeting, a motion to remove the damaged tree canopy lights west of the White Rock Museum & Archives, prune the trees, install newer style low voltage lights, and reallocate funds for this project was defeated. Council expressed interest in receiving a breakdown of project costs.

Motion # & Meeting Date	Motion Details
2019-037 January 28,2020	Endorse the repair strategies and schedules outlined in this report.
2020-059 February 10, 2020	That Council directs staff continue with the implementation of expanding lit trees along Marine Drive and the Promenade and investigate the feasibility of expanding to the median at East Beach; and further there will be consultation with the neighbours regarding the aspects of the lighting. Note: It was clarified the lights on West Beach are currently under review to improve.
September 14, 2020	<ol style="list-style-type: none"> 3. Direct staff to remove the damaged lights from the tree canopies between the Museum and Bay Street; prune the trees and install newer style low voltage lights; and 4. Approve reallocating \$175K within the 2020 capital program to complete the work.

DEFEATED

INTRODUCTION/BACKGROUND

Following is additional information on the project to replace the tree canopy lights between the White Rock Museum & Archives and Bay Street.

Comparison of LED Rope Lights and Low Voltage String Lights

The following figure shows a tree with LED rope lights.



Figure 1: LED rope light on tree

Although the photo shows the rope lights wrapped around the perimeter of the tree, the lights may be installed throughout the tree with white or off white lighting rather than coloured illumination. Rope lights would not give the same “twinkle” effect as the recently installed lights on Johnston Road.

An example of low voltage string lights is shown below.



Figure 2: Low voltage string lights

Approximately 12,000 m of lights are required for the promenade trees between the White Rock Museum & Archives and Bay Street. The cost of LED rope lights is \$100 per 15 m strand compared to the more cost-effective low voltage string lights at \$30 per 10 m strand. End caps,

connectors, cords, and shipping are extra for the low voltage string lights. Costs are estimated at approximately \$80k for the rope lights and \$50k for the low voltage string lights.

Project Costs

A breakdown of project costs inclusive of PST for the two options is as follows.

Table 1: Breakdown of project costs

Description	LED Rope Lights	Low Voltage Lights
Tree pruning	\$11,000	\$11,000
Supply new lights including shipping, cords, connectors, and caps	\$80,000	\$50,000
Remove and install new lights (including traffic control)	\$88,000	\$88,000
Contingency	\$26,000	\$26,000
Totals	\$205,000	\$175,000

The time required for removal and installation is estimated to be 4 to 5 weeks. Removal and installation costs include lift rental and traffic control. As commercial grade tree lights cannot be purchased off the shelf, the lead time for procurement (Request for Quote), contract award, and delivery of materials is expected to be 5 to 8 weeks.

Staff surveyed other municipalities (Surrey, Coquitlam and Vancouver) about tree light installation. Tree lights are typically seasonal with installation beginning in November and removal in January. Annual removal and reinstallation is costly, especially for lighting areas as extensive as in White Rock. White Rock’s planned practice of removal and most cost effective option is in the spring every three years and a six-month tree “resting” period as removal and installation on an annual basis would double costs.

Year-round tree lights in business areas are often sponsored by the local Business Improvement Association.

FINANCIAL IMPLICATIONS

There are currently no funds in the budget for this project. Staff have reviewed existing projects and propose that funds could be reallocated from two existing projects:

- Centennial Park Baseball Warning Track (\$75K), and
- Marine Drive Vegetation Replacement (\$100K).

LEGAL IMPLICATIONS

Tree branches that have encroached into the BNSF Right of Way and will require pruning. City staff will need to notify BNSF prior to the start of this work.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Based upon feedback from the residents, the community seem actively engaged with respect to tree lighting and enjoy the ambience.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

The Council Strategic Priorities of the Marine Drive and Economic Development Task Forces align with the continuation of decorative lighting along the Waterfront. The Marine Drive Task Force recommended, and Council approved, expanding the implementation of lit trees along Marine Drive.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Remove the damaged lights from the tree canopies, prune the trees so they do not encroach over the railway tracks, and install the newer style low voltage string lights that are currently performing well on East Beach and Johnston Road.
2. Leave the situation in its current state and not address tree encroachment towards the railway tracks with the tree canopies west of the White Rock Museum & Archives remaining unlit. It is important to note that trees will eventually grow into the abandoned lights and suffer as a result and may potentially pose liability issues.
3. Remove the lights that will address tree health but not address the encroachment of branches towards the railway tracks or tree lighting.
4. Remove the lights and prune the trees that will address tree health and encroachment of branches towards the railway tracks but not tree lighting.

The project is time sensitive due to procurement lead times, delivery of materials, and installation time. The availability of materials (tree lights) and contractors decrease as November approaches. Therefore, this decision must be made before the end of September to allow for the possibility of new tree lights before Christmas.

CONCLUSION

Council expressed interest in receiving information on costing and other West Beach promenade lighting options. Staff reviewed costs for LED rope lights and the low voltage string lights (as is installed on East Beach), with low voltage string lighting being more cost efficient. The decision for tree light installation is time sensitive due to procurement lead times, delivery, and installation. This report seeks Council's direction on the West Beach promenade tree lights.

Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



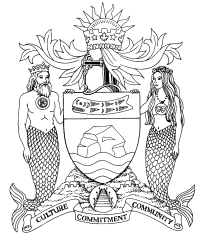
Guillermo Ferrero
Chief Administrative Officer

Appendix A: September 14, 2020 Corporate Report - West Beach Tree Canopy Light Replacements

Appendix A

September 14, 2020 Corporate Report - West Beach Tree Canopy Light Replacements

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



DATE: September 14, 2020

TO: Mayor and Council

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

SUBJECT: West Beach Tree Canopy Lights Replacements

RECOMMENDATIONS

THAT Council:

1. Direct staff to remove the damaged lights from the tree canopies between the Museum and Bay Street; prune the trees and install newer style low voltage lights; and
2. Approve reallocating \$175K within the 2020 capital program to complete the work.

EXECUTIVE SUMMARY

The decorative lights in the Promenade tree canopies between the Museum and Bay Street were badly damaged during the winter storms of 2018/2019. Although repairs were made, these lights subsequently required extensive efforts to maintain. It was hoped that the lights could last one more season; however, this no longer feasible.

It is proposed to remove the damaged lights from the tree canopies, prune the trees so they do not encroach over the railway tracks and install the newer style low voltage lights that are currently performing well on East Beach and Johnston Road. It is proposed that this work be funded through reallocation of existing funds in the 2020 capital program.

PREVIOUS COUNCIL DIRECTION

On February 10, 2020, Council directed staff to continue with the implementation of expanding lit trees along Marine Drive and the Promenade which were part of the storm repair strategies outlined in Corporate Report “Pier and East Beach Storm Repair Schedule and Repair Strategies” that Council endorsed on January 28, 2020.

Motion # & Meeting Date	Motion Details
2019-037 January 28, 2020	<i>Endorse the repair strategies and schedules outlined in this report.</i>
2020-059 February 10, 2020	<i>That Council directs staff continue with the implementation of expanding lit trees along Marine Drive and the Promenade, and investigate the feasibility of expanding to the median at East Beach; and further there will be consultation with the neighbours regarding the aspects of the lighting. Note: It was clarified the lights on West Beach are currently under review to improve.</i>

INTRODUCTION/BACKGROUND

The decorative lights in the Promenade tree canopies between the White Rock Museum and Archives and Bay Street provide an amenity to the Waterfront consistent with the Marine Drive Task Force and Economic Development strategies outlined in Council's Strategic Priorities.

These canopy lights were damaged by wind and salt water intrusion during the winter storms of 2018/2019 and subsequently repaired as best as possible; however, they are no longer feasible to maintain. The newer style low voltage lights recently installed on the tree trunks in this area are in good condition and not in need of replacement.

It is proposed to remove the damaged lights from the tree canopies, prune the trees so they do not encroach over the railway tracks and install the newer style low voltage lights that are currently performing well on East Beach and Johnston Road.

Upon review of the service requests, when the lights are malfunctioning, it appears that this is an amenity appreciated and supported by residents and businesses. Failure to replace the lights will likely lead to community and business dissatisfaction responses and numerous requests for service.

FINANCIAL IMPLICATIONS

The estimated costs for electrical improvements, tree pruning, and the supply and installation of new tree lights are \$175K. There are currently no funds in the budget for this project.

Staff have reviewed existing projects and propose that funds can be reallocated from two existing projects:

- Centennial Park Baseball Warning Track (\$75K), and
- Marine Drive Vegetation Replacement (\$100K).

The purpose of the Centennial Park Baseball Warning Track project was to rubberize the warning track. This project could be removed, as Parks Operations staff can continue to maintain the warning track using traditional methods.

The Marine Drive Vegetation Replacement project has a total project budget of \$250K. At the July 22, 2020 Regular Council Meeting, Council endorsed an amended Marine Drive "Hump" Vegetation Management Plan which included annual mowing of the blackberries and removal of tree suckers every three years. Due to slope stability issues, there are no plans to replace the vegetation on the Marine Drive "Hump" currently. Therefore, \$100K of this project's budget can be reallocated to the Marine Drive tree lights.

LEGAL IMPLICATIONS

There are no legal or safety issues if the lights are replaced or not replaced; however, the trees do need pruning away from the BNSF railway tracks.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Based upon feedback from the public and businesses, the community appears to be very engaged with respect to tree lighting. The recently installed tree lights on Johnston Road elicited many positive responses.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

The new low voltage lights will use less electrical energy.

ALIGNMENT WITH STRATEGIC PRIORITIES

The Council Strategic Priorities of the Marine Drive and Economic Development Task Forces align with the continuation of decorative lighting along the Waterfront. The Marine Drive Task Force recommended and Council approved expanding the implementation of lit trees along Marine Drive.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Remove the damaged lights from the tree canopies, prune the trees so they do not encroach over the railway tracks and install the newer style low voltage lights that are currently performing well on East Beach and Johnston Road.
2. Leave the situation as is noting that this will not address tree encroachment towards the railway tracks and leaves the tree canopies west of the Museum unlit. Additionally, trees will eventually grow into the abandoned lights and suffer as a result.
3. Remove the lights. This addresses tree health but not the encroachment towards the railway tracks or desired existence and expansion of tree lighting along the waterfront.
4. Remove the lights and prune the trees. This addresses tree health and encroachment over the railway, but not the desired existence and expansion tree lighting along the waterfront.

CONCLUSION

The Marine Drive Task force recommendation to continue with the implementation of lit trees along Marine Drive and the Promenade was approved by Council. The existing canopy lights between the White Rock Museum and Archives and Bay Street need to be removed and replaced along with pruning of the trees to prevent encroachment on the BNSF railway.

Option 1, noted above, is consistent with the recommendations of the Marine Drive Task Force and Council.

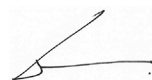
Respectfully submitted,



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

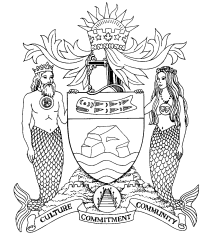
Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

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



DATE: September 28, 2020

TO: Mayor and Council

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

SUBJECT: Enhanced Crosswalks, Speed and Traffic Analysis (various locations)

RECOMMENDATIONS

THAT Council:

1. Direct Staff to install an LED in-road, flashing pedestrian crosswalk system on Johnston Road, south of North Bluff Road in 2021; and
2. Direct Staff to submit a funding request for \$70,000 in the 2021 Financial Plan for a curb extension at Marine Drive and Parker, and pavement markings along Marine Drive east of Maple Street and that City of Surrey be requested to do the same.

EXECUTIVE SUMMARY

The City is developing an Integrated Transportation and Infrastructure Master Plan (ITIMP) in consultation with the community. Due to the COVID-19 pandemic, this plan is delayed due to the inability to hold the final four community consultations.

In the interim, Council asked staff to provide options in advance of the ITIMP to address resident traffic concerns on northern Johnston Road and eastern Thrift Avenue. Council also received requests for traffic calming on Marine Drive between Maple Street and Stayte Road.

The City commissioned reports from Urban Systems Ltd. (Consultant) to address the technical transportation aspects at each of the three (3) locations. This report summarizes and provides recommendations consistent with best transportation engineering practices and provides options for Council consideration.

PREVIOUS COUNCIL DIRECTION

Resolution # and Date	Resolution Details
December 2, 2019 2019-564	That Council receives for information the corporate report dated December 2, 2019 from the Director of Engineering & Municipal Operations, titled “Thrift Avenue Traffic Study”;
2019-565	and Endorses the installation of pedestrian activated rectangular rapid flashing beacons at the Kent Street crosswalks at Thrift Avenue and the installation of flashing beacons on the stop signs at the north and south intersection approaches.

	Amendment That Council directs staff to place additional signage along Thrift Avenue noting the 50 km/h speed limit.
April 14, 2020 2020-199	That Council directs staff to bring forward a corporate report outlining an assessment to determine whether the speed limit should be changed from 50km to 30km on the streets surrounding Maccaud Park.
June 1, 2020 2020-317	That Council directs staff to send a letter in response to the petition (agenda item 4.2) to notify of the current situation in regard to the area and the City's future plan to conduct a Master Transportation Plan.
2020-321	That Council directs staff and RCMP to present an overview of posted speed limits in White Rock on the main arteries for future discussion at an upcoming Council meeting.
2020-322	That Council directs staff to bring forward for discussion a corporate report in regard to installing a solar lit flashing crosswalk for White Rock Elementary School at Johnston Road and Prospect Avenue (by the Tower Clock).

INTRODUCTION/BACKGROUND

The City retained the Consultant to conduct speed reviews and traffic studies at the locations noted below in order to formulate “best practices” recommendations to address resident concerns:

1. Thrift Avenue from Maple Street to Stayte Road;
2. Johnston Road at Prospect Avenue;
3. Johnston Road, south of Thrift Avenue (midblock);
4. Johnston Road, south of North Bluff Road (midblock); and
5. Marine Drive at Parker Street.

The Consultant collected traffic data, including pedestrian counts, vehicle speed data, and vehicle turning movements to use in conjunction with the Transportation Association of Canada (TAC)’s Guidelines to determine if further transportation enhancements, including crossing upgrades, speed reductions and traffic calming are warranted.

The Consultant’s analyses are provided in the following memorandums:

1. Speed Limit Changes on Municipal Roadways (refer to Appendix A);
2. City of White Rock Speed Limit Signage Review (refer to Appendix B);
3. Pedestrian Crossing Control Device Study (refer to Appendix C); and
4. Traffic Calming Study for Marine Drive (refer to Appendix D).

Summaries of the Consultant’s findings related to each of the five (5) locations are provided below.

Thrift Avenue from Maple Street to Stayte Road – Speed Limit

The *BC Motor Vehicle Act* sets the standard municipal speed limit at 50km/h. Although there is no specific traffic warrant system to set speed limits, traffic engineering professionals sometimes

recommend speeds less than 50km/h depending on multiple factors including roadway sightlines, geometrics, land use, activity and ambient speeds. Speed limits are often reduced adjacent to unfenced playgrounds or schools; however, there are no unfenced playgrounds or schools along Thrift Avenue.

R.F. Binnie and Associates (Binnie) completed a Thrift Avenue Traffic Study in November 2019 and recommended no change to the posted speed limit. Similarly, the Consultant does not recommend a change to the posted speed limit in its May 2020 review.

Although Binnie and the Consultant did not recommend speed reductions in their studies, Council may establish reduced speeds on Thrift Avenue by Bylaw. Signage advising motorists of the non-standard speed limit would need to be posted in each affected block.

The TAC Design Guidelines note that “the conventional approach to road design includes design speed choices of 30-50 km/h for local roads and 50-80 km/h for collector roads.” Thrift Avenue is a Primary Collector; potential consequences of speeds reduced to 30km/h may include drivers rerouting off this Primary Collector and truck route onto neighbouring local streets, driver frustration leading to tailgating, reduced safety because vehicles have diverted onto local streets, and reduced accessibility for goods movement and residents.

Given that there is no identified need to reduce speeds on Thrift Avenue below the municipal standard and that there are likely to be unintended negative consequences, it is recommended that the speeds remain unchanged.

Johnston Road between North Bluff and Five Corners - Speed Limit

The Consultant collected pedestrian counts, vehicle speed data, and vehicle turning movements for the speed analysis, signal warrant, and pedestrian crossing control warrant analysis for Johnston Road between North Bluff and Five Corners.

The consultant’s data showed that drivers are in compliance with the posted speed of 50 km/hr along Johnston Road. The data was collected when schools were closed due to COVID-19 and the school zone 30 km/h was not in effect. There are no unfenced playgrounds, unfenced schools or areas of high activity or conflict density that would warrant speeds reduced below the standard 50 km/h. The accident history does not support a reduction in speeds.

Given that there is no identified need to reduce speeds on Johnston Road below the municipal standard and that there are likely to be unintended negative consequences similar to those noted for Thrift Avenue, it is recommended that the speeds remain unchanged.

Johnston Road between North Bluff and Five Corners - Pedestrian Crossings

The consultant used TAC’s Traffic Signal Warrant Handbook and TAC’s Pedestrian Crossing Control Guide to determine the appropriate pedestrian crossing control device for each of the three study locations. Based on the data collected, the Consultant concluded that side mounted signs (currently in place) are appropriate at all three (3) study locations. Enhanced pedestrian crossing devices such as overhead flashers are not required at these three (3) locations.

Although the warrant analysis does not support further enhancement to the pedestrian crossings, \$47k is in the 2020 Financial Plan for one LED in-road flashing pedestrian crosswalk system and these systems do provide enhanced pedestrian crossing opportunities. Council may wish to consider prioritizing the installation of this type of crosswalk system along Johnston Road as follows:

1. Johnston Road south of North Bluff Avenue – This location has the highest traffic volumes at 9,800 vehicles per day and has increasing pedestrian volumes. Many of the pedestrians are elderly and may have mobility challenges thereby benefitting from an upgraded crosswalk.

2. Johnston Road at Prospect Avenue – The two crosswalks at this location have a high degree of enhancement when the crossing guard is present; however, there are times when the crossing guard is not present and children may be crossing to access the school playgrounds. The challenge is that there are two crosswalks, so the costs would be doubled. Council may wish to consider this as a \$100k budget item for 2021.
3. Johnston Road south of Thrift Avenue – Upgrades at this location should be deferred until roadway improvements scheduled within the next five (5) years are constructed.

Unintended consequences of installing an LED in-road flashing pedestrian crosswalk system include cost and possibly include increased rear-end accidents. The possible increase in accidents is likely more than offset by enhanced crosswalk safety for nearby residents.

Marine Drive between Maple Street and Stayte Road – Speed Limit and Traffic Calming

The memorandum attached as Appendix D, discusses the decision-making process for appropriate posted speeds and potential traffic calming devices for implementation along Marine Drive.

Given the pedestrian activity, modal mixing, traffic volumes and other factors, Marine Drive is considered an area with a high activity level and conflict density thereby warranting the 30 km/h speed limit. The 85th percentile travel speeds are more than 10 km/h beyond the posted speed limit east of Parker and rise more towards Stayte Road indicating that traffic calming is warranted in this area.

The Consultant reviewed TAC's Traffic Calming Guide for treatment options. Their review includes an assessment of the advantages, disadvantages, and implementation costs of 23 traffic calming devices. Speed humps are not recommended as it is not suitable for emergency and transit vehicles. Given the ease of installation and relatively low costs, the consulting team recommends that the City consider implementing pavement markings, at an estimated cost of \$10k. Staff also reviewed the data and finds that a curb extension at Parker Street would provide increased sightlines for motorists and pedestrians. The cost of a curb extension at Marine Drive and Parker Street is \$60k.

The southern half of the roadway is in the City of Surrey (Surrey). Staff have had discussions with Surrey staff and are encouraging them to request funding in their 2021 Financial Plan for pavement markings and for a matching curb extension at Parker Street.

If Council agrees to proceed with the pavement markings and curb extension, \$70k will need to be approved in the 2021 Financial Plan. It is preferable that the work be done together with Surrey but could proceed, at a less effective level, without Surrey's participation.

ITIMP Further Review North Bluff and Stayte Roads

Staff and the Consultant are having ongoing discussions with Surrey on the shared roadways of North Bluff and Stayte Roads as part of the ITIMP and will update Council as the ITIMP progresses.

FINANCIAL IMPLICATIONS

There is \$47k in the 2020 Financial Plan for an LED in-road, flashing pedestrian crosswalk system at the midblock crosswalk on Johnston Road, south of North Bluff Road. It is proposed that this be recommended for carryover into the 2021 Financial Plan.

An estimated cost of \$70k is required for curb extensions at Marine Drive and Parker (\$60k), pavement markings along Marine Drive (\$10k). Funding these improvements can be requested in the 2021 Financial Plan.

LEGAL IMPLICATIONS

The City of White Rock's municipal boundary at Marine Drive between Finlay Street and Stayte Road is at the centre of the Marine Drive Road Right of Way. Therefore, any transportation improvements spanning Marine Drive cannot be completed without the City of Surrey's cooperation and consent.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The Integrated Transportation and Infrastructure Master Plan (ITIMP) is in process, albeit delayed due to the inability to conduct the four remaining public consultation sessions during the COVID-19 pandemic. These meetings will be an appropriate forum for residents to provide input on transportation issues, including the topics discussed in this report.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Comments from Fire Chief, Edward Wolfe of the White Rock Fire Department and Staff Sergeant Kale Pauls of the White Rock RCMP are attached as Appendix E. Staff propose to work closely with the White Rock RCMP to discuss and implement proposed signage improvements consistent with TAC standards and the *Motor Vehicle Act*.

CLIMATE CHANGE IMPLICATIONS

Inefficient traffic movements, congestion and delays contribute to greenhouse gas production. The measures discussed in this report should not significantly contribute to climate change.

ALIGNMENT WITH STRATEGIC PRIORITIES

The recommendations in this report are consistent with Council's Strategic Priorities, specifically the mission to build community excellence that supports a safe and effective transportation system. Additionally, Council's vision of the community feeling safe and secure is addressed through traffic calming on Marine Drive.

OPTIONS / RISKS / ALTERNATIVES

Following are the main options available for Council's consideration:

1. Thrift Avenue from Maple Street to Stayte Road – Speed Limit
 - a) Leave the speed limit at the municipal standard of 50 km/h.
 - b) Lower the speed limit with the understanding that potential consequences of reduced speeds could result in drivers rerouting off this Primary Collector and truck route onto neighbouring streets, driver frustration leading to tailgating and reduced accessibility for goods movement and residents.

2. Johnston Road between North Bluff Road and Five Corners – Speed Limit
 - a) Leave the speed limit at the municipal standard of 50 km/h.
 - b) Lower speed limit with the understanding of potential consequences similar to those described for Thrift Avenue.

3. Johnston Road between North Bluff Road and Five Corners – Pedestrian Crossings

- a) Proceed with the installation of an LED in-road, flashing pedestrian crosswalk system at Johnston Road, south of North Bluff Road in 2021. Carryover \$47K budget into 2021 Financial Plan.
- a) Proceed with the installation of an LED in-road, flashing pedestrian crosswalk system at Johnston Road, at Prospect Avenue in 2021. Funding of \$100K would need to be approved in the 2021 Financial Plan.
- b) Proceed with the installation of LED in-road, flashing pedestrian crosswalk systems at Johnston Road, south of North Bluff Road and at Prospect Avenue in 2021. Funding of \$147K would need to be approved in the 2021 Financial Plan.
- c) It recommended that Pedestrian Crossing enhancements not be carried out at this time on Johnston Road south of Thrift Avenue due to future street redevelopment.
- d) No construction of pedestrian crosswalk enhancements. Although crosswalk enhancements are not technically required, the opportunity to improve pedestrian opportunities would be lost.

4. Marine Drive between Maple Street and Stayte Road – Speed Limit and Traffic Calming:

- a) Install curb extensions and pavement markings together with Surrey to provide traffic calming for speeds that are typically more than 10 km/h above the warranted posted speed limit.
- b) Raise speed limit to seek better compliance. Not recommended as a “best practice” review indicates the 30 km/h speed limit is appropriate.
- c) Leave speed at 30 km/h and not undertake traffic calming. This is not recommended as it indicates a failure to respond to data that indicates traffic calming is appropriate.

CONCLUSION

Council asked staff to provide options in advance of the ITIMP to address traffic concerns raised by residents on northern Johnston Road and eastern Thrift Avenue. Council also received requests for traffic calming on Marine Drive between Maple Street and Stayte Road.

The City retained a Consultant to conduct speed reviews and traffic studies consistent with best practices and the TAC guidelines at the locations noted above. The Consultant collected pedestrian counts, vehicle speed data, and vehicle turning movements for the speed analysis, signal warrant, and pedestrian crossing control warrant analysis.

The technical study confirmed that the posted speed limits on Thrift Avenue, Johnston Road and Marine Drive are appropriate; however, 85th percentile speeds on Marine Drive are above the posted speed limit of 30 km/h. Traffic calming on Marine Drive east of Maple Street consisting of pavement markings and a curb extension at Parker Street is recommended.

The study of the three (3) pedestrian crosswalks on Johnston Road confirmed that the existing enhancements are adequate; however, given increased focus on alternative modes of transportation, including walking, improvements will be beneficial. It is recommended that an

LED in-road, flashing pedestrian crosswalk system at Johnston Road, south of North Bluff Road
be installed in 2021.

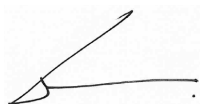
Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Speed Limit Changes on Municipal Roadways
- Appendix B: City of White Rock Speed Limit Signage Review
- Appendix C: Pedestrian Crossing Control Device Study
- Appendix D: Traffic Calming Study for Marine Drive
- Appendix E: Comments from Fire Chief, Edward Wolfe of the White Rock Fire Department
and Staff Sergeant Kale Pauls of the White Rock RCMP

APPENDIX A

Speed Limit Changes on Municipal Roadways

Date: May 13, 2020
 To: Rosaline Choy, Manager of Engineering, City of White Rock
 From: PJ Bell and Brian Patterson, Urban Systems
 File: 1325.0088.01
 Subject: Speed Limit Changes on Municipal Roadways

1.0 INTRODUCTION

This memorandum outlines the requirements and process for recommending and lowering a municipal speed limit to 30km/h, specifically in relation to Thrift Avenue in the City of White Rock. The City is considering lowering the posted speed limit from 50km/h to 30km/h along segments of Thrift Avenue near Kent Street, adjacent to Maccaud Park and Peace Arch Elementary School in the northeast part of the City. This segment of Thrift Avenue has been previously studied by the City, with R.F. Binnie & Associates Ltd. (Binnie) completing a Thrift Avenue Traffic Study in November 2019 (see **Figure 1** for study segment).



Figure 1: Thrift Avenue Traffic Study – Study Segment (Source: Binnie, 2019)

2.0 CONTEXT

Thrift Avenue is classified as a Primary Collector road and has a posted speed limit of 50km/h. As outlined in the Thrift Avenue Traffic Study, Thrift Avenue is a two-lane, 11-metre-wide roadway with on-street motor vehicle parking and sidewalks on both sides. Curb extensions at Kent Street and Stevens Street narrow the roadway to approximately 6.6 metres. It has a downhill profile from west to east. A Google Streetview photo of Thrift Street at Kent Avenue is show in Figure 2.

The intersection of Thrift Avenue and Stayte Road is signalized, but all other cross streets along Thrift Avenue (Maple Street, Lee Street, Parker Street, Kent Street, and Stevens Street) are stop-controlled, with free-flow traffic maintained along Thrift Avenue. There are no transit routes along Thrift Avenue, but it is a marked on-street cycling route (neighbourhood bikeway). Motor vehicle speeds along the segment average approximately 50km/h, with average daily traffic volumes of 3,500 vehicles.

The recommendation in the Thrift Avenue Traffic Study is that “no change to the existing traffic controls, pedestrian crosswalks, and posted speed is necessary on Thrift Avenue between Lee Street to Stayte Road.” A full analysis of existing conditions, including traffic speed, traffic volumes, pedestrian facilities and volumes, and parking conditions, is provided in the Thrift Avenue Traffic Study. It should be noted that the City will be installing pedestrian activated warning lights at the intersection of intersection Thrift Avenue and Kent Street.

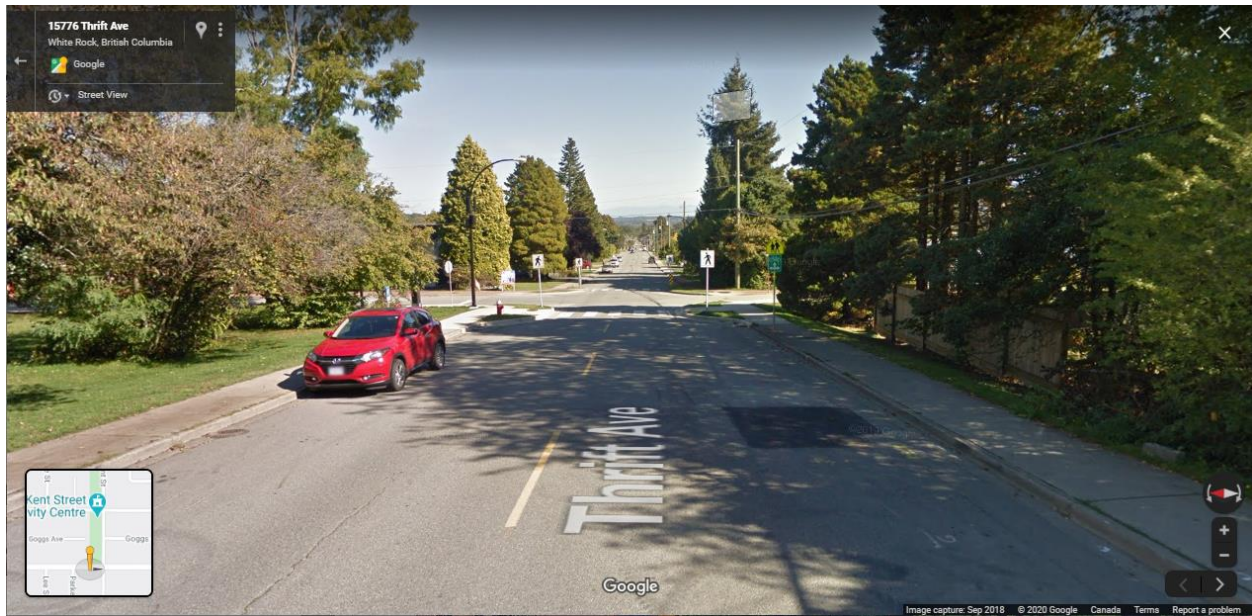


Figure 2: Thrift Avenue looking east towards Kent Avenue (Source: Google, 2018)

3.0 STANDARDS AND GUIDELINES

There is no set standard or warrant in BC for reducing a speed limit to 30km/h. The Transportation Association of Canada (TAC) outlines warrants for signage and intersection controls, including those related to school zones. However, no such warrant is provided for speed limit reductions.

In the absence of a standard or warrant, MOTI’s policy for establishing regulatory speed limits follows industry practice as set out by the Institute of Transportation Engineers (ITE). This

practice considers a roadway's design and operating (85th percentile) speed as well as a number of other factors, including the road's safety performance, the number of intersections or accesses, geometric features (alignment, sight lines, road and shoulder width), pedestrian and bicycle activity, and surrounding land use. **The decision to lower a speed limit is ultimately a professional opinion formed by a transportation professional upon assessing these factors.**

Speed limits are often reduced near schools and playgrounds, although they can be reduced along other corridors as well. Both TAC and the MVA give extra attention to roads abutting schools and parks, particularly those with playgrounds and school yards that are not fenced off from the roadway. Section 147 of the MVA outlines that where 30km/h speed limit signs are posted near schools and playgrounds, motorists should not exceed these speed limits. The TAC Manual of Uniform Traffic Control Devices discusses speed limit reductions in School Areas and Playground Areas, but states only that "[w]here a school abuts a road, it may be necessary to designate a speed limit, particularly where the school grounds are not fenced. **Maccaud Park is not fenced but does not contain a playground, and Peach Arch Elementary does not directly abut Thrift Avenue.**

4.0 TRAFFIC SPEED MANAGEMENT

It is important to note that changing the posted speed limit alone may not alter actual travel speeds on a roadway. Motorists tend to travel at speeds that feel comfortable based on road geometry and conditions, which can result in non-compliance and enforcement challenges. In addition to the required speed limit signs, traffic speed management approaches such as enforcement, traffic calming, traffic diversion, and other supporting measures (e.g. surface treatments, pavement markings, speed feedback sign, etc.) may be required. Speed limit changes should also be implemented along with education in order to inform road users of the change and encourage compliance. This could include initial warnings and advertising with onsite signage of the new measure.

5.0 SPEED LIMITS

Section 146 (1) of the BC Motor Vehicle Act (MVA) sets the standard municipal speed limit at 50km/h:

Subject to this section, a person must not drive or operate a motor vehicle on a highway in a municipality or treaty lands at a greater rate of speed than 50 km/h,

and a person must not drive or operate a motor vehicle on a highway outside a municipality at a greater rate of speed than 80 km/h.

Section 146 (6) states that the respective road authority (MOTI or an incorporated municipality) may alter posted speed limits by passing a bylaw. After a new speed limit has been selected and the bylaw has been approved, the road authority must use traffic signs on each block where the new speed limit is to be enacted (Section 146 (2)). This ensures that motorists are aware of the altered speed limit and enables enforcement of speed related offences.

Municipalities are not permitted to enact speed limit changes without signing each road segment that is impacted. In 2019, the Union of BC Municipalities (UBCM) passed the Safer Slower Streets: 30 km/h Residential Street Pilot resolution, calling for MOTI to consider amending the MVA to allow incorporated municipalities to institute blanket speed zones in residential areas; however, this resolution was rejected by the Province of BC in February 2020. MOTI reiterated that **municipalities are free to adopt lower speed limits within their borders using bylaws** and noted that the Ministry has committed to review legislative, regulatory, and policy frameworks, such as the MVA, to acknowledge all road users and emerging active transportation modes.

6.0 CLOSING

If you require any further information, please do not hesitate to reach out to us.

Sincerely,

URBAN SYSTEMS LTD.

Brian Patterson, MCIP, RPP
Principal, Senior Transportation Planner

PJ Bell
Transportation Planner

cc: N/A

/BP

file:///usl.urban-systems.com/projects/Projects_VAN/1325/0088/01/R-Reports-Studies-Documents/R1-Reports/2020-04-21%20Municipal%20Speed%20Limit%20Changes%20Memo.docx

APPENDIX B

City of White Rock Speed Limit Signage Review

Date: September 2, 2020
To: Rosaline Choy, Manager of Engineering, City of White Rock
From: PJ Bell and Brian Patterson, Urban Systems
File: 1325.0088.02
Subject: City of White Rock Speed Limit Signage Review

1.0 CONTEXT

The City of White Rock is currently developing an Integrated Transportation & Infrastructure Master Plan (ITIMP), which will provide the City with guidance on transportation planning and decision-making over the next twenty years and beyond. As part of the ITIMP process, the City is looking to review its practices for establishing, regulating, and signing speed limits throughout the municipality.

This memorandum outlines the provincial and local legislative context for regulating speed limits. The British Columbia Motor Vehicle Act (BC MVA) stipulates that the default speed limit shall be 50 km/h within municipal boundaries and 80 km/h outside municipal boundaries, unless regulated otherwise through an adopted municipal bylaw and corresponding signage.

The City of White Rock has adopted the Street and Traffic Bylaw, 1999, No. 1529, which outlines local regulations for motor vehicle speed limits within its municipal boundaries. Beyond the default 50 km/h speed limit regulated by the BC MVA, the City also has a number of different speed zones, including 30 km/h zones near select schools and playgrounds.

As 50 km/h is the statutory default speed limit for municipal roadways unless noted otherwise, the City is looking for guidance on whether 50 km/h regulatory speed limit signs are required under the BC MVA. This includes the requirements for signing the end of a reduced speed zone.

2.0 SPEED LIMIT & SIGNAGE REGULATIONS

Speed limits and associated signage in BC are regulated by the BC Motor Vehicle Act (BC MVA) and the MVA Regulations. Municipalities in British Columbia have the authority to regulate speed limits on their roadways. They do not have the authority to change the default statutory speed limit; however, they do have the authority to change speed limits on specific roadways through the enactment of bylaws and placement of signage indicating where those speed limits deviate from the provincial statutory speed limits as regulated in the BC MVA.

Additional guidance regarding the use of signage is provided in the national Manual of Uniform Traffic Control Devices for Canada (MUTCDC) and the provincial Manual of Standard Traffic Signs & Pavement Markings. Further, the BC Ministry of Transportation and Infrastructure's Catalogue of Traffic Signs provides the name, design, and size of all standard and supplemental traffic signs in the province.

A list of relevant speed limit signage, including photos and descriptions, is provided in the Appendix of this memorandum.

3.0 PROVINCIAL AND LOCAL SPEED LIMIT REGULATIONS

3.1 LEGISLATIVE REQUIREMENTS

Section 146 of the MVA sets the standard municipal speed limit for municipal roadways at 50 km/h:

146 (1) Subject to this section, a person must not drive or operate a motor vehicle on a highway in a municipality or treaty lands at a greater rate of speed than 50 km/h, and a person must not drive or operate a motor vehicle on a highway outside a municipality at a greater rate of speed than 80 km/h.

However, municipalities do have the authority to change the speed limit on specific roadways within their boundaries:

146 (6): Subject to subsections (2) and (3), a municipality may by bylaw direct the rate of speed at which a person may drive or operate a motor vehicle on a highway in the municipality.

146 (7): If, under a bylaw adopted by a municipality or a law enacted by a treaty first nation, signs have been erected or placed on a highway limiting the rate of speed of motor vehicles driven or operated on a designated portion of the highway, a person must not, when the sign is in place on the highway, drive or operate a motor vehicle on that portion of the highway at a greater rate of speed than that indicated on the sign.

Further, municipalities have the authority to regulate speed limits on lanes that do not exceed 8 metres in width to have a 20 km/h speed limit. In such cases, municipalities may change the speed limit for lanes to 20 km/h, but this regulation does not come with a corresponding requirement for signage:

146 (8): A municipality may by bylaw direct that the rate of speed at which a person may drive or operate a motor vehicle in the municipality on a lane not exceeding 8 m in width must not be in excess of 20 km/h.

146 (10): A municipality that has enacted a bylaw under subsection (8) and a treaty first nation that has enacted a law having the same effect are not required to erect signs designating the rate of speed at which motor vehicles may be driven or operated.

As noted above, the BC MVA outlines the default regulatory speed limit as 50 km/h for municipal roadways, and enables municipalities to change speed limits for specific roadways through bylaws and signage. The City of White Rock has adopted the Street and Traffic Bylaw, 1999, No. 1529, which states:

(10): Where traffic signs are located, established or maintained on any street indicating that the rate of speed of all vehicles is regulated or fixed on any such street in any zone, place or area indicated by the location of such signs, no person shall drive such a vehicle at a greater rate of speed than that shown on the sign, provided however, that wherever such signs are displayed indicating that the zone, place or area is in the vicinity of a school, such restriction of speed shall be applicable between the hours of eight o'clock in the morning and five o'clock in the afternoon of any day on which school is regularly held; and whenever such signs are displayed indicating that the zone, place or area is in the vicinity of a playground, such restriction of speed shall be applicable between dawn and dusk. For the purpose of this section where numerals alone, are prominently displayed on any signs, the maximum speed allowed in the zone shall be that number of kilometres per hour indicated by such numerals.

The Street and Traffic Bylaw does not indicate changes to speed limits on specific streets within White Rock.

The BC Ministry of Transportation and Infrastructure's policy for establishing regulatory speed limits follows industry practice as set out by the Institute of Transportation Engineers (ITE). This practice considers a roadway's design and operating (85th percentile) speed as well as a number of other factors, including the road's safety performance, the number of intersections or accesses, geometric features (alignment, sight lines, road and shoulder width), pedestrian and bicycle activity, and surrounding land use. **The decision to lower a speed limit is ultimately a professional opinion formed by a transportation professional upon assessing these factors.**

3.2 SIGN REGULATIONS

The BC Manual of Standard Traffic Signs & Pavement Markings notes that:

R-4 [regulatory speed limit] signs are not installed for statutory speed limits. If a speed zone is established to replace a statutory limit, the appropriate engineering studies, especially curve testing, must be completed before regulatory signs are erected.

Based on the legislation, bylaws, and regulations noted above, it is noted that the BC Manual of Standard Traffic Signs & Pavement Markings does not require signs to be posted in cases where the default provincial speed limit according to the BC MVA is in force. Signs are only required in cases where the municipality has changed the speed limit for specific roadways by bylaw.

4.0 SCHOOL AND PLAYGROUND AREAS

There are cases where a reduced speed limit may be considered appropriate, such as in areas with a high number of children and other pedestrians. Municipalities may designate 30 km/h speed zones adjacent to schools and playgrounds.

Division 23 of the BC Motor Vehicle Act Regulations lays out regulations pertaining to traffic control devices in BC. Schedule 1 of Division 23 describes common traffic control signage, including the “30 Kilometres per hour tab (Regulatory).” The MVA Regulations explain that this regulatory sign tab establishes a maximum speed zone of 30 kilometres per hour when used below school area or playground warning signage. As per the BC MVA, reduced school zone speeds are effect from 8am to 5pm, or as specified on the speed sign, while playground zones are in effect from dawn until dusk. Section 147 of the MVA states that motorists must obey these regulatory speed limit signs.

Importantly, the MVA Regulations go on to note that:

In both cases [school area or playground area], the back of the sign assembly for the opposite direction of travel terminates the 30 km/h speed zone.

Therefore, it is our assessment that a regulatory speed limit sign indicating a return to the default statutory speed limit of 50 km/h is not required.

5.0 SUMMARY AND CLOSING

Based on a review of provincial and local legislation, bylaws, and regulations, it is our assessment that speed limit signs are not required on roadways within the City of White Rock that are subject to the provincial statutory default speed limit. The City would only be required to post

signs in areas where there is a change to the default speed limit through enactment of a bylaw and placement of signs at the start of each block confirming the change in speed limit. Further, it is noted that the City's Street and Traffic Bylaw does not indicate specific streets with changes to the default statutory speed limit. It is recommended that the City review and amend its bylaw to document all streets that have speed limits that vary from the statutory default speed limit, and then to review current sign placement to ensure signage is enacted at all locations where there are variations in the speed limit, and that the placement of any unnecessary speed limit signs on streets with the default statutory speed limit to be reviewed to determine if they are required.

If you require any further information, please do not hesitate to reach out to us.

Sincerely,

URBAN SYSTEMS LTD.

Brian Patterson, MCIP, RPP
Principal, Senior Transportation Planner

PJ Bell
Transportation Planner

cc: N/A

/BP

file://usl.urban-systems.com/projects/Projects_VAN/1325/0088/01/R-Reports-Studies-Documents/R1-Reports/2020-04-21%20Municipal%20Speed%20Limit%20Changes%20Memo.docx

REFERENCES

Legislation:

- BC [Motor Vehicle Act \(MVA\)](#) and [MVA Regulations](#)
- BC [Transportation Act](#)
- City of White Rock [Street and Traffic Bylaw](#)

Signage Guidelines:

- [BC MOTI Traffic Signs & Pavement Marking website](#), including the Catalogue of Traffic Signs
- [BC Manual of Standard Traffic Signs & Pavement Markings, 2000](#)
- [Manual of Uniform Traffic Control Devices for Canada \(MUTCDC\), 2014](#)

APPENDIX: SIGNAGE GUIDELINES

REGULATORY SIGNAGE

Regulatory signs indicate a traffic regulation that applies at a specific time or place on a road. Disregard of a Regulatory sign constitutes a violation.

Note that regulatory speed limit signs are white and black, as opposed to advisory speed limit signs, which are smaller, square, black and yellow signs that are normally used in conjunction with a sign warning of a curve or bump. Advisory speed limit signs are posted for driver safety and guidance, but are not regulatory.

BC Manual of Standard Traffic Signs & Pavement Markings:

R-004 MAXIMUM SPEED LIMIT



As noted previously, regulatory speed limit signs are not required to be installed for statutory speed limits. 50 km/h is the statutory speed limit in urban areas under the BC MVA. As such, speed zones of 50 km/h in urban areas do not require Confirmatory signs. However, if a 50 km/h speed limit sign is used, the following guidance is provided in the BC Manual of Standard Traffic Signs & Pavement Markings:

The **R-004 MAXIMUM SPEED LIMIT** sign establishes a regulatory speed zone under Sec. 146 of the M.V.A. The speed limit indicated on this sign is the maximum lawful speed under ideal conditions for the segment of highway. **Speed zones must be approved by the Senior Traffic Engineer and are established only after conducting established engineering studies.** Contact the Office of the Senior Traffic Engineer for current speed zoning policy and warrants.

A Confirmatory R-004 sign should be erected between 300 m and 600 m beyond the beginning of a speed zone, and a short distance beyond each major intersection and beyond the farthest on ramp of

an interchange. On long uninterrupted sections of rural highway, an R-004 sign should be erected, as a minimum of every 15 to 20 km.. R-004 signs should not be located immediately in advance of a major intersection or in advance of a curve, exit ramp, etc. which is signed with a W-22, W-23 or W-25 ADVISORY SPEED sign.

The BC Manual of Standard Traffic Signs & Pavement Markings indicates that R-004 signs should also be used to confirm the termination of a school area speed zone. The R-004 should be erected 110-150m beyond the PS-001 and tab assembly erected for the opposing traffic flow. This guidance contradicts the MVA Regulations, which states that the back of the sign assembly for the opposite direction of travel terminates the 30 km/h speed zone. Further clarification is required from the Ministry of Transportation & Infrastructure as to which document should govern in the case of a discrepancy.

Note: Regulatory speed limit signs are always black and white, and are distinct from yellow and black advisory speed tab signs, which are a form of Warning sign used only near curves or bumps.

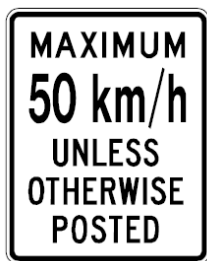
STATUTORY SPEED LIMITS:



The R-005 MAXIMUM SPEED LIMIT ENDS sign informs the motorist they are leaving an established speed zone and are entering a segment of highway covered by a statutory speed limit. Any highway not covered by a speed zone approved by the Senior Traffic Engineer and supported by an H223 form or by a municipal by-law, is covered by a statutory speed limit as described in Sec. 146 (1) of the Motor Vehicle Act.

The statutory speed limit is 50km/h (incorporated areas) or 80km/h (unincorporated areas). R-004 signs are not installed for statutory speed limits. **If a speed zone is established to replace a statutory limit, the appropriate engineering studies, especially curve testing, must be completed before regulatory signs are erected.**

BLANKET SPEED ZONES



An R-006 MAXIMUM SPEED UNLESS OTHERWISE POSTED sign informs motorists they are entering an area covered by a blanket speed zone established under Sec. 146(4) of the Motor Vehicle Act. Blanket zones must not exceed 60km/h. Descriptions of the blanket zones must be published in the British Columbia Gazette. The office of the Senior. Traffic Engineer will arrange processing Gazette notices.

MUTCDC:

A2.3 SPEED CONTROL

Speed control signs indicate the maximum or minimum legal speed under ideal driving conditions on the section of road identified by the signs. The applicable speed in kilometres per hour, as established by law, is shown in multiples of 10 km/h.

A2.3.1 Maximum Speed Sign (RB-1)



RB-1
600 mm x 750 mm

The Maximum Speed sign indicates to drivers the maximum legal vehicle speed that is permitted under ideal driving conditions on the road section where the signs are installed. Although generally not required, the supplementary tab sign (RB-1 S) may be placed below speed control signs in areas near the border with the United States or near international airports to assist drivers in their interpretation of metric speed limits.

A2.3.1.1 Location of Maximum Speed Signs

Maximum Speed signs are placed at the beginning of each speed zone. Signs indicating altered speed limits must be located at the beginning of each section where the speed is altered, and at appropriate intermediate locations. At the end of such sections, a Maximum Speed sign is installed showing the next succeeding speed limit.



RB-1S
600 mm x 300 mm

PEDESTRIAN & SCHOOL SIGNS

BC Manual of Standard Traffic Signs & Pavement Markings:

PS-001 SCHOOL AREA SIGN



PS-001 Series

The PS-001 SCHOOL AREA sign is used to warn motorists that they are in the vicinity of a school and children may be walking along or crossing the roadway. It may also be used in place of a School Crosswalk Ahead sign where there are both a school crosswalk and children walking along the road. In cases where a reduction from the posted speed limit is required, PS-001 speed zone tabs may be used in conjunction with PS-001 signs. Refer to the PS-001 tab sign descriptions for more information regarding their use.

A NO PASSING tab shall be erected below PS-001 signs where traffic approaches an established crosswalk on a two lane roadway. If a PS-001 tab is also necessary, the No Passing tab shall be mounted below a secondary PS-001, and erected a suitable distance in advance of the primary assembly.

The PS-001 should be installed in advance of school crosswalks per the Pedestrian Crossing Control Manual or per Table 1, Condition “B” prior to the boundary of school grounds. Refer to Fig. 5.2 for sample sign placement and layout. The PS-001 oversize sign may be used wherever the speed limit is 70 km/h or higher, or where additional emphasis is required.

SP-3 PLAYGROUND AHEAD

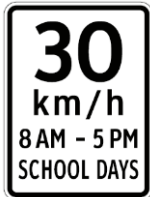


PS-006 Series

The PS-006 PLAYGROUND AHEAD sign warns motorists of a nearby public playground, where the presence of children, on or near the roadway, could create a hazard to the motorist. In special cases, where speed zone is desirable a PS-006 30 km/h tab may be used in conjunction with an PS-006 sign. Refer to the PS-006 tab sign descriptions for more information regarding the establishment of a 30 km/h playground speed zone.

A NO PASSING tab should be erected below PS-006 signs where the traffic approaches an established crosswalk on a two lane roadway. If a PS-006 tab is also required, the tab shall be mounted below a secondary PS-006 and erected a suitable distance in advance of the primary assembly. Refer to the PS-006 tab sign description for more information regarding its use. The sign should be installed per the Pedestrian Crossing Control Manual.

PS-001 SPEED ZONE TABS FOR SCHOOL & PLAYGROUND AREAS



The PS-001/006 30 km/h tabs are used to establish a speed zone for elementary schools or playgrounds and is used in conjunction with a PS-001 or PS-006 sign. When PS-001 tabs are used, a 30 km/h school speed zone is established, for the period between 0800h and 1700h on school days. When used with a PS-006 sign, the PS-006 tab establishes a similar playground speed zone between dawn and dusk.



The Senior Traffic Engineer's approval must be obtained before establishing these zones. The zones are used only in very special cases, and are not allowed on numbered routes or arterial highways. The BC Manual of Standard Traffic Signs & Pavement Markings indicates that the ends of school and playground speed zones should be marked by reconfirming the primary speed zone by installing a R-004 sign within approximately 100m of the end of the school speed zone. This guidance contradicts the MVA Regulations, which states that the back of the sign assembly for the opposite direction of travel terminates the 30 km/h speed zone. Further clarification is required from the Ministry of Transportation & Infrastructure as to which document should govern in the case of a discrepancy.

If used, the PS-001/006 tab shall be mounted below the PS-001 or PS-006 sign.

BC MVA Regulations:

30 KILOMETRES PER HOUR TAB (Regulatory)



45 x 60 cm

When used below the "School Area (Warning)" sign this PS-001 tab establishes a maximum speed zone of 30 kilometres per hour on school days between 8 a.m. and 5 p.m. or as otherwise specified. This tab may be amended with the text "8AM — 5PM SCHOOL DAYS" or other times in place of "8AM — 5PM" as specified. A period of time otherwise specified must not commence later than 8 a.m. or end earlier than 5 p.m.



45 x 45 cm

When used below the "Playground Area (Warning)" sign the tab establishes a 30 kilometre per hour zone from dawn to dusk daily.

In both cases, the back of the sign assembly for the opposite direction of travel terminates the 30 km/h speed zone.

MUTCDC:

A6.8.1 School Area Sign (WC-1)



WC-1

600 mm x 600 mm

The School Area sign may be used in advance of a school ground. Where a school abuts a road, it is advisable to provide advance warning to the driver approaching an area where children walk along or may cross the road. In these circumstances, the driver is required to exercise caution in proceeding through these areas.

Where a school abuts a road, it may be necessary to designate a speed limit, particularly where the school grounds are not fenced. In this case, the Maximum Speed sign (RB-1) should be used. The sign must be mounted with and immediately below the School Area sign (WC-1) so that it may be clearly understood that the maximum speed limit is in effect only for the hours covered by general regulations for speed zones in the vicinity of schools.

A6.8.3 Playground Area Sign (WC-3)



WC-3

600 mm x 600 mm

The Playground Area sign is used to indicate sections of roads adjoining public playgrounds, where the presence of children on, or near the road, would represent an intermittent hazard to the driver. In certain area, particularly where the abutting playground is not fenced, some road authorities designate a speed limit. In such cases, the Maximum Speed sign (RB-1) should be used. It should be mounted with and immediately below the Playground Area sign, so that it may be clearly understood that the speed limit is in effect only for the area and period covered by general regulations for speed zones in the vicinity of playgrounds.

APPENDIX C
Pedestrian Crossing Control Device Study

MEMORANDUM

Date: September 22, 2020
To: Hiep Lo, Rosaline Choy (White Rock)
cc: Brian Patterson (Urban Systems)
From: Ming Xia (Urban Systems)
File: 1325.0088.03
Subject: Pedestrian Crossing Control Device Study

1.0 BACKGROUND

Urban Systems has been retained by the City of White Rock to conduct a Pedestrian Crossing Control Device Study to evaluate the need for enhanced crosswalks at four locations:

- Marine Drive & Parker Street
- Johnston Road & Prospect Avenue
- Johnston Road & South of Thrift Avenue (mid-block)
- Johnston Road & South of North Bluff Road (mid-block)

The purpose of this document is to provide a summary of the process taken to complete the study, including methodology and recommendations. The key findings of this document can be used to guide the City's internal and external discussions around selecting pedestrian crossing control devices at the study locations.

It should be noted that most of the data collected for this study was during the ongoing COVID-19 Pandemic, which began in early 2020 and impacted multi-modal transportation patterns across BC and around the world. It is recommended that the analysis be updated if significant travel pattern changes are seen in the future.

2.0 METHODOLOGY

This section describes the methodology used to complete this study.

2.1. SPEED ANALYSIS

Speed data on the study corridors have been reviewed to identify whether drivers are in compliance with the posted speed. The *Manual on Uniform Traffic Control Devices (FHWA)*¹ states that "When a speed limit within a speed zone is posted, it should be within 10 km/hr of the 85th percentile speed of free-flowing traffic." Therefore, the 85th percentile speed data (85% of the traffic travels below this speed), supplemented by the mean speed data, were reviewed and compared to the posted speed.

2.2. SIGNAL WARRANT

For intersections, a traffic signal warrant needs to be completed before conducting a pedestrian crossing control device warrant. For this assignment, a signal warrant was completed for the intersections at Marine Drive & Parker Street and Johnston Road & Prospect Avenue, following the TAC's *Traffic Signal Warrant Handbook (2007)*. Details of the signal warrants can be found in Appendix A.

2.3. PEDESTRIAN CROSSING CONTROL DEVICE WARRANT

When a signal is not warranted at the study location, the TAC's *Pedestrian Crossing Control Guide, 2018 (TAC Guideline)* was used in evaluating potential crossing treatments for each study location.

¹ US Department of Transportation Federal Highway Administration

MEMORANDUM

Date: September 22, 2020
File: 1325.0088.03
Subject: Pedestrian Crossing Control Device Study
Page: 2 of 10



The Pedestrian Crossing Control Warrant analysis from The TAC Guideline involves a treatment selection matrix, where the average daily traffic volume (ADT), pedestrian volumes, road speed limit, and cross-section govern the recommended crossing treatment. Detailed pedestrian crossing control warrants can be found in Appendix B.

2.4. DATA COLLECTION

Several types of data were collected to support the speed analysis, signal warrant, and pedestrian crossing control warrant analysis. At the study mid-blocks, weekend 7-hour pedestrian counts and 7-day speed data were collected in July 2020. For the study intersections, weekday 7-hour intersection vehicle turning movement counts were also collected in addition to pedestrian counts and speed data. Recognizing that the data was collected during the ongoing COVID-19 Pandemic, which has impacted the traffic demand significantly, traffic volumes have been compared to the nearby pre-COVID 19 counts where available and are further discussed in Section 3.

Details of the data collected by CTS can be found in Appendix C.

3.0 ANALYSIS

This section describes the analysis and key findings for each location.

3.1. MARINE DRIVE & PARKER STREET

As illustrated in Figure 1, the Marine Drive & Parker Street intersection is a three-legged intersection with full movements allowed. According to the City's road classification information, Marine Drive is a Primary Collector road, and Parker Street is a local road. Marine Drive is a 2-lane free-flow road with a posted speed of 30 km/hr. Parker Street is a 2-lane stop-controlled road. Sidewalks and on-street parking are provided on both sides of Marine Drive and Parker Street.

On the east side of this intersection, there is currently a marked crosswalk with side-mounted signs. Between Finlay Street and Stayte Road, there are several marked crosswalks along Marine Drive approximately every 100 to 200m apart.

Marine Drive is also a transit route with bus stops located at the adjacent blocks (Lee Street and Kent Street).

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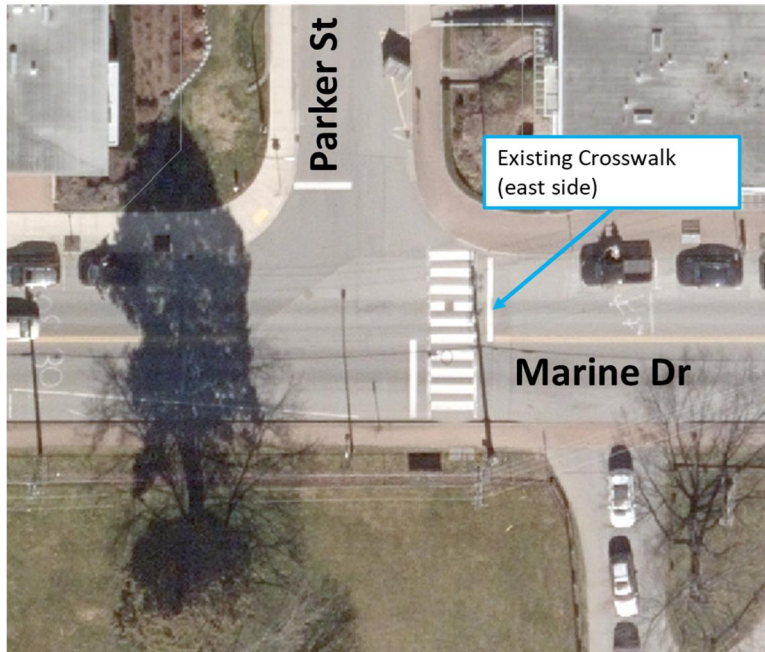


Figure 1: Laning Geometry (Marine Drive & Parker Street)

Speed Analysis

The 7-day speed data collected on Marine Drive indicates that while the mean speeds range between 30 to 40 km/hr, the 85th percentile speeds along this corridor are generally above 30 km/hr between 40 to 50 km/hr (Figure 2). The speed data also suggests that while only approximately 30% of the vehicles travelled at or below 30km/hr, almost 50% of the vehicles travelled between 30 to 40km/hr and approximately 25% of the vehicles travelled beyond 40km/hr.

Overall, the speed data indicates that the observed 85th percentile speeds were generally 10km/hr greater than the posted speed of 30km/hr.

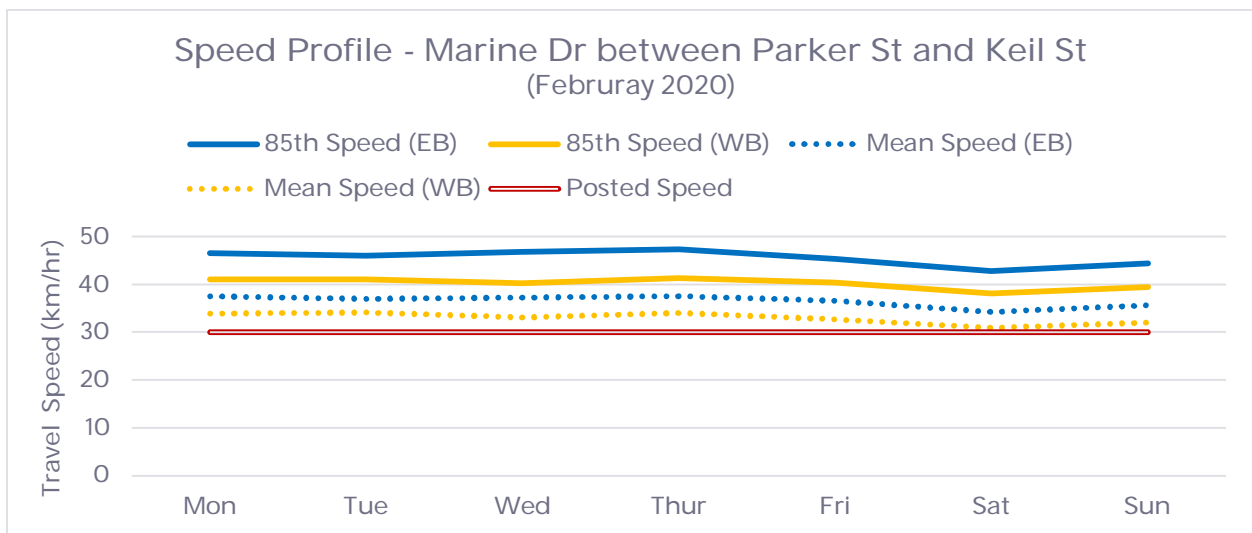


Figure 2: Speed Profile (Marine Dr between Parker Street and Keil Street)

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Signal Warrant

A comparison between the July vehicle turning movement counts (during COVID counts) and the February tube counts (pre-COVID counts) indicates that while the AM traffic volumes have decreased slightly since February, the PM traffic volumes have gone up (approximately 100 vph EB and 65 vph WB). The decrease of AM traffic volumes could have resulted from school closures and increased work-from-home behaviour. The increase of PM traffic volumes could potentially have resulted from people choosing to drive alone for shopping/personal business trips rather than taking transit or carpooling. As the overall July counts are higher than the February (pre-COVID) condition, no adjustments were made to the July counts for the signal warrant. Following the TAC's methodology, a full traffic signal is not warranted at this location. Hence a Pedestrian Crossing Control Device Warrant is further conducted.

Pedestrian Crossing Control Device Warrant

Following the TAC Guideline and based on the characteristics of this intersection, the analysis finds that the existing marked crosswalk with side-mounted signs is appropriate. Table 1 provides a brief summary of the warrant findings.

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Table 1: Pedestrian Crossing Control Device Review Summary (Marine Drive & Parker Street)

Location	Peak Ped. Volume (ppl/hr)	Average EAUs (EAUs/hr)	Daily Traffic Volume (veh/day)	Device Selection
Marine Dr & Parker St	79	56	5,740	Crosswalk with side-mounted signs

3.2. JOHNSTON ROAD & PROSPECT AVENUE

As illustrated in Figure 3, Johnston Road & Prospect Avenue is a three-legged intersection with full movements allowed. According to the City's road classification information, Johnston Road is a Primary Collector road, and Prospect Avenue is a local road. Both roads are 2-lane roads. Johnston Road at this location is in a school zone with a speed limit of 30 km/hr from 8 AM to 5 PM on a regular school day and 50 km/hr outside of the school hours. While Johnston Road is the main street, Prospect Avenue is stop-controlled at this intersection. Sidewalks and on-street parking are provided on both sides of Johnston Road and Prospect Avenue.

This intersection currently has marked crosswalks in all three legs. Between Buena Vista Avenue and North Bluff Road, there are several marked crosswalks along Johnston Road approximately every 100 to 200m apart.

Johnston Road is also a transit route with bus stops located at the adjacent street, Buena Vista Avenue, which is approximately 80m to the south.

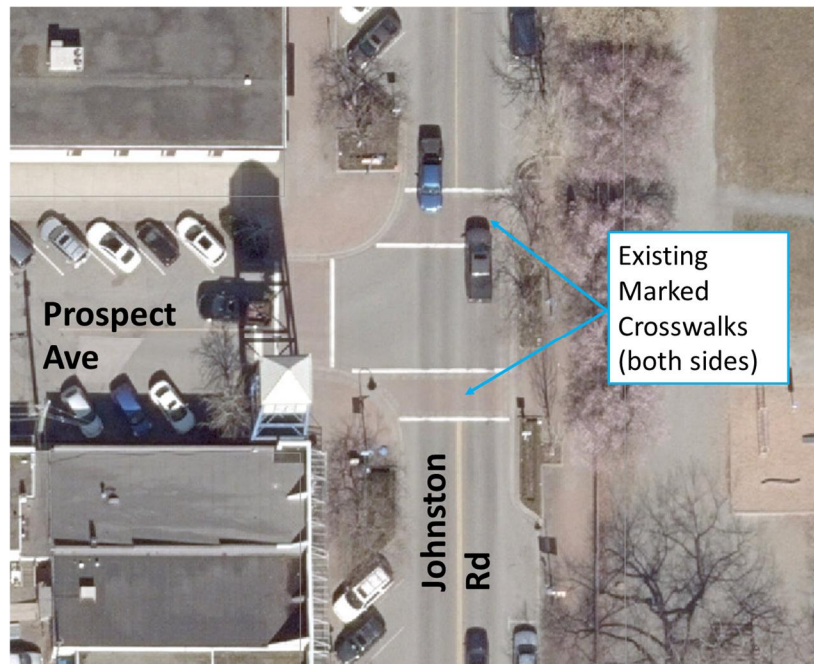


Figure 3: Laning Geometry (Johnston Road & Prospect Avenue)

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Speed Analysis

The 7-day speed data collected on Johnston Road indicates that the mean speeds are in the range of 35 to 45 km/hr, and the 85th percentile speeds are generally in the range of 40 to 50 km/hr (Figure 4).

It should be noted that when the speed data was collected in July 2020, the schools in White Rock were not in session due to COVID-19. Therefore, the speed limit defaulted to 50 km/hr throughout the data collection period. The speed data suggests that most of the observed vehicles were in compliance with the speed limit.

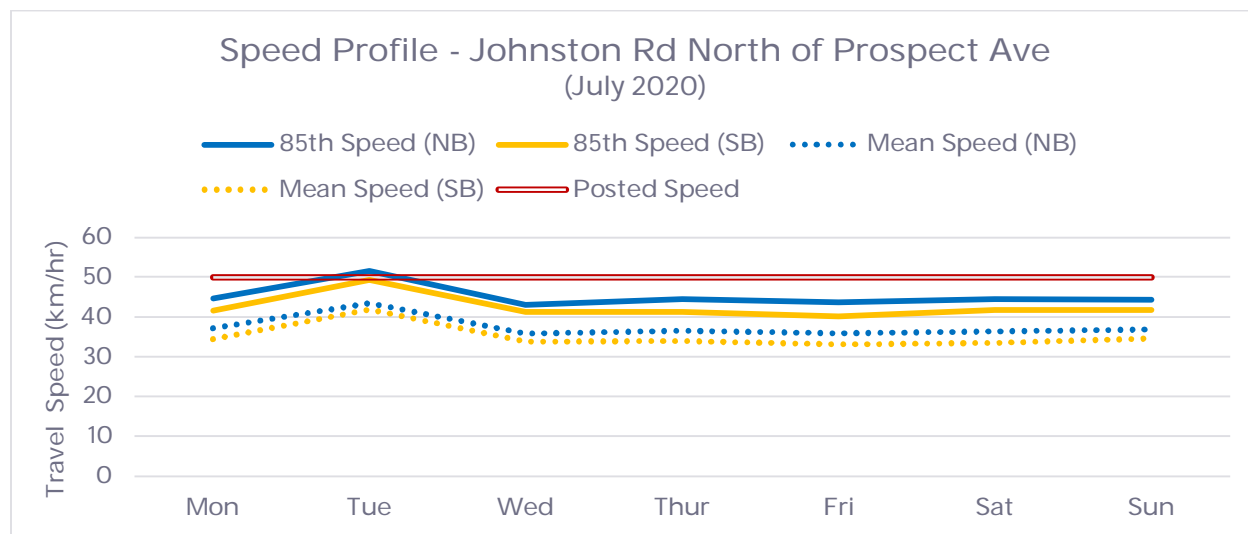


Figure 4: Speed Profile (Johnston Road North of Prospect Avenue)

Signal Warrant

Based on the vehicle turning movement volume counts and following the TAC’s methodology, a full traffic signal is not warranted at this location. Hence a Pedestrian Crossing Control Device Warrant is further conducted.

Pedestrian Crossing Control Device Warrant

Following the TAC Guideline and based on the characteristics of this intersection, the analysis finds that the existing crosswalk with side-mounted signs is appropriate. Table 2 provides a brief summary of the warrant findings.

Table 2: Pedestrian Crossing Control Device Review Summary (Johnston Rd & Prospect Ave)

Location	Peak Ped. Volume (ppl/hr)	Average EAUs (EAUs/hr)	Daily Traffic Volume (veh/day)	Device Selection
Johnston Rd & Prospect Ave	169	134	6,530	Marked crosswalk with side-mounted signs

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3.3. JOHNSTON ROAD & SOUTH OF THRIFT AVENUE (MID-BLOCK)

As illustrated in Figure 5, the mid-block crossing with a marked crosswalk on Johnston Road south of Thrift Avenue serves as an east-west connection for pedestrians. Johnston Road is a Primary Collector road, according to the City's road classification information, with a posted speed of 50km/hr. Sidewalks and on-street parking are provided on both sides of Johnston Road. Johnston Road is also a transit route, and the nearest bus stop to this crosswalk is approximately 200m to the north.

The nearest signalized intersections to this mid-block are at Johnston Road & Thrift Avenue and Johnston Road & Roper Avenue, which are approximately 120m to the north and 80m to the south, respectively.



Figure 5: Laning Geometry (Johnston Road South of Thrift Avenue)

Speed Analysis

The 7-day speed data collected on Johnston Road indicates that the mean speeds are in the range of 30 to 40 km/hr, and the 85th percentile speeds are in the range of 40 to 50 km/hr (Figure 6). The speed data suggests that most of the observed vehicles were in compliance with the posted speed of 50 km/hr on Johnston Road.

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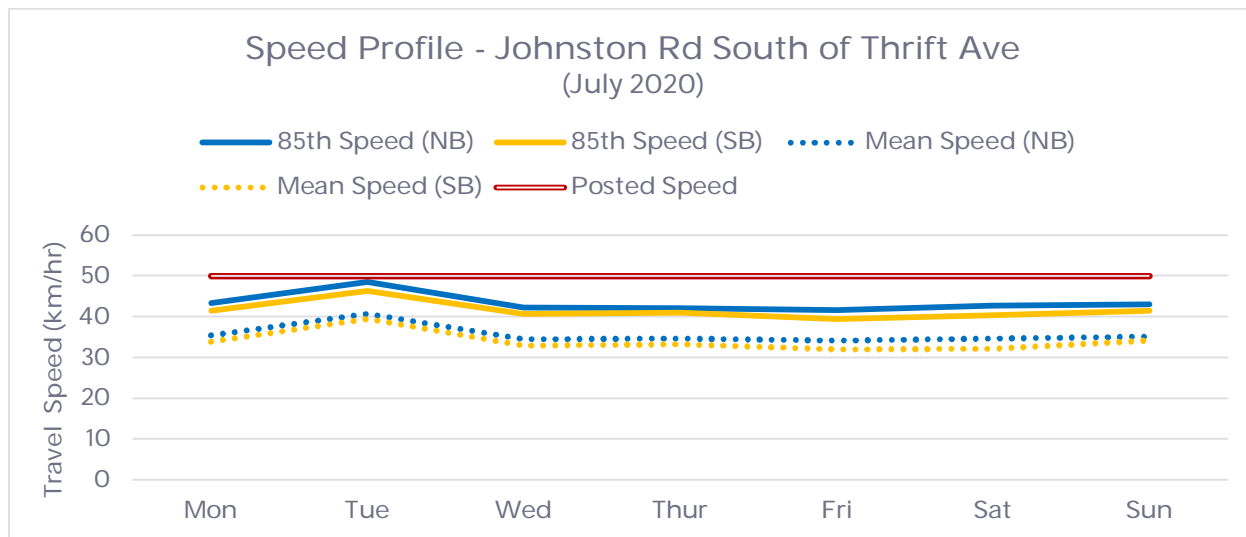


Figure 6: Speed Profile (Johnston Road South of Thrift Avenue)

Pedestrian Crossing Control Device Warrant

Following the TAC Guideline and based on the characteristics of this intersection, the analysis finds that the existing marked crosswalk with mounted signs is appropriate. Table 3 provides a brief summary of the warrant findings.

Table 3: Pedestrian Crossing Control Device Review Summary (Johnston Rd & South of Thrift Ave)

Location	Peak Ped. Volume (ppl/hr)	Average EAUs (EAUs/hr)	Daily Traffic Volume (veh/day)	Device Selection
Johnston Rd & South of Thrift Ave	31	18	7,510	Marked crosswalk with side-mounted signs

3.4. JOHNSTON ROAD & SOUTH OF NORTH BLUFF ROAD (MID-BLOCK)

As illustrated in Figure 7, the existing marked crosswalk on Johnston Road south of North Bluff Road provides an east-west connection for pedestrians. Johnston Road is a Primary Collector road, according to the City's road classification information, with a posted speed of 50km/hr. Sidewalks and on-street parking are provided on both sides of Johnston Road. Johnston Road is also a transit route, and the nearest bus stop is located immediately south of the crosswalk.

The nearest signalized intersections to this mid-block are at Johnston Road & North Bluff Road and Johnston Road & Russell Avenue, which are approximately 100m to the north and 60m to the south, respectively.

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Figure 7: Laning Geometry (Johnston Road South of North Bluff Road)

Speed Analysis

The 6-day² speed data collected on Johnston Road indicates that the mean speeds are in the range of 30 to 40 km/hr and the 85th percentile speeds are in the range of 35 to 50 km/hr (Figure 8). This means that the majority of the observed vehicles were in compliance with the posted speed of 50 km/hr on Johnston Road.

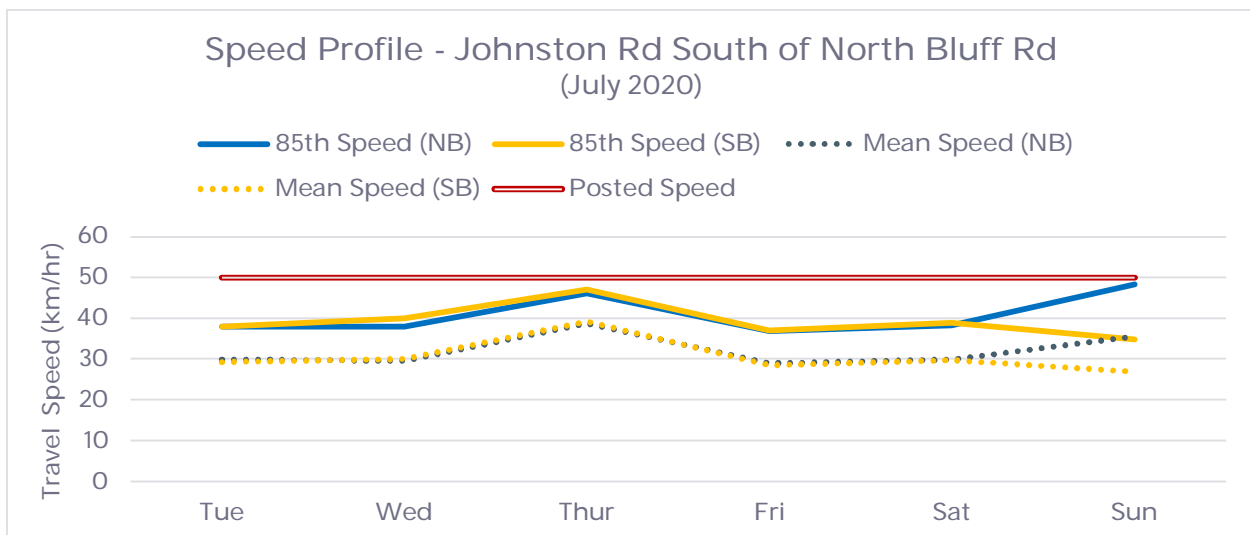


Figure 8: Speed Profile (Johnston Road South of North Bluff Road)

² Monday data is not included as the data appeared suspicious which may be caused by loose tubes.

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Pedestrian Crossing Control Device Warrant

Following the TAC Guideline and based on the characteristics of this intersection, the analysis finds that the existing marked crosswalk with side-mounted signs is appropriate. Table 4 provides a brief summary of the warrant findings.

Table 4: Pedestrian Crossing Control Device Review Summary (Johnston Rd & South of North Bluff Rd)

Location	Peak Ped. Volume (ppl/hr)	Average EAUs (ppl/hr)	Daily Traffic Volume (veh/day)	Device Selection
Johnston Rd & South of North Bluff Rd	31	18	9,800	Marked crosswalk with side-mounted signs

4.0 CONCLUSION

The analysis following the TAC Guideline suggests that the existing marked crosswalks with side-mounted signs are appropriate at all four study locations based on site characteristics such as laning, pedestrian activities, and traffic volumes. Therefore, enhanced pedestrian crossing devices such as overhead flashers are not required at these four locations. However, it is noticed that only approximately 30% of the observed vehicles were in compliance with the posted speed on Marine Drive near Parker Street. The findings from this study will be used to support a review that the City is currently undertaking, which will focus on reviewing the appropriate speeds as well as exploring potential speed reduction devices for Marine Drive.

URBAN SYSTEMS LTD.

Ming Xia, P.Eng., PTOE
Transportation Engineer

cc: Brian Patterson, MCIP, RPP, Principal, Senior Transportation Planner, Urban Systems

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APPENDIX A

Signal Warrant



City of White Rock - Traffic Signal Warrant Analysis

Main Street (name)	Marine Dr	Direction (EW or NS)	EW	Comments Enter Comments about the analysis here.
Side Street (name)	Parker St	Direction (EW or NS)	NS	
Quadrant / Int #				
for Warrant Calculation Results, please hit 'Page Down'				
	CHECK SHEET			

Road Authority:	City of White Rock
City:	City of White Rock
Analysis Date:	2020 Jul 14, Tue
Count Date:	2020 Jul 08, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT=LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Marine Dr	WB					1		1,000	1
Marine Dr	EB		1					1,000	1
Parker St	NB								
Parker St	SB				1				

Are the Parker St SB right turns significantly impeded by through movements? (y/n) **y**

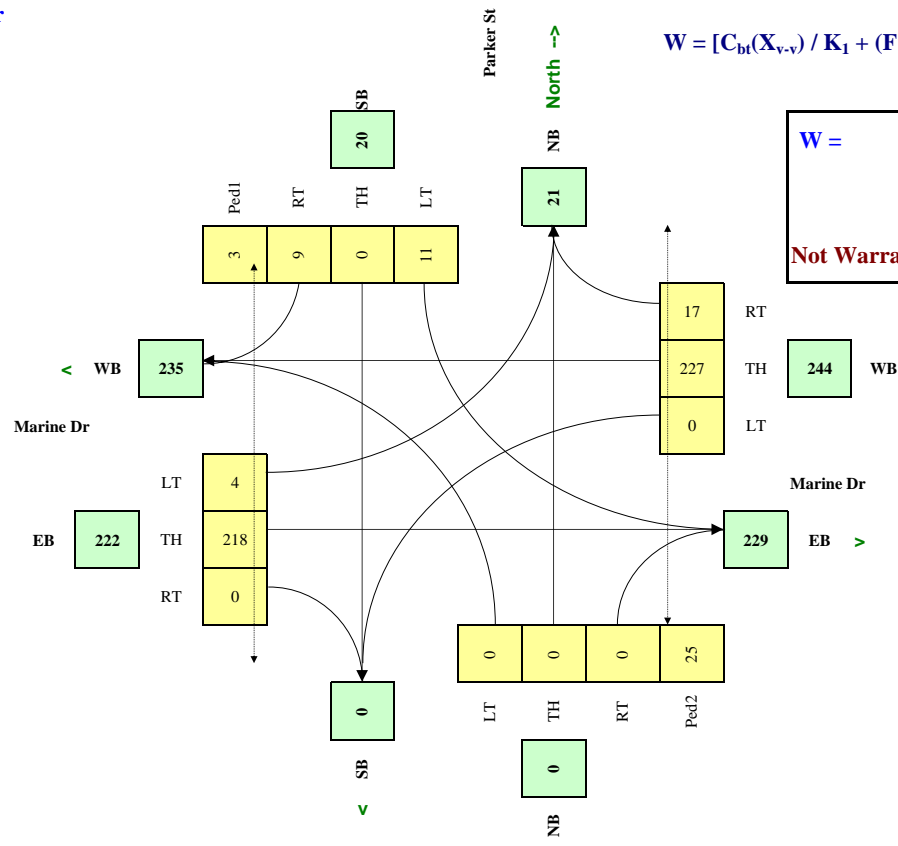
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Marine Dr	EW	30	2.0%	y	0.0
Parker St	NS		0.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	20,000
Central Business District	(y/n)	n

Traffic Input	Set Peak Hours												Ped1		Ped2		Ped3		Ped4	
	NB			SB			WB			EB			NS	NS	EW	EW				
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side				
7:00 - 8:00	0	0	0	11	0	4	0	78	1	0	122	0	3	9	21	23				
8:00 - 9:00	0	0	0	7	0	1	0	123	6	1	148	0	11	3	29	26				
11:00 - 12:00	0	0	0	12	0	7	0	236	16	3	187	0	0	20	32	56				
12:00 - 13:00	0	0	0	5	0	14	0	272	20	6	210	0	2	45	39	54				
15:45 - 16:45	0	0	0	9	0	8	0	325	28	6	319	0	1	42	53	46				
16:45 - 17:45	0	0	0	20	0	19	0	325	32	9	322	0	1	33	47	42				
Total (6-hour peak)	0	0	0	64	0	53	0	1,359	103	25	1,308	0	18	152	221	247				
Average (6-hour peak)	0	0	0	11	0	9	0	227	17	4	218	0	3	25	37	41				

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$



W =	20	5	15	
		<i>Veh</i>	<i>Ped</i>	
Not Warranted - Vs<75				

RESET SHEET

Traffic Signal Warrant Spreadsheet - v3H © 2007 Transportation Association of Canada



City of White Rock - Traffic Signal Warrant Analysis

Main Street (name)	Johnston Rd	Direction (EW or NS)	NS
Side Street (name)	Prospect Ave	Direction (EW or NS)	EW
Quadrant / Int #		Comments	Enter Comments about the analysis here.
for Warrant Calculation Results, please hit 'Page Down'			

Road Authority:	City of White Rock
City:	City of White Rock
Analysis Date:	2020 Jul 14, Tue
Count Date:	2020 Jul 08, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT=LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Johnston Rd NB			1					1,000	1
Johnston Rd SB						1		90	1
Prospect Ave WB									
Prospect Ave EB					1				

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	20,000
Central Business District	(y/n)	n

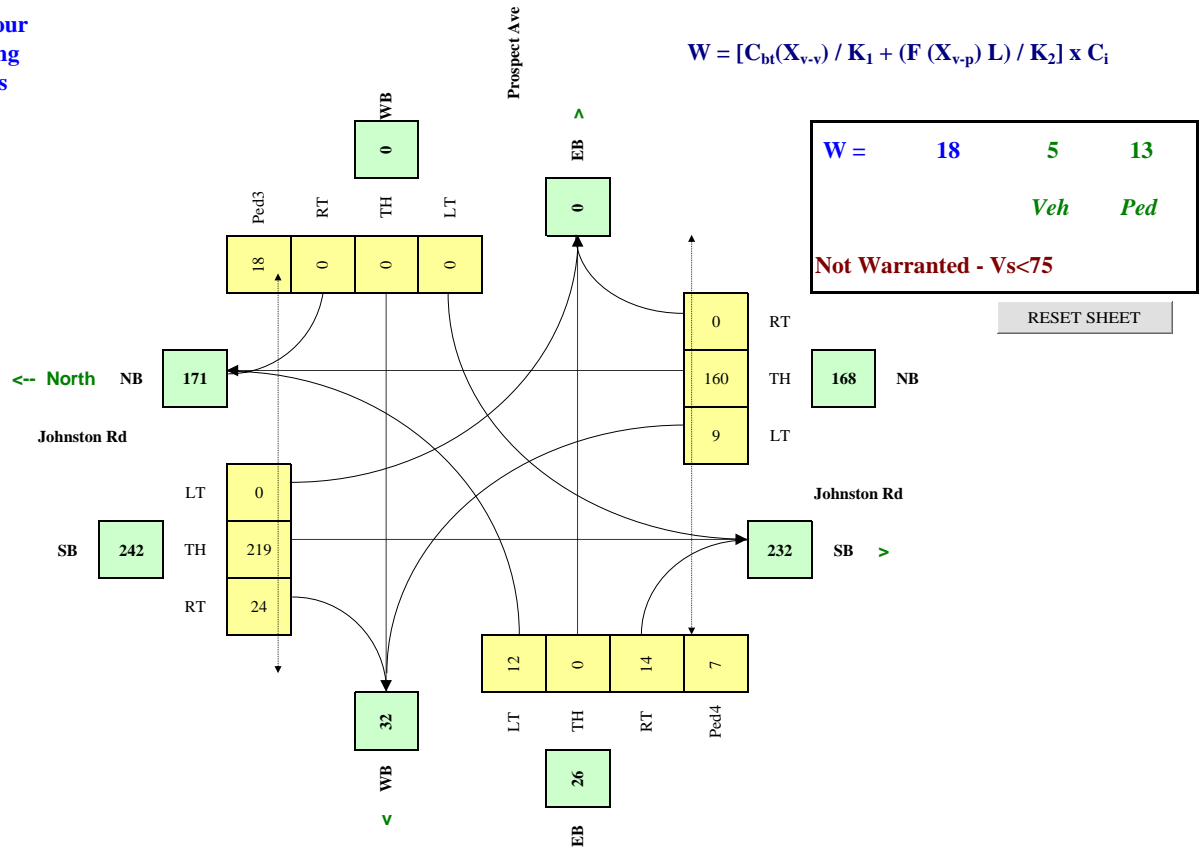
Are the Prospect Ave EB right turns significantly impeded by through movements? (y/n) y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Johnston Rd	NS	30	2.0%	y	0.0
Prospect Ave	EW		0.0%	n	

Traffic Input	Set Peak Hours												Ped1		Ped2		Ped3		Ped4	
	NB			SB			WB			EB			NS	NS	EW	EW				
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side				
7:00 - 8:00	2	81	0	0	76	4	0	0	0	2	0	6	23	14	4	0				
8:00 - 9:00	0	113	0	0	123	10	0	0	0	6	0	11	22	15	7	2				
11:00 - 12:00	11	188	0	0	231	38	0	0	0	16	0	16	80	21	37	4				
12:00 - 13:00	17	174	0	0	270	37	0	0	0	17	0	21	104	39	20	21				
15:15 - 16:15	12	194	0	0	280	29	0	0	0	17	0	16	110	62	18	7				
16:15 - 17:15	10	207	0	0	332	23	0	0	0	13	0	12	85	54	22	9				
Total (6-hour peak)	52	957	0	0	1,312	141	0	0	0	71	0	82	424	205	108	43				
Average (6-hour peak)	9	160	0	0	219	24	0	0	0	12	0	14	71	34	18	7				

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$



Traffic Signal Warrant Spreadsheet - v3H © 2007 Transportation Association of Canada

APPENDIX B

Pedestrian Crossing Control Device Warrant

Intersection Location: Marine Drive & Parker Street

Decision Support Tool Questions	Value	Values to Enter
Is a traffic signal warranted at this location?	N	Y or N
Average Hourly Pedestrian Volume (EALVs)	56	volume in EALVs
Vehicular Volume (veh/day)	5740	volume in veh/day
Distance from another traffic control device (m)	100	distance in metres
d value for jurisdiction (100 - 200 m)*	100	distance in metres
Is this location on a pedestrian desire line or is there requirement for system connectivity?	Y	Y or N
Does the estimated latent crossing demand at this location exceed 100 EALVs over a 7-hour period?	Y	Y or N

Evaluation

- Is a traffic signal warranted at this location? N
- Is average hourly ped volume >= 15 EALVs? Y
- AND vehicular volume >= 1,500 veh/day Y
- Is this site < d from another traffic control device? N
- Is this location on pedestrian desire line or is there requirement for system connectivity? Y
- Is latent pedestrian crossing demand expected at this location? Y

* d is any distance between 100 and 200 m. The decision depends on the needs. This decision depends on road type, traffic volume, expected queue length, pedestrian volume, and characteristics of pedestrians expected to use the facility.

Site is a candidate for pedestrian crossing control

Treatment Selection
 (Only proceed to this step if the site is a candidate for Pedestrian Crossing Control)

Treatment Selection Tool Questions	Value	Values to Enter
What is the vehicular volume?	4500 < ADT ≤ 9000	veh/day
What is the speed limit?	≤50	km/h
How many lanes?	1 or 2 lanes	include all types of lanes.

A. The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guide for Canadian Roads (Table 2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

Recommended Treatment:
 Crosswalk with side-mounted signs

Pedestrian Crossing Control Guide



Table 2: Crosswalk with Side-Mounted Signs (GM) Components

Recommended Components	Desirable Components	Optional Components
<p>General Case</p> <ul style="list-style-type: none"> Side-mounted signs (RA-4): mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Twin parallel line crosswalk marking Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<p>General Case</p> <ul style="list-style-type: none"> Zebra Crosswalk markings Advance Yield to Pedestrians line on multiple lane approaches Yield Here to Pedestrians sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<p>General Case</p> <ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking. Curb corner radius reduction Raised crosswalk
<p>School Areas</p> <p>Same as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Zebra Crosswalk markings Advanced warning sign (WC-16) where visibility is limited 	<p>School Areas</p> <p>Same as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Zebra Crosswalk markings are recommended components rather than desirable. 	<p>School Areas</p> <p>Same as General Case except with the following additions:</p> <ul style="list-style-type: none"> In-Street School Crosswalk sign

Note 1: The GENERAL CASE applies to every situation other than school areas.
 Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.
 Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Excel Pedestrian Control Warrant

Project: White Rock Ped Crossing Control Study
 Project Number: 1325 0088.03
 Template Version # 2.1
 Description
 Prepared By: MX

Intersection Location: Johnston Road & Prospect Avenue

Decision Support Tool Questions	Value	Values to Enter
Is a traffic signal warranted at this location?	N	Y or N
Average Hourly Pedestrian Volume (EAUS)	134	volume in EAUS
Vehicular Volume (veh/day)	6530	volume in veh/day
Distance from another traffic control device (m)	90	distance in metres
d value for jurisdiction (100 - 200 m)*	100	distance in metres
Is this location on a pedestrian desire line or is there requirement for system connectivity?	Y	Y or N
Does the estimated latent crossing demand at this location exceed 100 EAUS over a 7-hour period?	Y	Y or N

Evaluation

- Is a traffic signal warranted at this location? **N**
- Is average hourly ped volume >= 15 EAUS? **Y**
- AND vehicular volume >= 1,500 veh/day **Y**
- Is this site < d from another traffic control device? **Y**
- Is this location on pedestrian desire line or is there requirement for system connectivity? **Y**
- Is latent pedestrian crossing demand expected at this location? **Y**

* d is any distance between 100 and 200 m. The decision support tool will decide what value of d best suits its needs. This decision depends on road type, traffic volume, expected queue length, pedestrian volume, and characteristics of pedestrians expected to use the facility.

Site is a candidate for pedestrian crossing control

Treatment Selection
(Only proceed to this step if the site is a candidate for Pedestrian Crossing Control)

Treatment Selection Tool Questions	Value	Values to Enter
What is the vehicular volume?	4500 < ADT ≤ 9000	veh/day
What is the speed limit?	≤50	km/h
How many lanes?	1 or 2 lanes	include all types of lanes.

A. The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guide for Canadian Roads (Table 2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

Recommended Treatment:
Crosswalk with side-mounted signs

Table 2: Crosswalk with Side-Mounted Signs (GM) Components

Recommended Components	Desirable Components	Optional Components
<p>General Case</p> <ul style="list-style-type: none"> Side-mounted signs (RA-4): mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Twin parallel line crosswalk marking Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<p>General Case</p> <ul style="list-style-type: none"> Zebra Crosswalk markings Advance Yield to Pedestrians line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<p>General Case</p> <ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking. Curb corner radius reduction Raised crosswalk
<p>School Areas</p> <p>Some as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Zebra Crosswalk markings Advanced warning sign (WC-16) where visibility is limited 	<p>School Areas</p> <p>Some as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Zebra Crosswalk markings are recommended components rather than desirable. 	<p>School Areas</p> <p>Some as General Case except with the following additions:</p> <ul style="list-style-type: none"> In-Street School Crosswalk sign

NOTE 1: The GENERAL CASE applies to all situations other than school areas.

Intersection Location: Johnston Road & South of Thrift Avenue (Mid-Block)

Decision Support Tool Questions	Value	Values to Enter
Is a traffic signal warranted at this location?	N	Y or N
Average Hourly Pedestrian Volume (EAUs)	18	volume in EAUs
Vehicular Volume (veh/day)	7510	volume in veh/day
Distance from another traffic control device (m)	115	distance in metres
d value for jurisdiction (100 - 200 m)*	100	distance in metres
Is this location on a pedestrian desire line or is there requirement for system connectivity?	Y	Y or N
Does the estimated latent crossing demand at this location exceed 100 EAUs over a 7-hour period?	Y	Y or N

Evaluation

- Is a traffic signal warranted at this location? N
- Is average hourly ped volume >= 15 EAUs? Y
- AND vehicular volume >= 1,500 veh/day Y
- Is this site < d from another traffic control device? N
- Is this location on pedestrian desire line or is there requirement for system connectivity? Y
- Is latent pedestrian crossing demand expected at this location? Y

* d is any distance between 100 and 200 m. The value of d is determined by the needs. This decision depends on road type, traffic volume, expected queue length, pedestrian volume, and characteristics of pedestrians expected to use the facility.

Site is a candidate for pedestrian crossing control

Treatment Selection
 (Only proceed to this step if the site is a candidate for Pedestrian Crossing Control)

Treatment Selection Tool Questions	Value	Values to Enter
What is the vehicular volume?	4500 < ADT ≤ 9000	veh/day
What is the speed limit?	≤50	km/h
How many lanes?	1 or 2 lanes	include all types of lanes.

A. The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guide for Canadian Roads (Table 2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

Recommended Treatment:
 Crosswalk with side-mounted signs

Pedestrian Crossing Control Guide



Table 2: Crosswalk with Side-Mounted Signs (GM) Components

Recommended Components	Desirable Components	Optional Components
<p>General Case</p> <ul style="list-style-type: none"> Side-mounted signs (RA-4): mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. Twin parallel line crosswalk marking Advanced warning sign (WC-2) where visibility is limited Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing Passing restrictions on single lane approaches Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<p>General Case</p> <ul style="list-style-type: none"> Zebra Crosswalk markings Advance Yield to Pedestrians Line on multiple lane approaches Yield Here to Pedestrians Sign on multiple lane approaches Raised refuge island for road cross-sections with more than two lanes and two-directional traffic Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<p>General Case</p> <ul style="list-style-type: none"> Crossing guards Offset crosswalk arrangement for crossings with raised refuge island. Curb extensions for road cross-sections with full-time on-street parking. Curb corner radius reduction Raised crosswalk
<p>School Areas</p> <p>Some as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Side-mounted signs (RA-3) Zebra Crosswalk markings Advanced warning sign (WC-16) where visibility is limited 	<p>School Areas</p> <p>Some as General Case except with the following modifications:</p> <ul style="list-style-type: none"> Zebra Crosswalk markings are recommended components rather than desirable. 	<p>School Areas</p> <p>Some as General Case except with the following additions:</p> <ul style="list-style-type: none"> In-Street School Crosswalk sign

Note 1: The GENERAL CASE applies to every situation other than school areas.
 Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.
 Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Intersection Location: Johnston Road & South of North Bluff Road (Mid-Block)

Decision Support Tool Questions	Value	Values to Enter
Is a traffic signal warranted at this location?	N	Y or N
Average Hourly Pedestrian Volume (EALVs)	38	volume in EALVs
Vehicular Volume (veh/day)	9800	volume in veh/day
Distance from another traffic control device (m)	110	distance in metres
d value for jurisdiction (100 - 200 m)*	100	distance in metres
Is this location on a pedestrian desire line or is there requirement for system connectivity?	Y	Y or N
Does the estimated latent crossing demand at this location exceed 100 EALVs over a 7-hour period?	Y	Y or N

Evaluation

- Is a traffic signal warranted at this location? **N**
- Is average hourly ped volume >= 15 EALVs? **Y**
- AND vehicular volume >= 1,500 veh/day **Y**
- Is this site < d from another traffic control device? **N**
- Is this location on pedestrian desire line or is there requirement for system connectivity? **Y**
- Is latent pedestrian crossing demand expected at this location? **Y**

* d is any distance between 100 and 200 m. The value of d is determined by the needs. This decision depends on road type, traffic volume, expected queue length, pedestrian volume, and characteristics of pedestrians expected to use the facility.

Site is a candidate for pedestrian crossing control

Treatment Selection
 (Only proceed to this step if the site is a candidate for Pedestrian Crossing Control)

Treatment Selection Tool Questions	Value	Values to Enter
What is the vehicular volume?	9000 < ADT ≤ 12000	veh/day
What is the speed limit?	≤ 50	km/h
How many lanes?	1 or 2 lanes	include all types of lanes.

A. The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guide for Canadian Roads (Table 2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

Recommended Treatment:
 Crosswalk with side-mounted signs

Pedestrian Crossing Control Guide

Table 2: Crosswalk with Side-Mounted Signs (GM) Components

Recommended Components	Desirable Components	Optional Components
<p>General Case</p> <ul style="list-style-type: none"> • Side-mounted signs (RA-4): mounted back to back on both sides of an undivided roadway or one on the right side and one on the median for a roadway with raised refuge. • Twin parallel line crosswalk marking • Advanced warning sign (WC-2) where visibility is limited • Stopping prohibition for a minimum of 15 m on each approach to the crossing, and 10 m following the crossing • Passing restrictions on single lane approaches • Lane change prohibition on multiple lane approaches using solid white lines (recommended length of solid white line depends on approach speed – use 30 m for 50 km/h speed limit) 	<p>General Case</p> <ul style="list-style-type: none"> • Zebra Crosswalk markings • Advance Yield to Pedestrians Line on multiple lane approaches • Yield Here to Pedestrians Sign on multiple lane approaches • Raised refuge island for road cross-sections with more than two lanes and two-directional traffic • Stopping prohibition for a minimum of 30 m on each approach to the crossing and 15 m following the crossing 	<p>General Case</p> <ul style="list-style-type: none"> • Crossing guards for crossings with raised refuge island. • Curb extensions for road cross-sections with full-time on-street parking. • Curb corner radius reduction • Raised crosswalk
<p>School Areas</p> <p>Same as General Case except with the following modifications:</p> <ul style="list-style-type: none"> • Side-mounted signs (RA-3) • Zebra Crosswalk markings • Advanced warning sign (WC-16) where visibility is limited 	<p>School Areas</p> <p>Same as General Case except with the following modifications:</p> <ul style="list-style-type: none"> • Zebra Crosswalk markings are recommended components rather than desirable. 	<p>School Areas</p> <p>Same as General Case except with the following additions:</p> <ul style="list-style-type: none"> • In-Street School Crosswalk sign

Note 1: The GENERAL CASE applies to every situation other than school areas.
 Note 2: If a practitioner determines that a crossing outside the designated school area is influenced by school activities, a school area crossing treatment may be applied.
 Note 3: Advance Yield to Pedestrians line markings should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

APPENDIX C

Raw Data

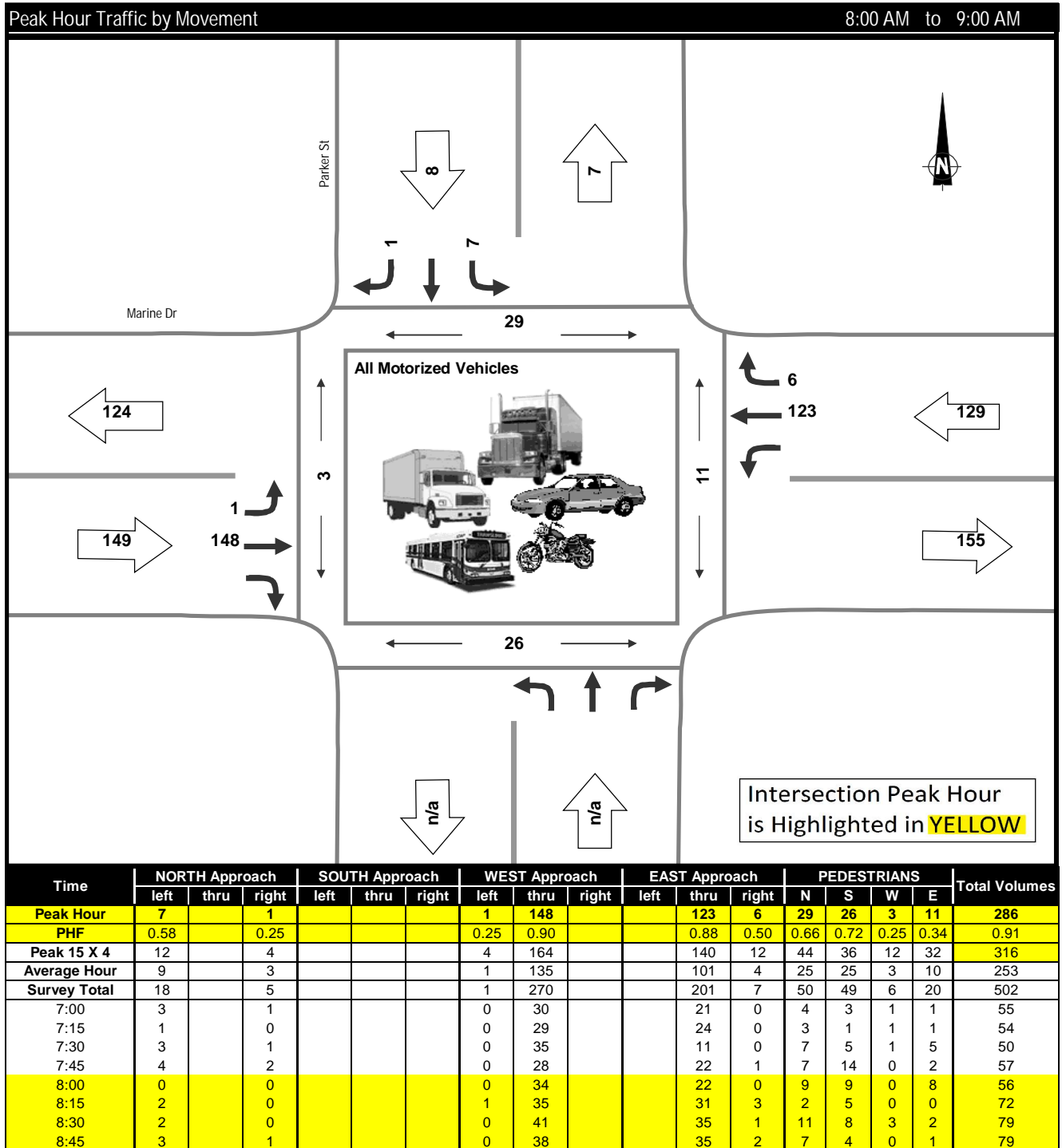


Vehicle Classification Summary

Project: #7194: Urban Systems - White Rock Data Collection
Municipality: White Rock
Weather: Sunny
Notes: **Pandemic Data**

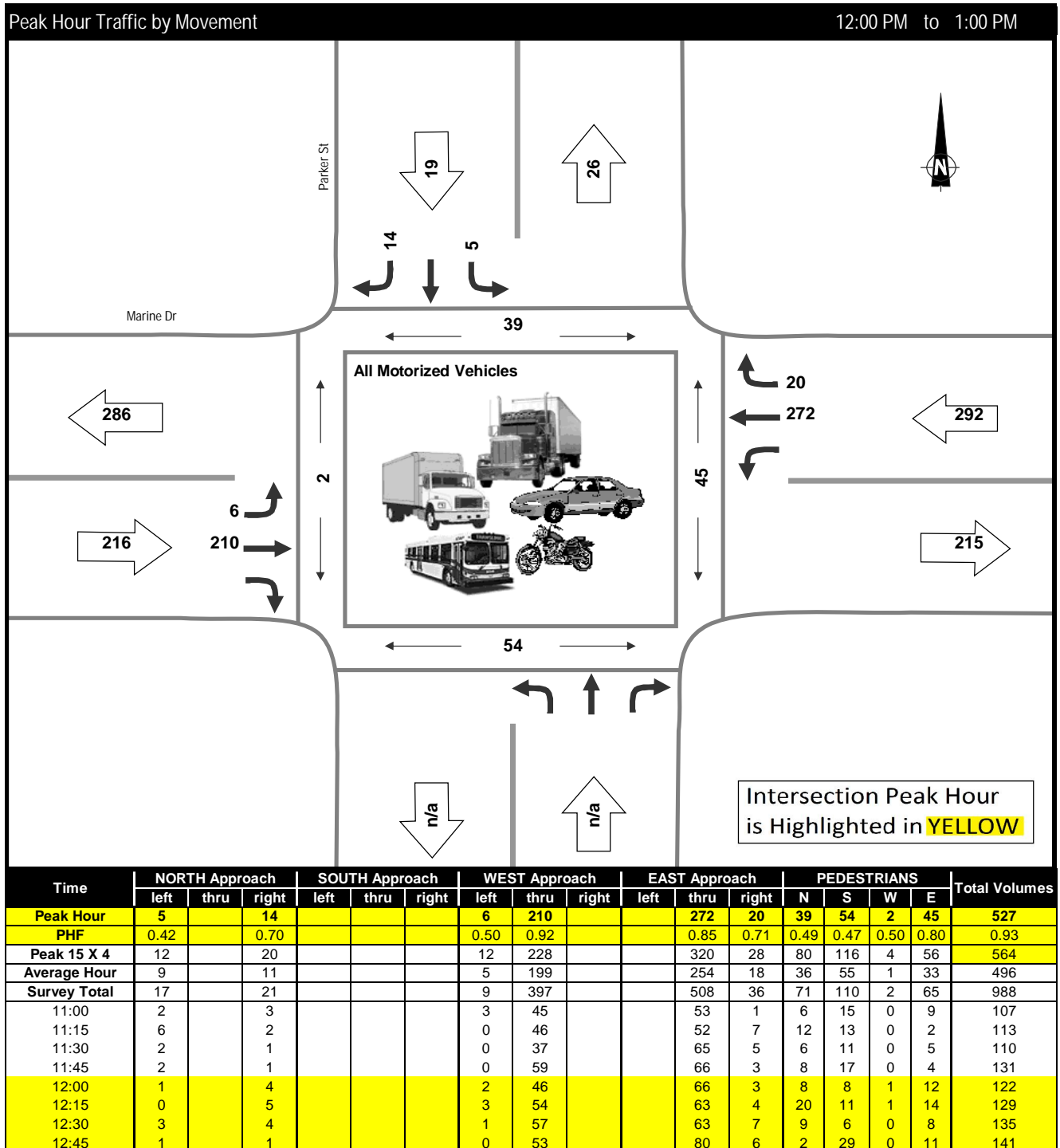
Time Period	Entering Intersection	Vehicle Classification				Total
		Passenger Cars	Heavy Vehicles (3 or more axles)			
Morning (07:00 - 09:00)	Volume	493	9			502
	%	98.2%	1.8%			100.0%
Midday (11:00 - 13:00)	Volume	973	15			988
	%	98.5%	1.5%			100.0%
Afternoon (15:00 - 18:00)	Volume	2,118	1			2,119
	%	100.0%	0.0%			100.0%
Total (7 Hours)	Volume	3,584	25			3,609
	%	99.3%	0.7%			100.0%

Project: #7194: Urban Systems - White Rock Data Collection
 Municipality: White Rock
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data



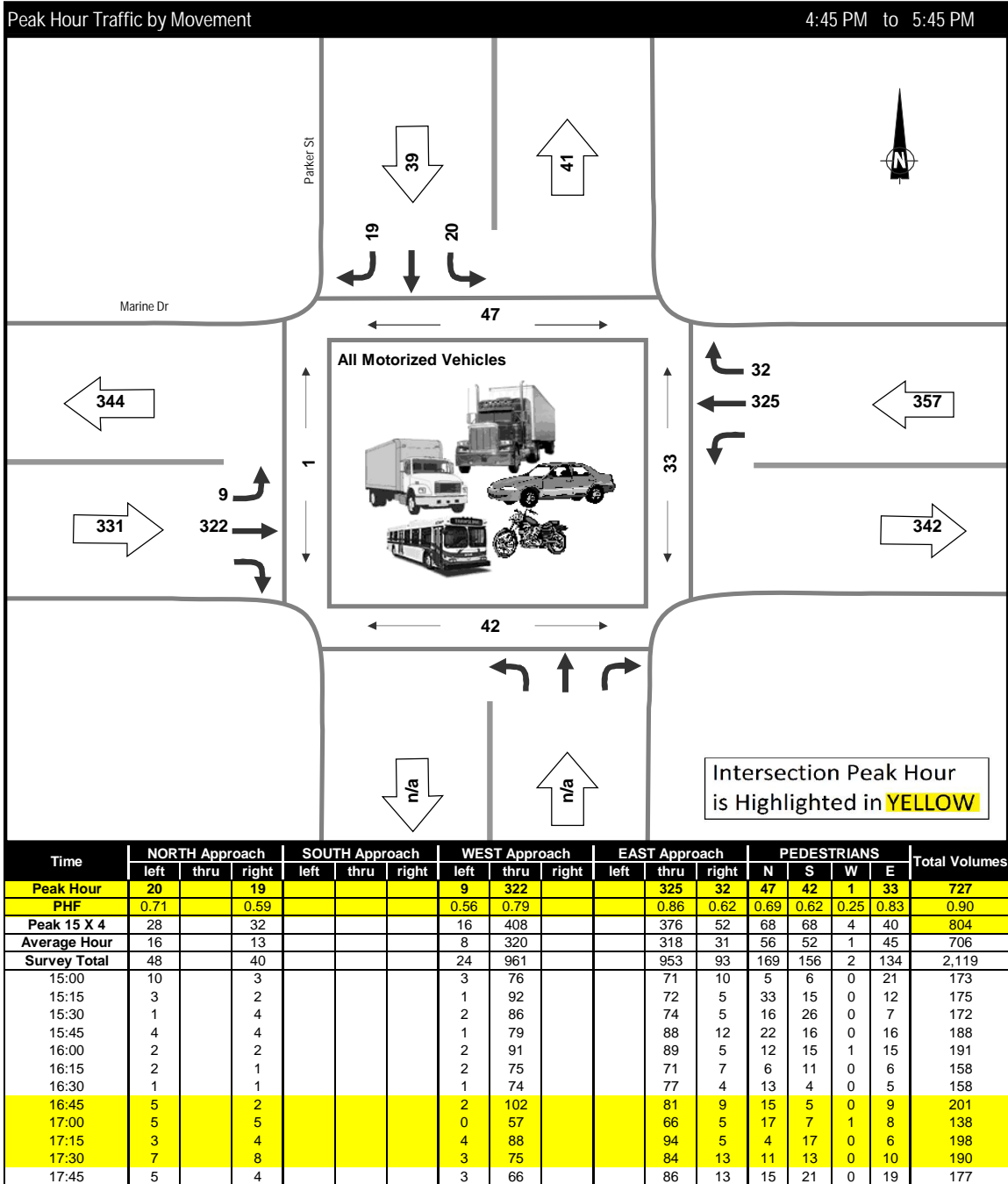
Project: #7194: Urban Systems - White Rock Data Collection
Municipality: White Rock
Weather: Sunny
Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data

Midday Peak Period



Project: #7194: Urban Systems - White Rock Data Collection
Municipality: White Rock
Weather: Sunny
Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data

Afternoon Peak Period





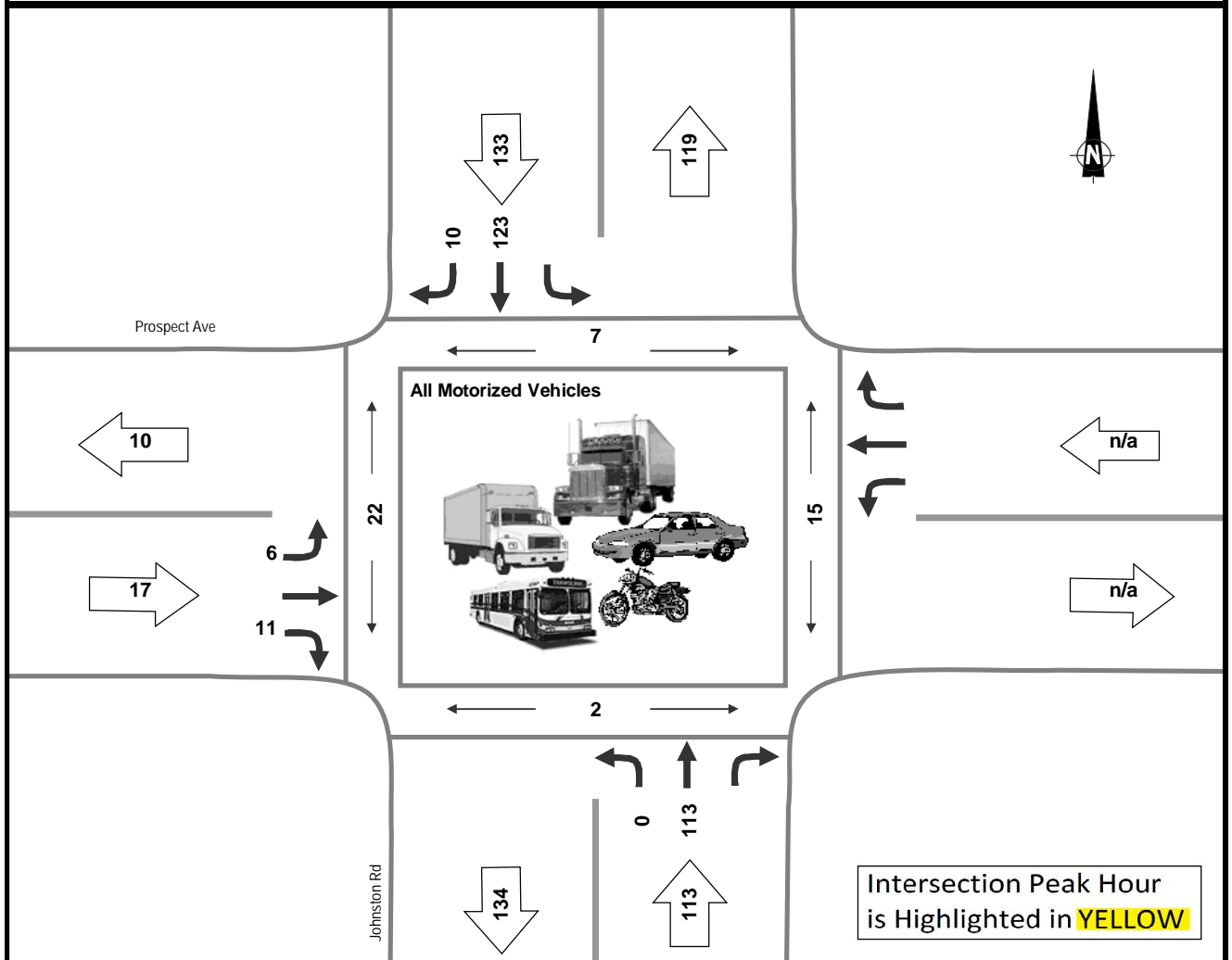
Vehicle Classification Summary

Project: #7194: Urban Systems - White Rock Data Collection
Municipality: White Rock
Weather: Sunny
Notes: **Pandemic Data**

Time Period	Entering Intersection	Vehicle Classification					Total
		Passenger Cars	Heavy Vehicles (3 or more axles)				
Morning (07:00 - 09:00)	Volume	431	3				434
	%	99.3%	0.7%				100.0%
Midday (11:00 - 13:00)	Volume	1,024	12				1,036
	%	98.8%	1.2%				100.0%
Afternoon (15:00 - 18:00)	Volume	1,646	0				1,646
	%	100.0%	0.0%				100.0%
Total (7 Hours)	Volume	3,101	15				3,116
	%	99.5%	0.5%				100.0%

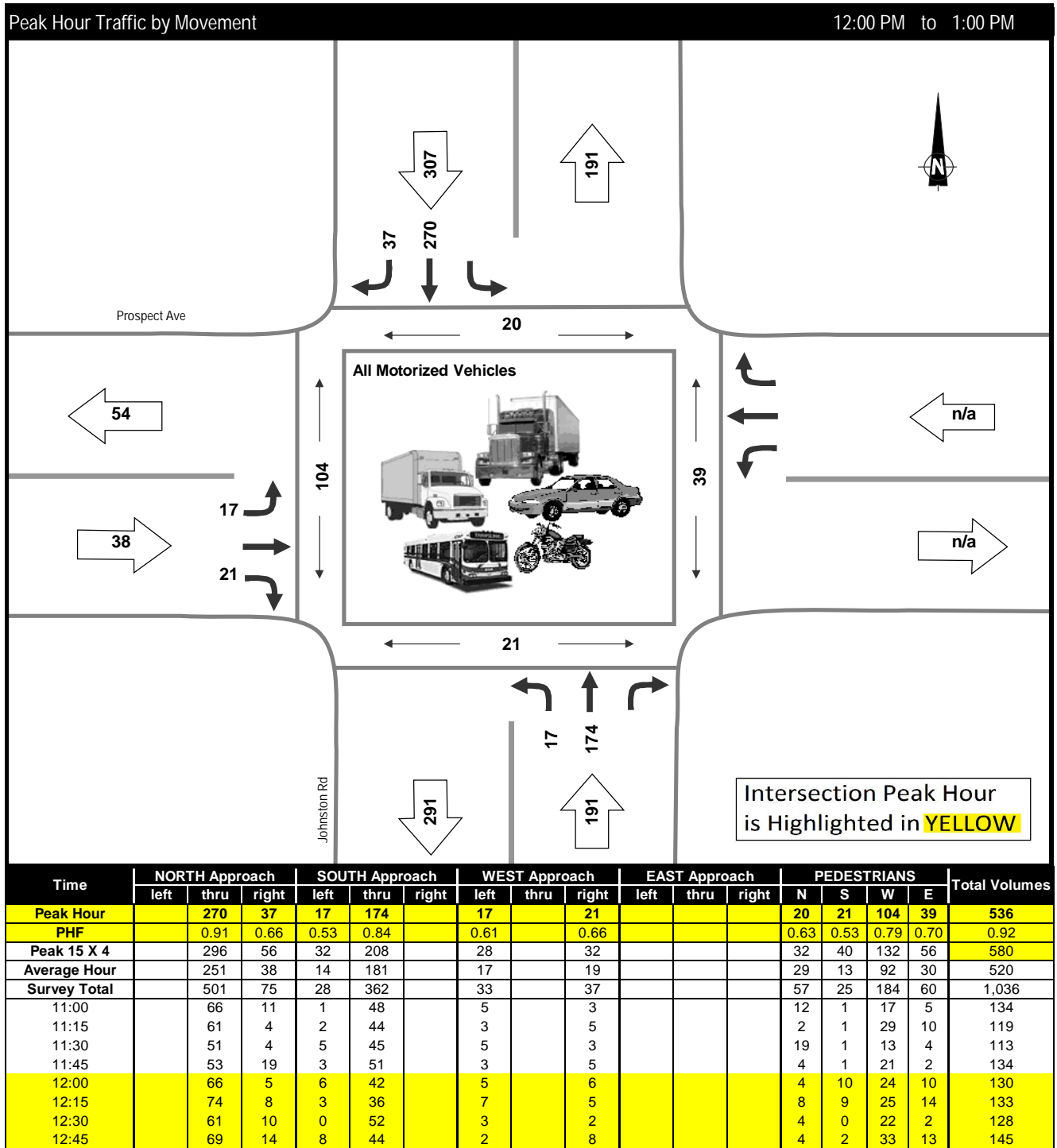
Project: #7194: Urban Systems - White Rock Data Collection
 Municipality: White Rock
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data

Peak Hour Traffic by Movement 8:00 AM to 9:00 AM



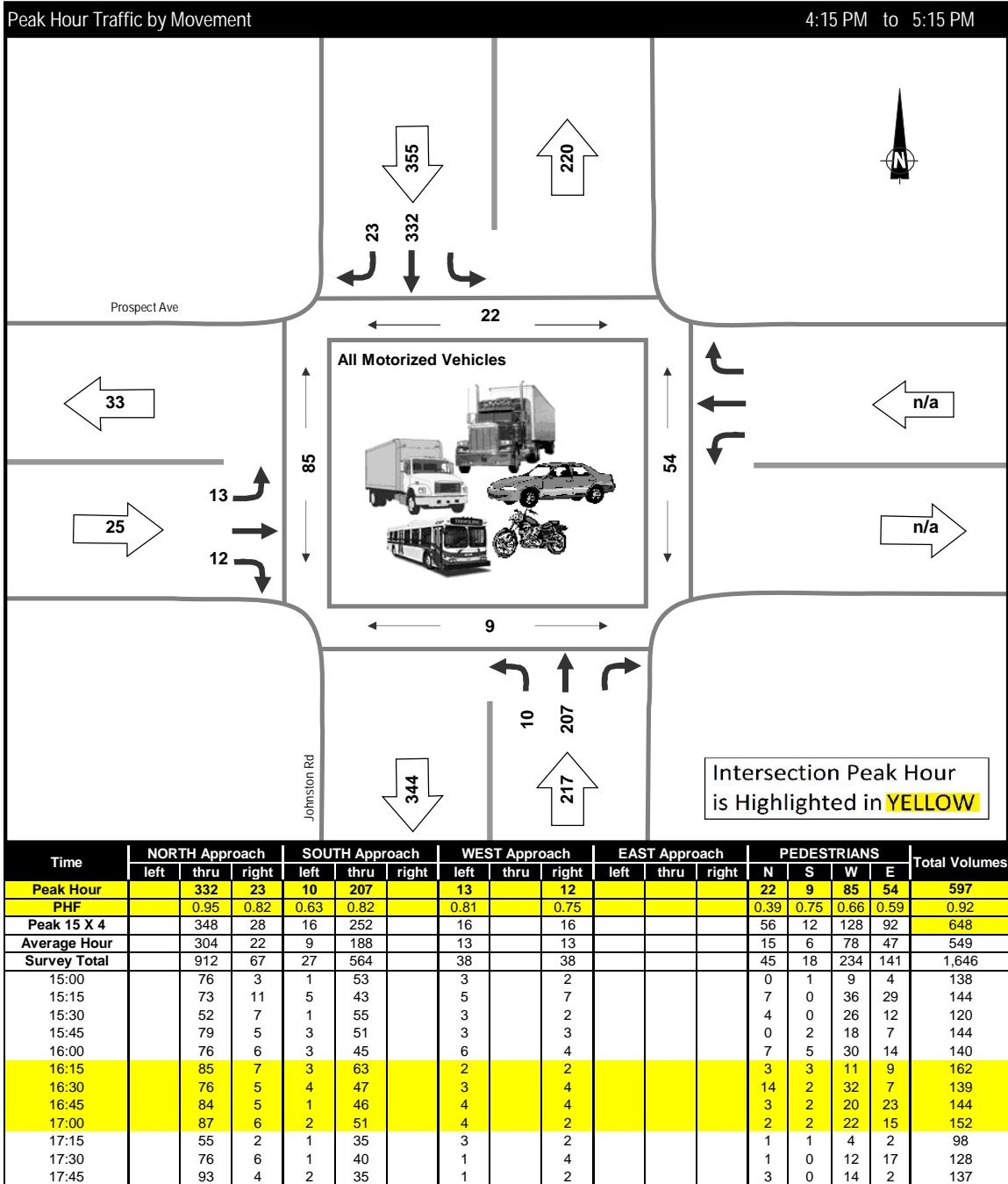
Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour		123	10	0	113		6		11				7	2	22	15	263
PHF		0.93	0.63	0.00	0.86		0.75		0.69				0.88	0.25	0.61	0.54	0.91
Peak 15 X 4		132	16	0	132		8		16				8	8	36	28	288
Average Hour		100	7	1	97		4		9				6	1	23	15	218
Survey Total		199	14	2	194		8		17				11	2	45	29	434
7:00		13	0	0	11		1		2				0	0	4	4	27
7:15		15	2	0	26		0		1				0	0	4	4	44
7:30		21	0	0	21		0		2				4	0	9	4	44
7:45		27	2	2	23		1		1				0	0	6	2	56
8:00		28	1	0	31		1		2				1	0	3	7	63
8:15		33	4	0	20		1		3				2	0	5	4	61
8:30		32	3	0	33		2		2				2	0	5	0	72
8:45		30	2	0	29		2		4				2	2	9	4	67

Project: #7194: Urban Systems - White Rock Data Collection
 Municipality: White Rock
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data



Project: #7194: Urban Systems - White Rock Data Collection
 Municipality: White Rock
 Weather: Sunny
 Vehicle Class: All Motorized Vehicles
Notes: Pandemic Data

Afternoon Peak Period



LOCATION: Marine Dr Between Parker St & Keil St
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Sunday, February 23, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	35.9	8.8	2887	2887	52.3%	27.5 KPH	35.1 KPH	44.7 KPH
Westbound	33.1	7.8	2634	2634	47.7%	25.2 KPH	33.0 KPH	40.8 KPH
All Lanes	34.6	8.5	5521	5521	100.0%	26.3 KPH	34.0 KPH	42.8 KPH

Monday, February 24, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	37.5	9.1	3009	3009	51.5%	28.7 KPH	37.0 KPH	46.5 KPH
Westbound	33.9	7.4	2830	2830	48.5%	26.5 KPH	33.6 KPH	41.1 KPH
All Lanes	35.7	8.5	5839	5839	100.0%	27.6 KPH	35.1 KPH	44.2 KPH

Tuesday, February 25, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	37.1	9.2	2637	2637	50.5%	27.9 KPH	36.5 KPH	45.9 KPH
Westbound	34.2	7.5	2587	2587	49.5%	27.0 KPH	34.0 KPH	41.1 KPH
All Lanes	35.6	8.5	5224	5224	100.0%	27.4 KPH	35.1 KPH	43.8 KPH

Wednesday, February 26, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	37.3	9.4	2982	2982	51.5%	28.4 KPH	36.6 KPH	46.8 KPH
Westbound	33.1	7.6	2808	2808	48.5%	25.6 KPH	32.9 KPH	40.3 KPH
All Lanes	35.3	8.8	5790	5790	100.0%	26.9 KPH	34.6 KPH	44.0 KPH

Thursday, February 27, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	37.6	9.1	2893	2893	51.6%	28.8 KPH	36.9 KPH	47.3 KPH
Westbound	34.0	7.7	2714	2714	48.4%	26.4 KPH	33.7 KPH	41.4 KPH
All Lanes	35.9	8.7	5607	5607	100.0%	27.4 KPH	35.2 KPH	44.6 KPH

Friday, February 28, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	36.6	9.1	3218	3218	51.6%	27.8 KPH	36.2 KPH	45.4 KPH
Westbound	32.7	7.6	3020	3020	48.4%	24.9 KPH	32.5 KPH	40.4 KPH
All Lanes	34.7	8.6	6238	6238	100.0%	26.3 KPH	34.1 KPH	43.1 KPH

Saturday, February 29, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	34.3	8.7	4023	4023	53.4%	25.6 KPH	33.7 KPH	42.9 KPH
Westbound	30.9	7.9	3504	3504	46.6%	23.1 KPH	30.6 KPH	38.2 KPH
All Lanes	32.7	8.5	7527	7527	100.0%	24.2 KPH	32.1 KPH	41.1 KPH

Sunday, March 01, 2020

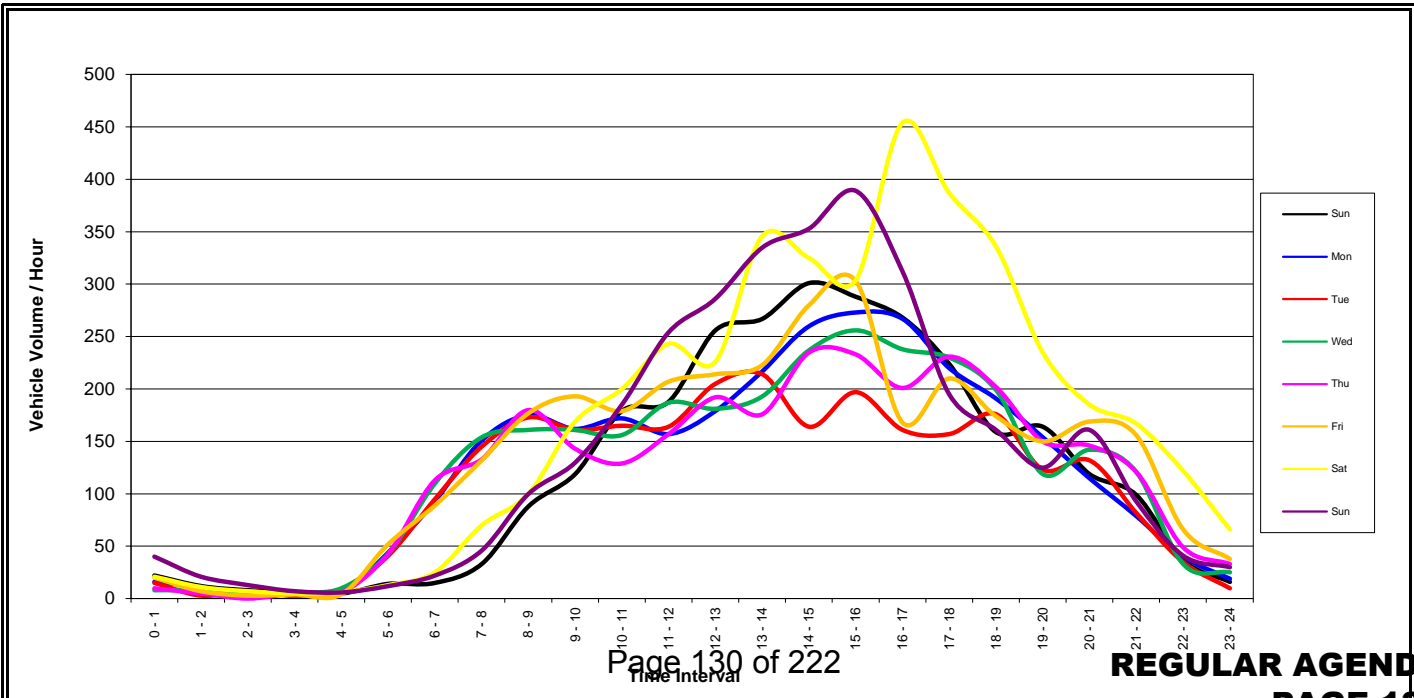
Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Eastbound	35.6	9.2	3317	3317	52.9%	27.0 KPH	34.6 KPH	44.4 KPH
Westbound	32.1	7.7	2951	2951	47.1%	24.2 KPH	31.7 KPH	39.4 KPH
All Lanes	33.9	8.7	6268	6268	100.0%	25.6 KPH	33.2 KPH	42.0 KPH

LOCATION: Marine Dr Between Parker St & Keil St
DIRECTION: Eastbound
START DAY: 23-Feb-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Sun 23-Feb-20	Mon 24-Feb-20	Tue 25-Feb-20	Wed 26-Feb-20	Thu 27-Feb-20	Fri 28-Feb-20	Sat 29-Feb-20	Sun 1-Mar-20	Weekday Average*
0 - 1	22	16	15	8	10	20	21	40	14
1 - 2	12	11	3	8	5	7	11	21	7
2 - 3	8	2	7	4	0	3	7	13	3
3 - 4	6	6	3	6	5	4	5	7	5
4 - 5	5	6	9	10	6	4	6	6	7
5 - 6	14	44	41	43	43	52	13	12	45
6 - 7	15	93	95	110	113	89	25	22	100
7 - 8	33	151	145	154	133	132	70	46	143
8 - 9	88	175	173	161	180	177	100	100	173
9 - 10	119	162	161	161	143	193	169	130	164
10 - 11	179	172	165	156	129	179	200	185	160
11 - 12	188	157	164	187	157	207	243	254	174
12 - 13	256	179	205	181	192	214	226	286	194
13 - 14	267	217	214	193	176	223	346	335	205
14 - 15	301	260	164	237	235	280	325	353	235
15 - 16	288	273	197	256	233	303	304	389	252
16 - 17	268	267	161	238	201	168	454	312	207
17 - 18	224	220	157	230	231	210	387	195	210
18 - 19	159	191	176	199	202	174	336	161	188
19 - 20	164	154	123	119	150	150	235	125	139
20 - 21	119	115	132	142	146	169	185	161	141
21 - 22	99	79	82	121	121	156	167	93	112
22 - 23	37	40	35	33	49	66	122	41	45
23 - 24	16	19	10	25	33	38	66	30	25
AM Peak Hr.	11:00 - 12:00	08:00 - 09:00	08:00 - 09:00	11:00 - 12:00	08:00 - 09:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00
AM Peak Vol.	188	175	173	187	180	207	243	254	174
PM Peak Hr.	14:00 - 15:00	15:00 - 16:00	13:00 - 14:00	15:00 - 16:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	15:00 - 16:00	15:00 - 16:00
PM Peak Vol.	301	273	214	256	235	303	454	389	252
Daily Total	2887	3009	2637	2982	2893	3218	4023	3317	2948
Daily %	52.3%	51.5%	50.5%	51.5%	51.6%	51.6%	53.4%	52.9%	51.4%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Marine Dr Between Parker St & Keil St - Eastbound



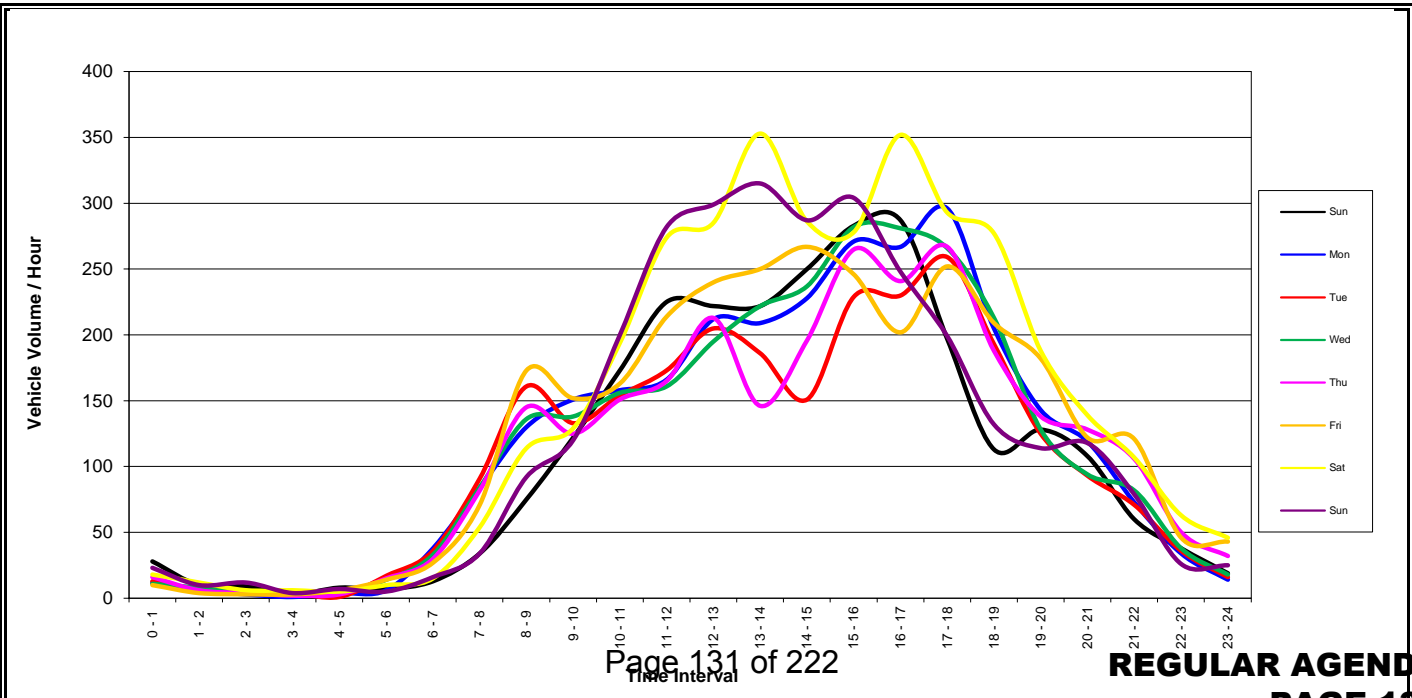
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Marine Dr Between Parker St & Keil St
DIRECTION: Westbound
START DAY: 23-Feb-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Sun 23-Feb-20	Mon 24-Feb-20	Tue 25-Feb-20	Wed 26-Feb-20	Thu 27-Feb-20	Fri 28-Feb-20	Sat 29-Feb-20	Sun 1-Mar-20	Weekday Average*
0 - 1	28	12	13	11	16	10	18	23	12
1 - 2	10	6	5	8	6	4	12	10	6
2 - 3	9	3	5	5	4	3	6	12	4
3 - 4	3	1	4	2	2	3	6	4	2
4 - 5	8	4	1	4	3	6	5	7	4
5 - 6	7	6	17	14	15	14	10	5	13
6 - 7	13	38	36	33	30	27	15	16	33
7 - 8	34	84	91	84	82	71	54	34	82
8 - 9	75	130	161	136	145	173	114	92	149
9 - 10	122	151	133	138	125	152	129	120	140
10 - 11	173	158	154	156	151	163	194	200	156
11 - 12	225	166	173	161	165	214	274	282	176
12 - 13	222	212	205	195	213	240	285	299	213
13 - 14	222	209	186	222	146	250	353	315	203
14 - 15	250	228	151	237	196	267	286	287	216
15 - 16	283	271	229	282	265	246	278	304	259
16 - 17	287	267	230	281	241	202	352	248	244
17 - 18	197	296	259	266	267	252	293	199	268
18 - 19	113	205	193	213	188	209	277	132	202
19 - 20	128	143	125	128	138	182	188	114	143
20 - 21	108	119	93	94	128	122	139	118	111
21 - 22	60	73	71	82	106	121	107	79	91
22 - 23	38	34	36	38	50	46	63	26	41
23 - 24	19	14	16	18	32	43	46	25	25
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00
AM Peak Vol.	225	166	173	161	165	214	274	282	176
PM Peak Hr.	16:00 - 17:00	17:00 - 18:00	17:00 - 18:00	15:00 - 16:00	17:00 - 18:00	14:00 - 15:00	13:00 - 14:00	13:00 - 14:00	17:00 - 18:00
PM Peak Vol.	287	296	259	282	267	267	353	315	268
Daily Total	2634	2830	2587	2808	2714	3020	3504	2951	2793
Daily %	47.7%	48.5%	49.5%	48.5%	48.4%	48.4%	46.6%	47.1%	48.7%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Marine Dr Between Parker St & Keil St - Westbound

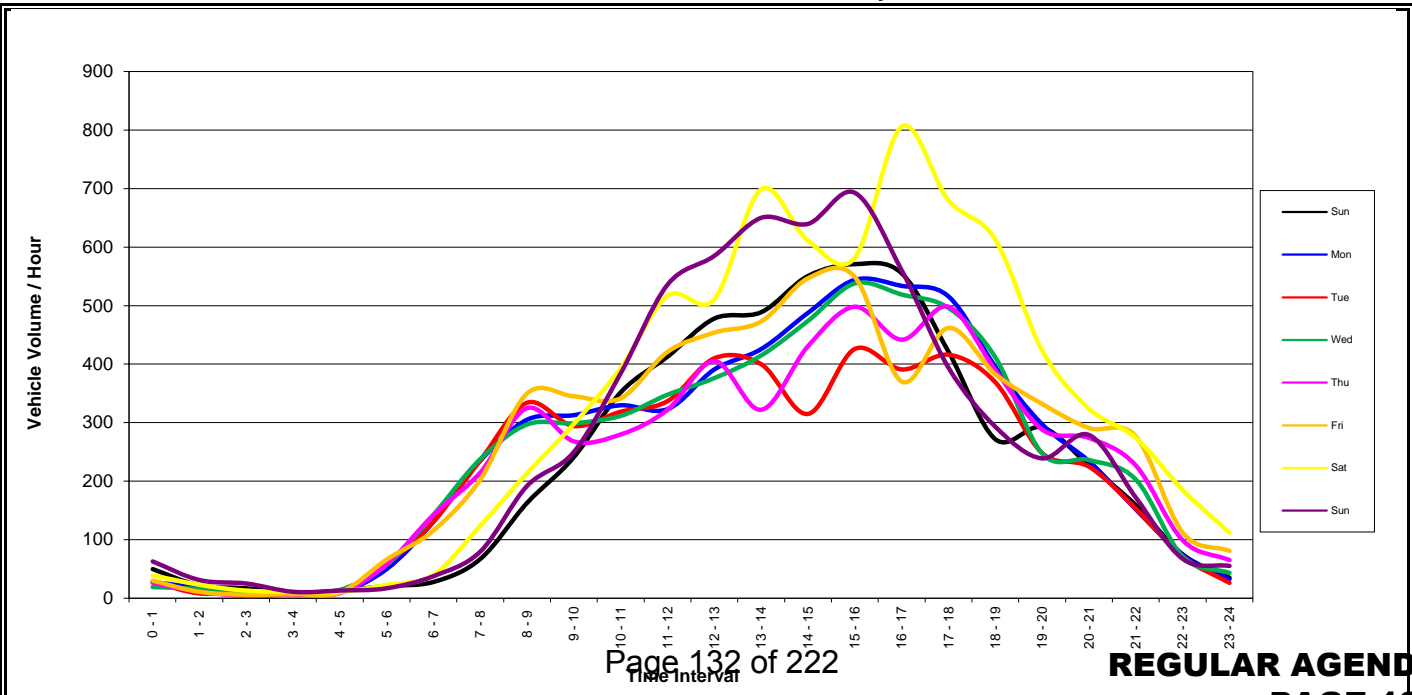


LOCATION: Marine Dr Between Parker St & Keil St
DIRECTION: Eastbound and Westbound
START DAY: 23-Feb-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Sun 23-Feb-20	Mon 24-Feb-20	Tue 25-Feb-20	Wed 26-Feb-20	Thu 27-Feb-20	Fri 28-Feb-20	Sat 29-Feb-20	Sun 1-Mar-20	Weekday Average*
0 - 1	50	28	28	19	26	30	39	63	26
1 - 2	22	17	8	16	11	11	23	31	13
2 - 3	17	5	12	9	4	6	13	25	7
3 - 4	9	7	7	8	7	7	11	11	7
4 - 5	13	10	10	14	9	10	11	13	11
5 - 6	21	50	58	57	58	66	23	17	58
6 - 7	28	131	131	143	143	116	40	38	133
7 - 8	67	235	236	238	215	203	124	80	225
8 - 9	163	305	334	297	325	350	214	192	322
9 - 10	241	313	294	299	268	345	298	250	304
10 - 11	352	330	319	312	280	342	394	385	317
11 - 12	413	323	337	348	322	421	517	536	350
12 - 13	478	391	410	376	405	454	511	585	407
13 - 14	489	426	400	415	322	473	699	650	407
14 - 15	551	488	315	474	431	547	611	640	451
15 - 16	571	544	426	538	498	549	582	693	511
16 - 17	555	534	391	519	442	370	806	560	451
17 - 18	421	516	416	496	498	462	680	394	478
18 - 19	272	396	369	412	390	383	613	293	390
19 - 20	292	297	248	247	288	332	423	239	282
20 - 21	227	234	225	236	274	291	324	279	252
21 - 22	159	152	153	203	227	277	274	172	202
22 - 23	75	74	71	71	99	112	185	67	85
23 - 24	35	33	26	43	65	81	112	55	50
AM Peak Hr.	11:00 - 12:00	10:00 - 11:00	11:00 - 12:00	11:00 - 12:00	08:00 - 09:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00
AM Peak Vol.	413	330	337	348	325	421	517	536	350
PM Peak Hr.	15:00 - 16:00	15:00 - 16:00	15:00 - 16:00	15:00 - 16:00	15:00 - 16:00	15:00 - 16:00	16:00 - 17:00	15:00 - 16:00	15:00 - 16:00
PM Peak Vol.	571	544	426	538	498	549	806	693	511
Daily Total	5521	5839	5224	5790	5607	6238	7527	6268	5739
Daily %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Marine Dr Between Parker St & Keil St - 2-Way



LOCATION: Johnston Rd South of Roper Ave
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Tuesday, July 07, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	36.0	8.2	2624	2624	41.8%	28.0 KPH	35.7 KPH	44.1 KPH
Southbound	33.5	7.5	3658	3658	58.2%	25.7 KPH	33.5 KPH	41.1 KPH
All Lanes	34.5	7.9	6282	6282	100.0%	26.5 KPH	34.4 KPH	42.4 KPH

Wednesday, July 08, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	35.9	7.6	2622	2622	40.9%	28.3 KPH	35.6 KPH	43.1 KPH
Southbound	33.9	7.7	3794	3794	59.1%	26.1 KPH	33.6 KPH	41.3 KPH
All Lanes	34.7	7.7	6416	6416	100.0%	26.9 KPH	34.4 KPH	42.1 KPH

Thursday, July 09, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	36.5	7.8	2529	2529	41.4%	28.7 KPH	36.4 KPH	44.4 KPH
Southbound	34.0	7.4	3576	3576	58.6%	26.4 KPH	33.8 KPH	41.2 KPH
All Lanes	35.0	7.7	6105	6105	100.0%	27.3 KPH	34.8 KPH	42.6 KPH

Friday, July 10, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	35.9	7.8	3043	3043	41.0%	28.0 KPH	35.9 KPH	43.6 KPH
Southbound	33.1	7.3	4380	4380	59.0%	25.4 KPH	33.2 KPH	40.2 KPH
All Lanes	34.3	7.6	7423	7423	100.0%	26.5 KPH	34.2 KPH	41.8 KPH

Saturday, July 11, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	36.5	8.2	2492	2492	41.4%	28.1 KPH	36.2 KPH	44.4 KPH
Southbound	33.5	8.3	3529	3529	58.6%	24.8 KPH	33.4 KPH	41.7 KPH
All Lanes	34.8	8.4	6021	6021	100.0%	26.2 KPH	34.6 KPH	42.9 KPH

Sunday, July 12, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	36.8	7.7	3009	3009	40.9%	29.6 KPH	36.5 KPH	44.4 KPH
Southbound	34.6	7.2	4344	4344	59.1%	27.4 KPH	34.5 KPH	41.8 KPH
All Lanes	35.5	7.5	7353	7353	100.0%	28.2 KPH	35.3 KPH	42.9 KPH

Monday, July 13, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	37.2	7.5	2651	2651	41.4%	29.9 KPH	37.1 KPH	44.7 KPH
Southbound	34.5	7.3	3755	3755	58.6%	27.2 KPH	34.4 KPH	41.6 KPH
All Lanes	35.6	7.5	6406	6406	100.0%	28.1 KPH	35.5 KPH	42.9 KPH

Tuesday, July 14, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	43.5	7.6	197	197	52.3%	35.7 KPH	44.1 KPH	51.6 KPH
Southbound	41.9	7.5	180	180	47.7%	34.1 KPH	41.7 KPH	49.3 KPH
All Lanes	42.7	7.6	377	377	100.0%	34.6 KPH	43.0 KPH	50.1 KPH

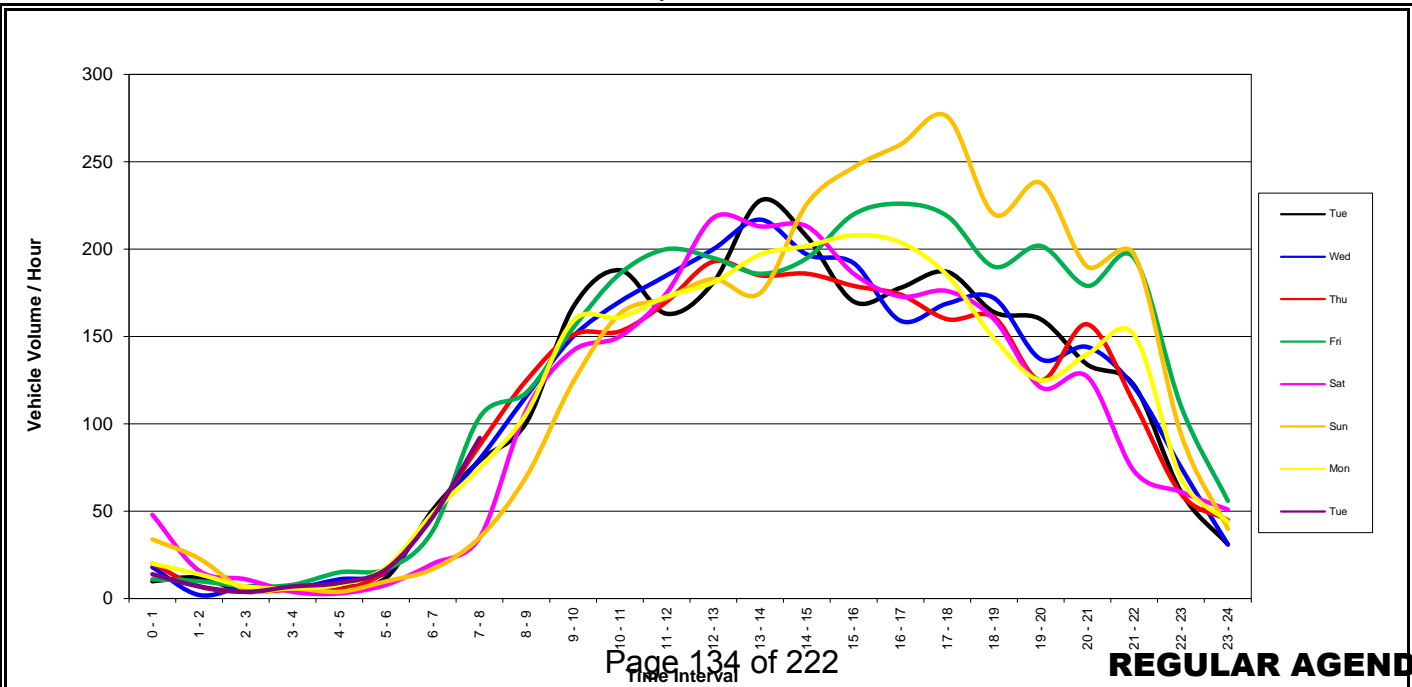
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Roper Ave
DIRECTION: Northbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	10	18	20	11	48	34	20	14	16
1 - 2	12	2	7	10	16	23	14	7	9
2 - 3	4	7	4	7	11	5	7	4	6
3 - 4	7	6	5	8	4	6	6	7	7
4 - 5	7	11	5	15	3	4	8	9	9
5 - 6	12	15	16	17	8	10	18	17	16
6 - 7	51	48	48	39	20	17	49	47	47
7 - 8	79	80	88	104	35	35	75	92	86
8 - 9	101	116	125	118	108	70	106		113
9 - 10	167	150	151	155	142	124	159		156
10 - 11	188	170	153	186	150	163	161		172
11 - 12	163	185	170	200	175	172	173		178
12 - 13	181	200	193	195	218	183	181		190
13 - 14	228	217	185	186	213	175	197		203
14 - 15	207	197	186	195	213	226	202		197
15 - 16	170	192	179	220	186	247	208		194
16 - 17	178	159	174	226	173	260	204		188
17 - 18	187	169	160	219	176	276	185		184
18 - 19	164	172	161	190	160	220	149		167
19 - 20	160	137	125	202	121	238	125		150
20 - 21	134	144	157	179	127	190	140		151
21 - 22	122	121	112	195	73	197	151		140
22 - 23	61	75	60	110	61	94	69		75
23 - 24	31	31	45	56	51	40	44		41
AM Peak Hr.	10:00 - 11:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	188	185	170	200	175	172	173	92	178
PM Peak Hr.	13:00 - 14:00	13:00 - 14:00	12:00 - 13:00	16:00 - 17:00	12:00 - 13:00	17:00 - 18:00	15:00 - 16:00		13:00 - 14:00
PM Peak Vol.	228	217	193	226	218	276	208	0	203
Daily Total	2624	2622	2529	3043	2492	3009	2651	197	2695
Daily %	41.8%	40.9%	41.4%	41.0%	41.4%	40.9%	41.4%	52.3%	41.3%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Roper Ave - Northbound



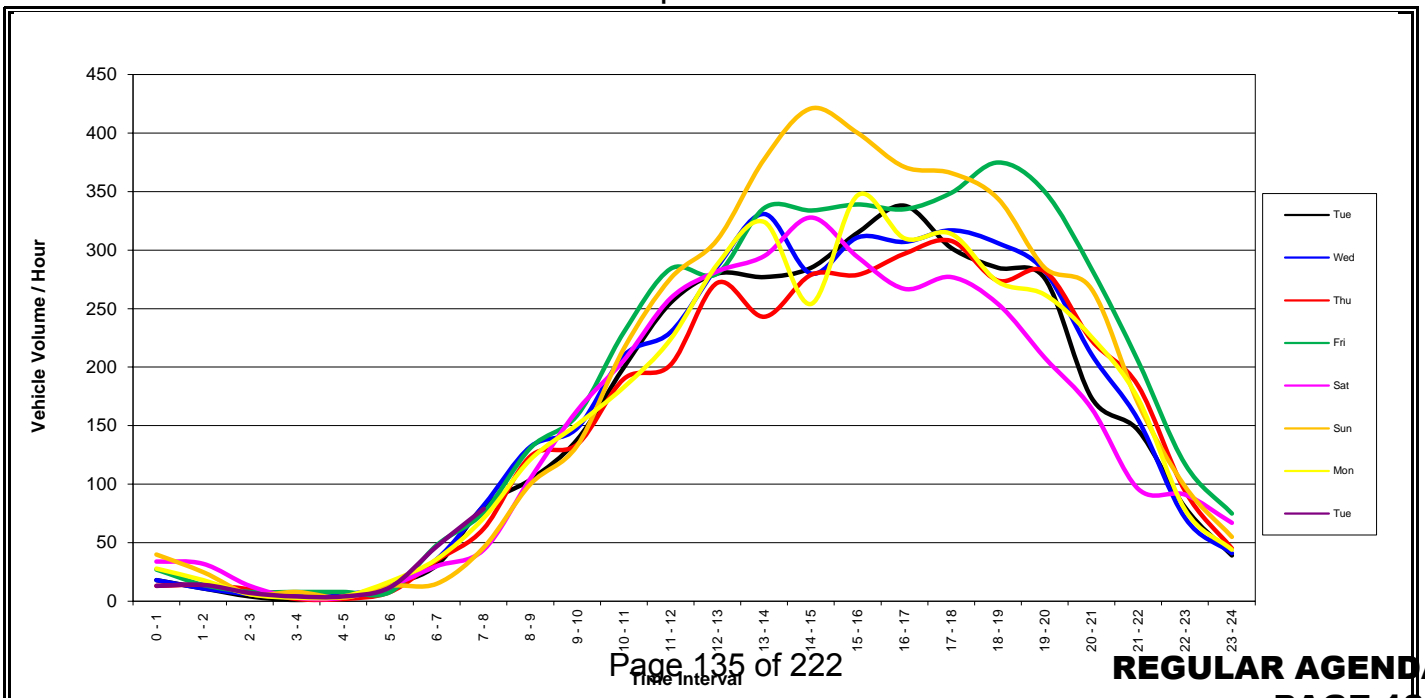
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Roper Ave
DIRECTION: Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	18	18	13	27	34	40	28	13	20
1 - 2	11	11	14	14	32	25	18	14	14
2 - 3	4	6	10	8	13	6	6	7	7
3 - 4	1	4	2	8	3	8	3	4	4
4 - 5	4	6	2	8	3	3	4	4	5
5 - 6	14	13	8	8	13	13	17	12	12
6 - 7	31	36	35	48	30	15	36	47	39
7 - 8	81	82	62	76	44	46	71	79	75
8 - 9	104	132	124	131	105	100	121		122
9 - 10	138	148	134	159	163	133	151		146
10 - 11	200	210	190	230	206	216	183		203
11 - 12	255	230	202	284	259	276	224		239
12 - 13	280	286	272	280	282	309	288		281
13 - 14	277	331	243	336	295	378	324		302
14 - 15	285	280	279	334	328	421	254		286
15 - 16	315	311	279	339	294	400	347		318
16 - 17	338	307	297	335	267	371	310		317
17 - 18	302	317	308	349	277	366	314		318
18 - 19	285	306	274	375	254	344	273		303
19 - 20	276	282	282	350	208	285	262		290
20 - 21	174	211	223	284	165	267	226		224
21 - 22	146	155	184	205	96	169	173		173
22 - 23	80	71	94	117	91	98	78		88
23 - 24	39	41	45	75	67	55	44		49
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	255	230	202	284	259	276	224	79	239
PM Peak Hr.	16:00 - 17:00	13:00 - 14:00	17:00 - 18:00	18:00 - 19:00	14:00 - 15:00	14:00 - 15:00	15:00 - 16:00		15:00 - 16:00
PM Peak Vol.	338	331	308	375	328	421	347	0	318
Daily Total	3658	3794	3576	4380	3529	4344	3755	180	3835
Daily %	58.2%	59.1%	58.6%	59.0%	58.6%	59.1%	58.6%	47.7%	58.7%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Roper Ave - Southbound



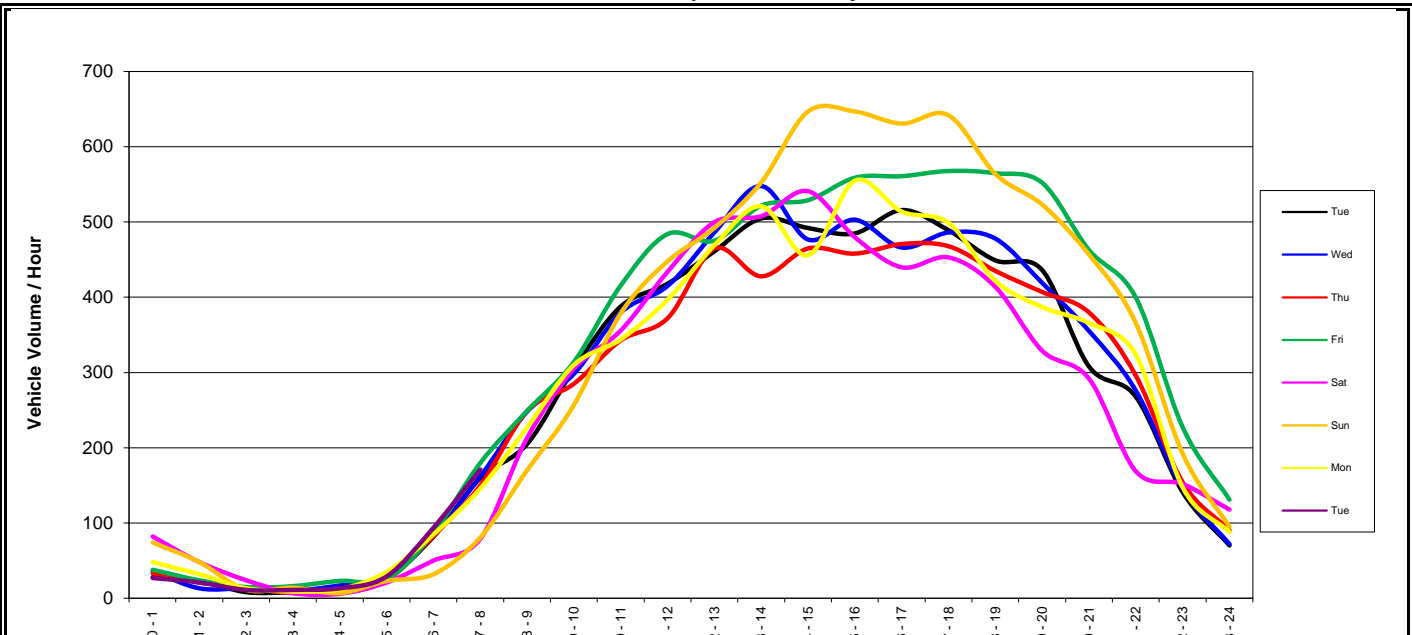
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Roper Ave
DIRECTION: Northbound and Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	28	36	33	38	82	74	48	27	35
1 - 2	23	13	21	24	48	48	32	21	22
2 - 3	8	13	14	15	24	11	13	11	12
3 - 4	8	10	7	16	7	14	9	11	10
4 - 5	11	17	7	23	6	7	12	13	14
5 - 6	26	28	24	25	21	23	35	29	28
6 - 7	82	84	83	87	50	32	85	94	86
7 - 8	160	162	150	180	79	81	146	171	162
8 - 9	205	248	249	249	213	170	227		236
9 - 10	305	298	285	314	305	257	310		302
10 - 11	388	380	343	416	356	379	344		374
11 - 12	418	415	372	484	434	448	397		417
12 - 13	461	486	465	475	500	492	469		471
13 - 14	505	548	428	522	508	553	521		505
14 - 15	492	477	465	529	541	647	456		484
15 - 16	485	503	458	559	480	647	555		512
16 - 17	516	466	471	561	440	631	514		506
17 - 18	489	486	468	568	453	642	499		502
18 - 19	449	478	435	565	414	564	422		470
19 - 20	436	419	407	552	329	523	387		440
20 - 21	308	355	380	463	292	457	366		374
21 - 22	268	276	296	400	169	366	324		313
22 - 23	141	146	154	227	152	192	147		163
23 - 24	70	72	90	131	118	95	88		90
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	418	415	372	484	434	448	397	171	417
PM Peak Hr.	16:00 - 17:00	13:00 - 14:00	16:00 - 17:00	17:00 - 18:00	14:00 - 15:00	14:00 - 15:00	15:00 - 16:00		15:00 - 16:00
PM Peak Vol.	516	548	471	568	541	647	555	0	512
Daily Total	6282	6416	6105	7423	6021	7353	6406	377	6528
Daily %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Roper Ave - 2-Way



LOCATION: Johnston Rd South of Thrift Ave
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Tuesday, July 07, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	34.7	7.8	3208	3208	43.6%	26.7 KPH	34.6 KPH	42.2 KPH
Southbound	33.1	7.6	4149	4149	56.4%	25.1 KPH	33.0 KPH	40.7 KPH
All Lanes	33.8	7.7	7357	7357	100.0%	25.7 KPH	33.6 KPH	41.5 KPH

Wednesday, July 08, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	34.5	7.8	3267	3267	43.6%	26.5 KPH	34.3 KPH	42.2 KPH
Southbound	32.9	7.8	4219	4219	56.4%	24.5 KPH	32.8 KPH	40.7 KPH
All Lanes	33.6	7.9	7486	7486	100.0%	25.4 KPH	33.5 KPH	41.4 KPH

Thursday, July 09, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	34.7	7.5	3168	3168	43.9%	27.1 KPH	34.5 KPH	42.1 KPH
Southbound	33.3	7.6	4047	4047	56.1%	25.4 KPH	33.2 KPH	40.9 KPH
All Lanes	34.0	7.6	7215	7215	100.0%	26.2 KPH	33.8 KPH	41.5 KPH

Friday, July 10, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	34.2	7.6	3693	3693	43.2%	26.6 KPH	33.9 KPH	41.6 KPH
Southbound	32.0	7.5	4847	4847	56.8%	24.0 KPH	32.0 KPH	39.4 KPH
All Lanes	33.0	7.6	8540	8540	100.0%	25.0 KPH	32.8 KPH	40.4 KPH

Saturday, July 11, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	34.7	7.7	3096	3096	44.0%	26.9 KPH	34.4 KPH	42.7 KPH
Southbound	32.2	7.9	3944	3944	56.0%	23.4 KPH	32.0 KPH	40.4 KPH
All Lanes	33.3	7.9	7040	7040	100.0%	24.8 KPH	33.1 KPH	41.5 KPH

Sunday, July 12, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	35.2	7.7	3530	3530	43.9%	27.3 KPH	35.0 KPH	42.9 KPH
Southbound	34.3	7.4	4513	4513	56.1%	26.8 KPH	34.1 KPH	41.5 KPH
All Lanes	34.7	7.6	8043	8043	100.0%	27.0 KPH	34.5 KPH	42.2 KPH

Monday, July 13, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	35.5	7.7	3200	3200	44.0%	27.8 KPH	35.4 KPH	43.3 KPH
Southbound	34.0	7.4	4074	4074	56.0%	26.1 KPH	34.1 KPH	41.5 KPH
All Lanes	34.6	7.6	7274	7274	100.0%	26.7 KPH	34.7 KPH	42.2 KPH

Tuesday, July 14, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	40.8	7.2	303	303	52.0%	34.1 KPH	40.1 KPH	48.5 KPH
Southbound	39.5	7.2	280	280	48.0%	32.2 KPH	38.9 KPH	46.4 KPH
All Lanes	40.2	7.2	583	583	100.0%	33.1 KPH	40.0 KPH	47.5 KPH

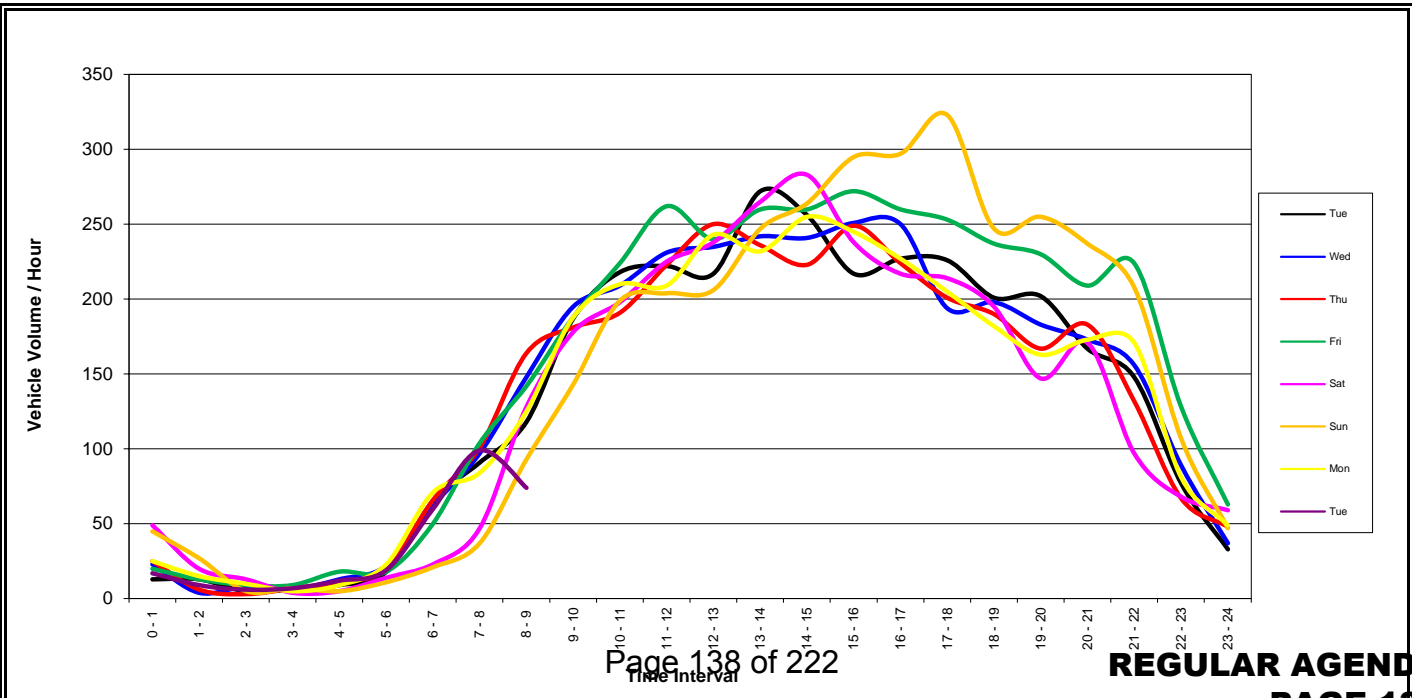
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Thrift Ave
DIRECTION: Northbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	13	23	25	20	49	45	25	17	25
1 - 2	13	4	6	13	20	27	15	9	11
2 - 3	5	8	3	9	13	5	10	6	7
3 - 4	6	6	7	9	4	7	5	7	7
4 - 5	9	13	11	18	5	5	9	12	11
5 - 6	18	22	20	18	14	11	23	19	19
6 - 7	65	62	66	50	23	21	71	60	54
7 - 8	91	97	101	104	47	37	84	99	90
8 - 9	118	148	164	142	128	93	125	74	129
9 - 10	187	195	181	188	178	143	188		186
10 - 11	218	209	191	224	198	199	210		208
11 - 12	222	231	223	262	225	204	209		233
12 - 13	217	235	250	240	238	206	243		236
13 - 14	272	242	236	260	265	247	232		255
14 - 15	256	241	223	260	283	264	255		253
15 - 16	217	251	249	272	238	295	245		245
16 - 17	227	250	224	260	217	297	227		236
17 - 18	226	194	201	253	214	323	205		218
18 - 19	201	198	190	237	195	247	182		204
19 - 20	202	183	167	230	147	255	163		186
20 - 21	167	173	183	209	171	237	173		181
21 - 22	148	156	132	224	97	208	171		151
22 - 23	77	89	67	128	68	107	81		86
23 - 24	33	37	48	63	59	47	49		48
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	10:00 - 11:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	222	231	223	262	225	204	210	99	233
PM Peak Hr.	13:00 - 14:00	15:00 - 16:00	12:00 - 13:00	15:00 - 16:00	14:00 - 15:00	17:00 - 18:00	14:00 - 15:00		13:00 - 14:00
PM Peak Vol.	272	251	250	272	283	323	255	0	255
Daily Total	3208	3267	3168	3693	3096	3530	3200	303	3279
Daily %	43.6%	43.6%	43.9%	43.2%	44.0%	43.9%	44.0%	52.0%	43.7%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Thrift Ave - Northbound



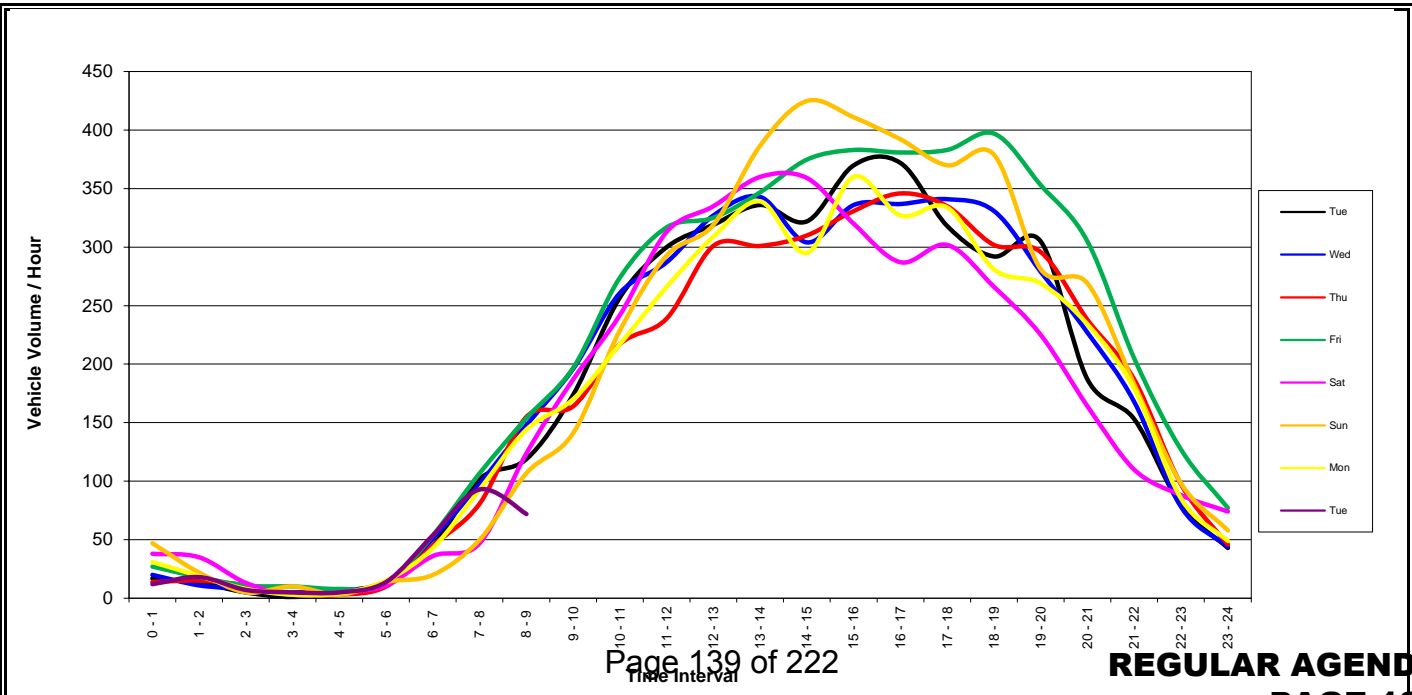
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Thrift Ave
DIRECTION: Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	17	20	14	27	38	47	31	12	21
1 - 2	13	11	15	18	35	22	19	18	18
2 - 3	5	8	11	11	13	5	8	7	9
3 - 4	1	5	3	10	3	10	3	5	5
4 - 5	6	7	3	8	5	3	4	5	6
5 - 6	14	12	10	12	11	14	15	14	12
6 - 7	45	51	45	54	36	20	43	54	48
7 - 8	102	98	81	107	47	50	93	93	88
8 - 9	119	148	155	154	124	107	144	72	129
9 - 10	174	196	164	197	187	141	170		184
10 - 11	257	261	217	274	242	229	217		250
11 - 12	300	287	239	317	313	293	266		291
12 - 13	319	327	301	325	335	319	309		321
13 - 14	336	343	301	347	360	387	339		337
14 - 15	322	304	310	375	359	425	295		334
15 - 16	370	336	331	383	320	411	360		348
16 - 17	372	337	346	381	287	392	327		345
17 - 18	318	341	335	383	302	370	334		336
18 - 19	292	331	302	397	266	379	281		318
19 - 20	305	279	296	353	225	281	269		292
20 - 21	187	227	238	305	164	269	234		224
21 - 22	153	168	187	205	110	183	179		165
22 - 23	79	78	97	127	88	98	85		94
23 - 24	43	44	46	77	74	58	49		57
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	300	287	239	317	313	293	266	93	291
PM Peak Hr.	16:00 - 17:00	13:00 - 14:00	16:00 - 17:00	18:00 - 19:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00		15:00 - 16:00
PM Peak Vol.	372	343	346	397	360	425	360	0	348
Daily Total	4149	4219	4047	4847	3944	4513	4074	280	4232
Daily %	56.4%	56.4%	56.1%	56.8%	56.0%	56.1%	56.0%	48.0%	56.4%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Thrift Ave - Southbound



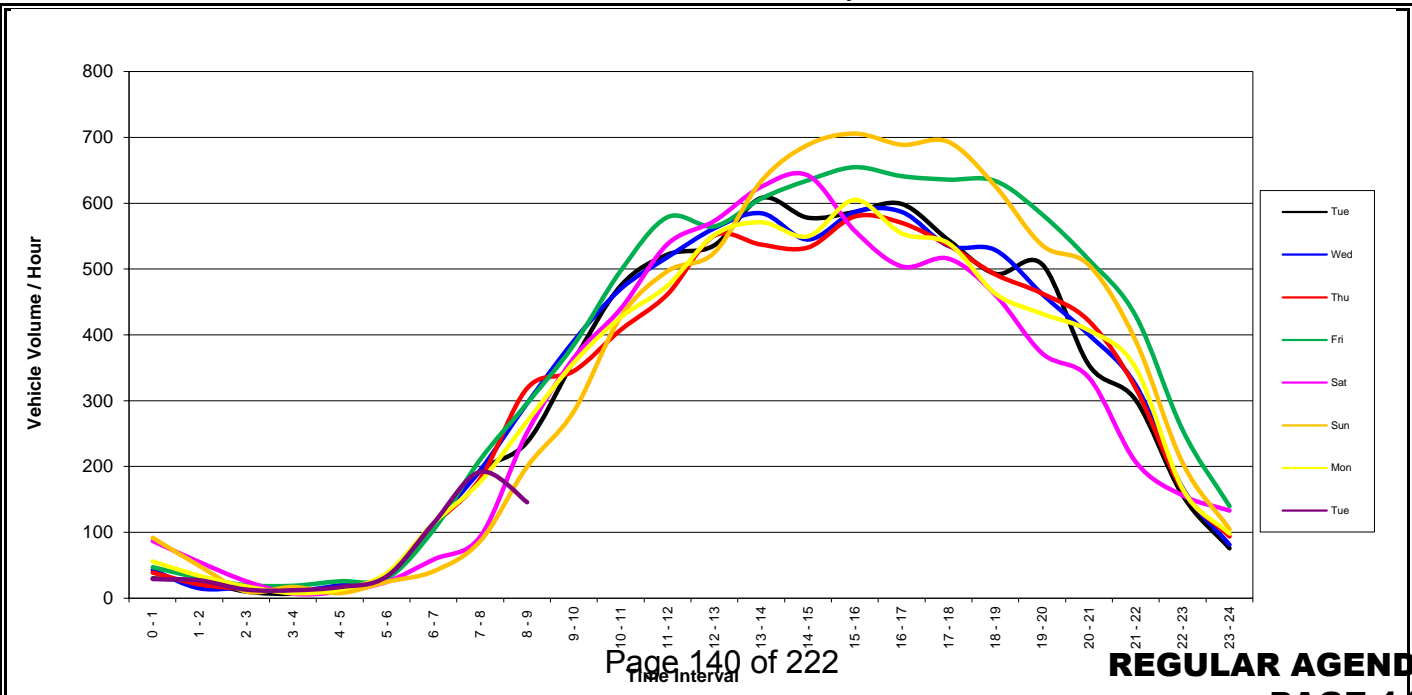
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of Thrift Ave
DIRECTION: Northbound and Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES:

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Mon 13-Jul-20	Tue 14-Jul-20	Weekday Average*
0 - 1	30	43	39	47	87	92	56	29	46
1 - 2	26	15	21	31	55	49	34	27	29
2 - 3	10	16	14	20	26	10	18	13	17
3 - 4	7	11	10	19	7	17	8	12	11
4 - 5	15	20	14	26	10	8	13	17	17
5 - 6	32	34	30	30	25	25	38	33	31
6 - 7	110	113	111	104	59	41	114	114	102
7 - 8	193	195	182	211	94	87	177	192	178
8 - 9	237	296	319	296	252	200	269	146	258
9 - 10	361	391	345	385	365	284	358		369
10 - 11	475	470	408	498	440	428	427		458
11 - 12	522	518	462	579	538	497	475		524
12 - 13	536	562	551	565	573	525	552		557
13 - 14	608	585	537	607	625	634	571		592
14 - 15	578	545	533	635	642	689	550		587
15 - 16	587	587	580	655	558	706	605		593
16 - 17	599	587	570	641	504	689	554		580
17 - 18	544	535	536	636	516	693	539		553
18 - 19	493	529	492	634	461	626	463		522
19 - 20	507	462	463	583	372	536	432		477
20 - 21	354	400	421	514	335	506	407		405
21 - 22	301	324	319	429	207	391	350		316
22 - 23	156	167	164	255	156	205	166		180
23 - 24	76	81	94	140	133	105	98		105
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	07:00 - 08:00	11:00 - 12:00
AM Peak Vol.	522	518	462	579	538	497	475	192	524
PM Peak Hr.	13:00 - 14:00	15:00 - 16:00	15:00 - 16:00	15:00 - 16:00	14:00 - 15:00	15:00 - 16:00	15:00 - 16:00		15:00 - 16:00
PM Peak Vol.	608	587	580	655	642	706	605	0	593
Daily Total	7357	7486	7215	8540	7040	8043	7274	583	7507
Daily %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of Thrift Ave - 2-Way



LOCATION: Johnston Rd South of N Bluff Rd
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES: Suspect data highlighted in RED

Tuesday, July 07, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	29.9	7.8	4723	4723	50.1%	21.8 KPH	29.1 KPH	37.9 KPH
Southbound	29.2	8.3	4705	4705	49.9%	20.5 KPH	28.4 KPH	37.8 KPH
All Lanes	29.6	8.0	9428	9428	100.0%	21.1 KPH	28.8 KPH	37.9 KPH

Wednesday, July 08, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	29.6	7.8	4878	4878	51.1%	21.3 KPH	28.8 KPH	38.0 KPH
Southbound	30.1	9.2	4677	4677	48.9%	20.5 KPH	28.7 KPH	39.9 KPH
All Lanes	29.8	8.5	9555	9555	100.0%	20.9 KPH	28.8 KPH	38.8 KPH

Thursday, July 09, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	38.8	7.6	411	411	46.5%	31.0 KPH	39.0 KPH	46.1 KPH
Southbound	39.3	7.9	472	472	53.5%	31.1 KPH	39.3 KPH	47.1 KPH
All Lanes	39.0	7.8	883	883	100.0%	31.1 KPH	39.2 KPH	46.7 KPH

Friday, July 10, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	29.0	7.8	5374	5374	51.3%	21.2 KPH	27.8 KPH	36.9 KPH
Southbound	28.5	8.0	5092	5092	48.7%	20.0 KPH	27.6 KPH	36.9 KPH
All Lanes	28.8	7.9	10466	10466	100.0%	20.6 KPH	27.7 KPH	36.9 KPH

Saturday, July 11, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	29.9	8.2	4537	4537	50.6%	21.5 KPH	29.1 KPH	38.2 KPH
Southbound	29.8	8.5	4429	4429	49.4%	20.8 KPH	28.9 KPH	38.8 KPH
All Lanes	29.9	8.3	8966	8966	100.0%	21.1 KPH	29.0 KPH	38.5 KPH

Sunday, July 12, 2020

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound	35.5	13.1	2410	2410	44.9%	23.3 KPH	32.7 KPH	48.4 KPH
Southbound	26.9	7.9	2963	2963	55.1%	19.1 KPH	25.5 KPH	34.8 KPH
All Lanes	30.8	11.4	5373	5373	100.0%	20.2 KPH	28.1 KPH	41.3 KPH

#VALUE!

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound			0	0	#DIV/0!	KPH	KPH	KPH
Southbound			0	0	#DIV/0!	KPH	KPH	KPH
All Lanes			0	0	#DIV/0!	KPH	KPH	KPH

#VALUE!

Direction	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% of All Lanes	15th Percentile	50th Percentile	85th Percentile
Northbound			0	0	#DIV/0!	KPH	KPH	KPH
Southbound			0	0	#DIV/0!	KPH	KPH	KPH
All Lanes			0	0	#DIV/0!	KPH	KPH	KPH

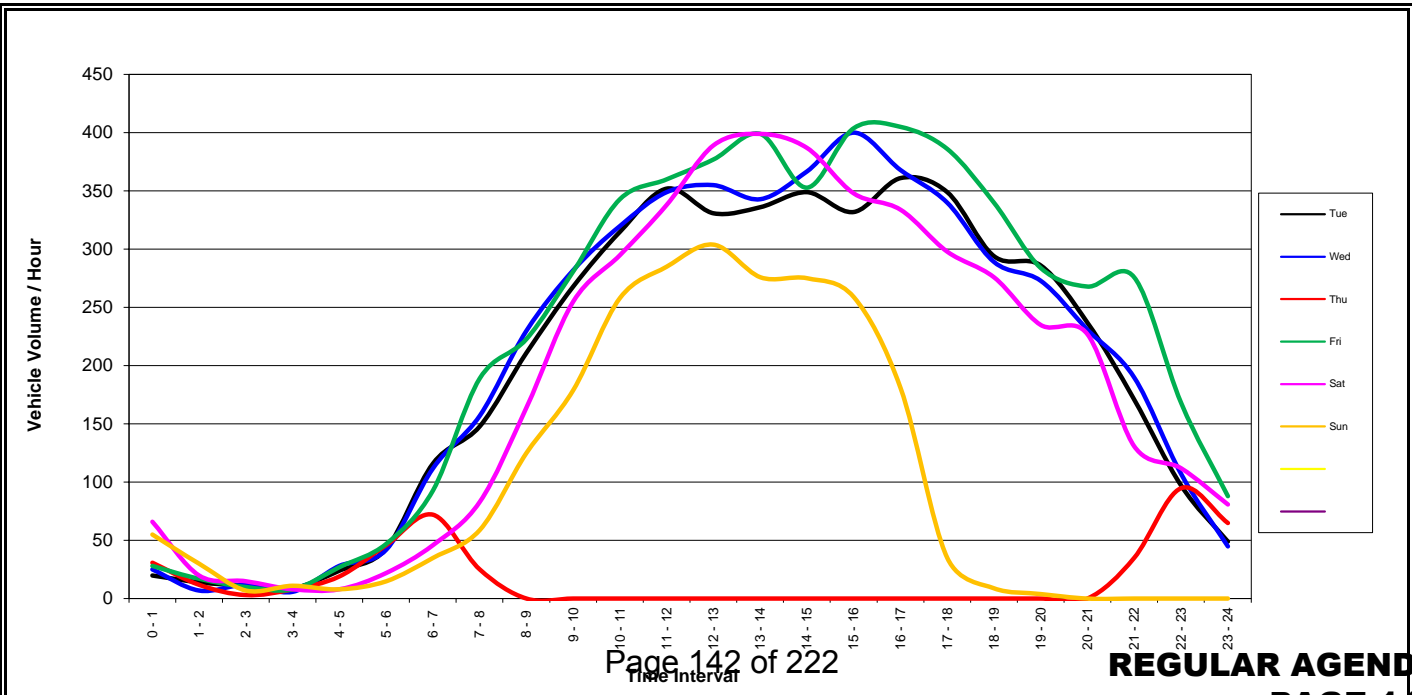
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of N Bluff Rd
DIRECTION: Northbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES: *Suspect data highlighted in RED*

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Weekday Average*
0 - 1	20	25	31	28	66	55	26
1 - 2	14	7	12	17	20	30	13
2 - 3	11	12	3	10	15	7	9
3 - 4	9	6	8	8	8	11	8
4 - 5	24	28	19	27	8	8	25
5 - 6	43	42	46	47	22	15	45
6 - 7	116	112	72	93	46	35	107
7 - 8	148	157	25	189	83	59	165
8 - 9	211	230	0	223	164	125	221
9 - 10	268	282	0	281	255	179	277
10 - 11	315	320	0	343	295	258	326
11 - 12	352	349	0	360	338	285	354
12 - 13	331	355	0	377	389	304	354
13 - 14	336	343	0	399	399	276	359
14 - 15	349	367	0	353	387	275	356
15 - 16	332	400	0	404	348	259	379
16 - 17	361	368	0	405	334	181	378
17 - 18	349	340	0	386	298	35	358
18 - 19	294	289	0	340	276	9	308
19 - 20	286	273	0	284	235	4	281
20 - 21	237	231	0	268	227	0	245
21 - 22	171	190	35	276	131	0	212
22 - 23	97	107	95	168	112	0	117
23 - 24	49	45	65	88	81	0	62
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	06:00 - 07:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00
AM Peak Vol.	352	349	72	360	338	285	354
PM Peak Hr.	16:00 - 17:00	15:00 - 16:00	22:00 - 23:00	16:00 - 17:00	13:00 - 14:00	12:00 - 13:00	15:00 - 16:00
PM Peak Vol.	361	400	95	405	399	304	379
Daily Total	4723	4878	411	5374	4537	2410	4985
Daily %	50.1%	51.1%	46.5%	51.3%	50.6%	44.9%	50.9%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of N Bluff Rd - Northbound



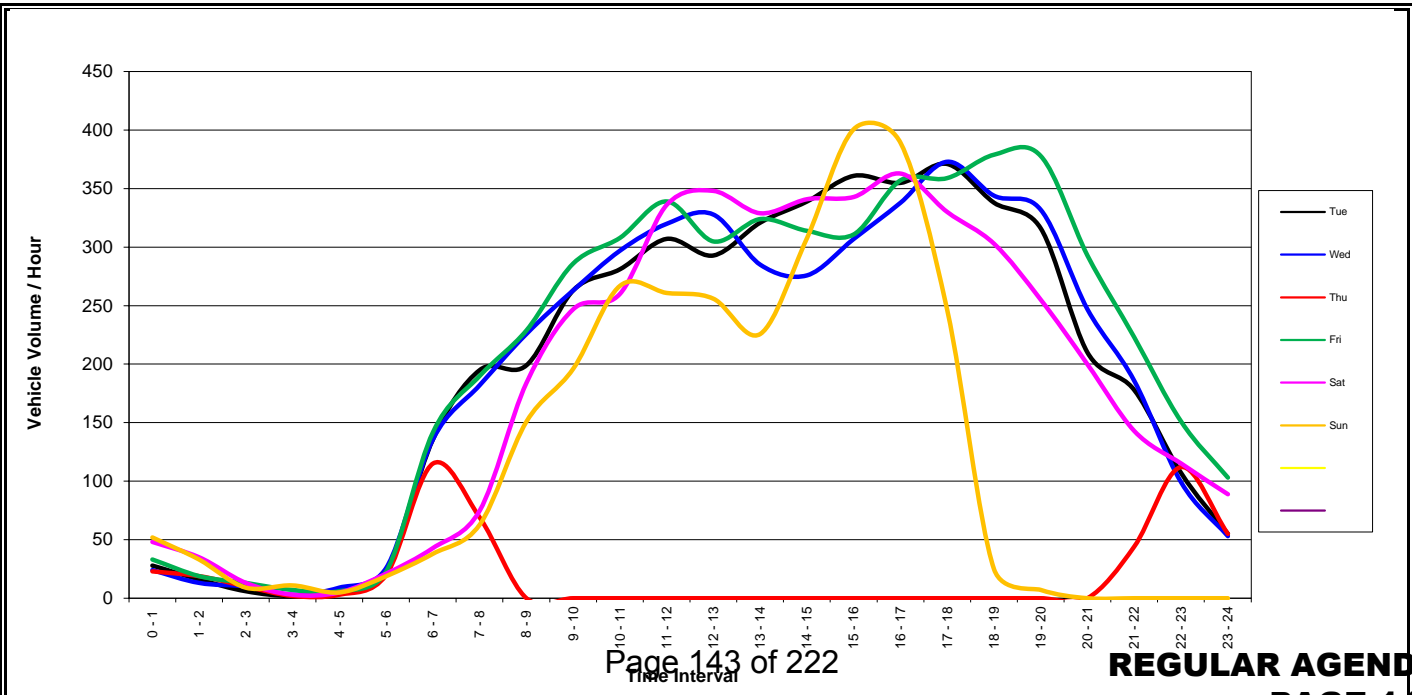
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of N Bluff Rd
DIRECTION: Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES: *Suspect data highlighted in RED*

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Weekday Average*
0 - 1	28	24	23	33	48	52	27
1 - 2	16	13	19	19	35	33	17
2 - 3	6	10	10	13	13	9	10
3 - 4	2	3	2	7	3	11	4
4 - 5	6	9	3	6	5	5	6
5 - 6	22	26	20	23	21	19	23
6 - 7	136	136	115	142	43	38	138
7 - 8	195	182	69	190	75	63	189
8 - 9	199	226	0	229	184	151	218
9 - 10	263	263	0	286	247	196	271
10 - 11	281	297	0	308	260	267	295
11 - 12	307	320	0	339	336	261	322
12 - 13	293	328	0	305	348	256	309
13 - 14	321	285	0	324	329	226	310
14 - 15	339	276	0	314	341	308	310
15 - 16	361	307	0	311	343	401	326
16 - 17	355	338	0	357	363	389	350
17 - 18	371	373	0	359	330	246	368
18 - 19	338	344	0	379	303	25	354
19 - 20	316	332	0	378	255	7	342
20 - 21	210	247	0	293	200	0	250
21 - 22	178	186	44	223	143	0	196
22 - 23	107	99	112	151	115	0	117
23 - 24	55	53	55	103	89	0	67
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	06:00 - 07:00	11:00 - 12:00	11:00 - 12:00	10:00 - 11:00	11:00 - 12:00
AM Peak Vol.	307	320	115	339	336	267	322
PM Peak Hr.	17:00 - 18:00	17:00 - 18:00	22:00 - 23:00	18:00 - 19:00	16:00 - 17:00	15:00 - 16:00	17:00 - 18:00
PM Peak Vol.	371	373	112	379	363	401	368
Daily Total	4705	4677	472	5092	4429	2963	4819
Daily %	49.9%	48.9%	53.5%	48.7%	49.4%	55.1%	49.2%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of N Bluff Rd - Southbound



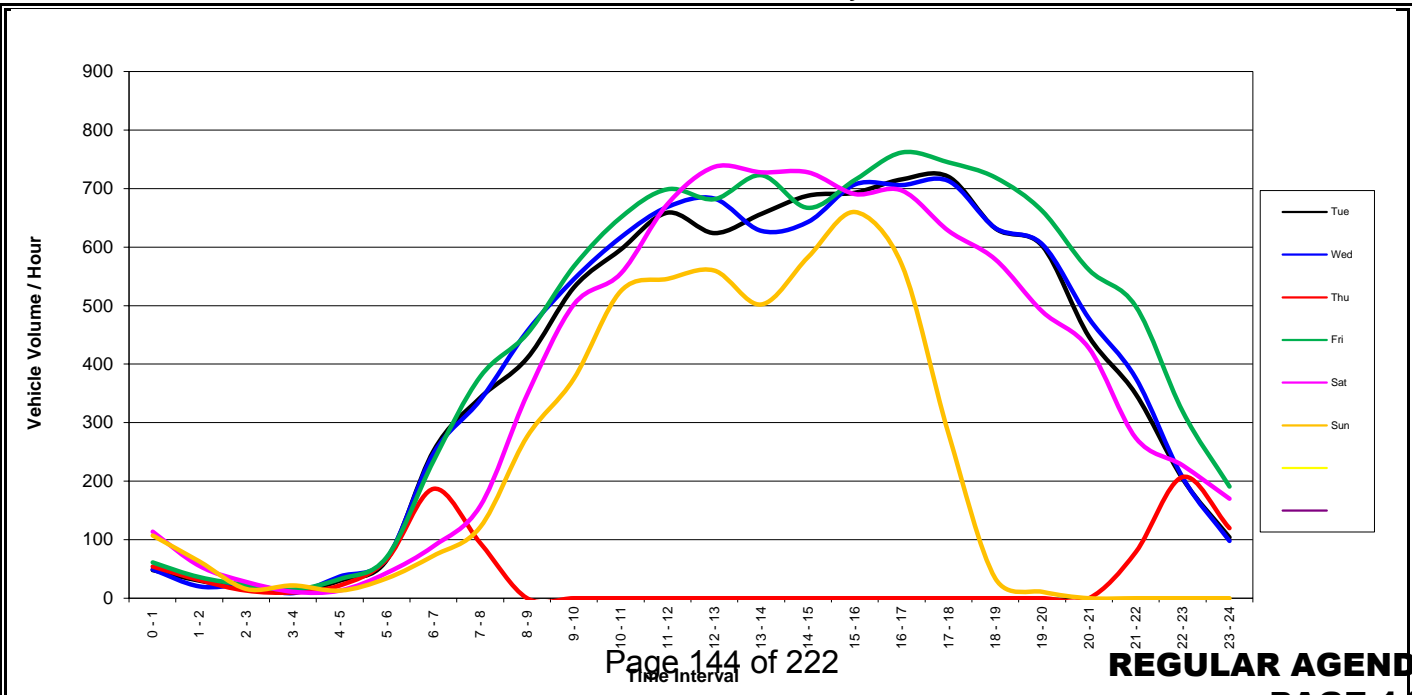
24 HOUR ROAD TUBE COUNT - VOLUME

LOCATION: Johnston Rd South of N Bluff Rd
DIRECTION: Northbound and Southbound
START DAY: 7-Jul-20
PROJECT: 7194 - Urban Systems - White Rock Data Collection
NOTES: *Suspect data highlighted in RED*

Time	Tue 7-Jul-20	Wed 8-Jul-20	Thu 9-Jul-20	Fri 10-Jul-20	Sat 11-Jul-20	Sun 12-Jul-20	Weekday Average*
0 - 1	48	49	54	61	114	107	53
1 - 2	30	20	31	36	55	63	29
2 - 3	17	22	13	23	28	16	19
3 - 4	11	9	10	15	11	22	11
4 - 5	30	37	22	33	13	13	31
5 - 6	65	68	66	70	43	34	67
6 - 7	252	248	187	235	89	73	245
7 - 8	343	339	94	379	158	122	354
8 - 9	410	456	0	452	348	276	439
9 - 10	531	545	0	567	502	375	548
10 - 11	596	617	0	651	555	525	621
11 - 12	659	669	0	699	674	546	676
12 - 13	624	683	0	682	737	560	663
13 - 14	657	628	0	723	728	502	669
14 - 15	688	643	0	667	728	583	666
15 - 16	693	707	0	715	691	660	705
16 - 17	716	706	0	762	697	570	728
17 - 18	720	713	0	745	628	281	726
18 - 19	632	633	0	719	579	34	661
19 - 20	602	605	0	662	490	11	623
20 - 21	447	478	0	561	427	0	495
21 - 22	349	376	79	499	274	0	408
22 - 23	204	206	207	319	227	0	234
23 - 24	104	98	120	191	170	0	128
AM Peak Hr.	11:00 - 12:00	11:00 - 12:00	06:00 - 07:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00	11:00 - 12:00
AM Peak Vol.	659	669	187	699	674	546	676
PM Peak Hr.	17:00 - 18:00	17:00 - 18:00	22:00 - 23:00	16:00 - 17:00	12:00 - 13:00	15:00 - 16:00	16:00 - 17:00
PM Peak Vol.	720	713	207	762	737	660	728
Daily Total	9428	9555	883	10466	8966	5373	9799
Daily %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Weekday average includes only those weekdays with non-questionable data for the full 24-hours period.

Johnston Rd South of N Bluff Rd - 2-Way





Marine Dr & Parker St

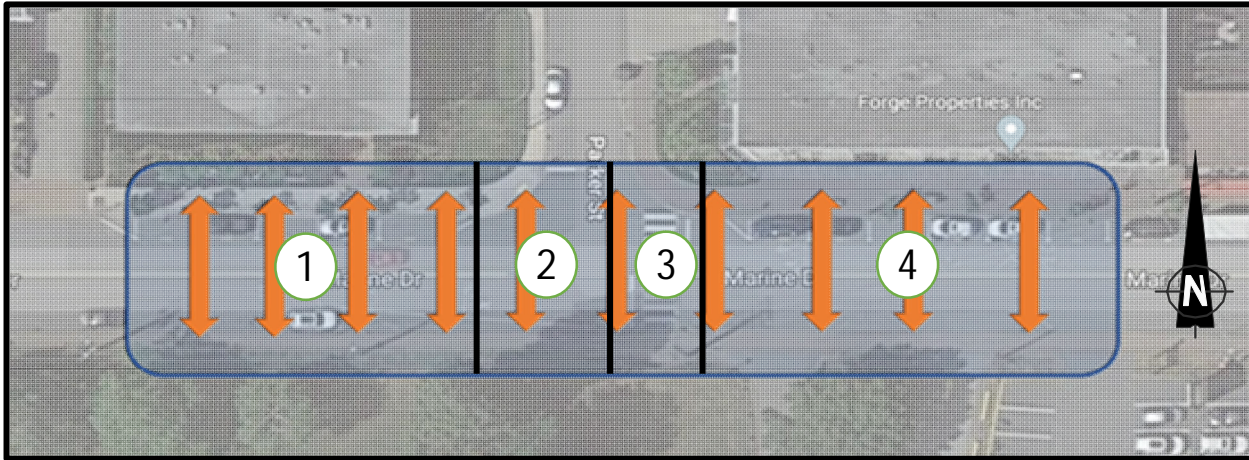
Saturday, July 11, 2020

Project: #7194: Urban Systems - White Rock Data Collection

Weather: Cloudy & Rain

Municipality: White Rock

Vehicle Class: Pedestrians



Note: Rain began at the end of the MD count (13:55) and continued for the rest of the day.

Zone 1						Zone 2					
Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	1	0	0	0	0	9:00	2	0	0	0	0
10:00	2	0	0	0	0	10:00	0	0	0	0	0
MD						MD					
12:00	0	0	0	0	0	12:00	0	0	0	0	0
13:00	0	0	0	0	0	13:00	0	0	0	0	0
PM						PM					
15:00	2	0	0	0	0	15:00	1	0	0	0	0
16:00	0	0	0	0	0	16:00	1	0	0	0	0
17:00	1	0	0	0	0	17:00	0	0	0	0	0
Zone 3						Zone 4					
Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	12	3	3	0	0	9:00	13	0	4	0	0
10:00	14	0	1	0	0	10:00	9	0	0	0	0
MD						MD					
12:00	11	3	2	0	0	12:00	13	0	2	0	0
13:00	25	0	3	0	0	13:00	25	0	3	0	0
PM						PM					
15:00	25	0	2	0	0	15:00	22	0	0	0	0
16:00	37	0	2	0	0	16:00	39	0	0	0	0
17:00	14	4	0	0	0	17:00	61	0	4	0	0



Johnston Rd & Prospect Ave

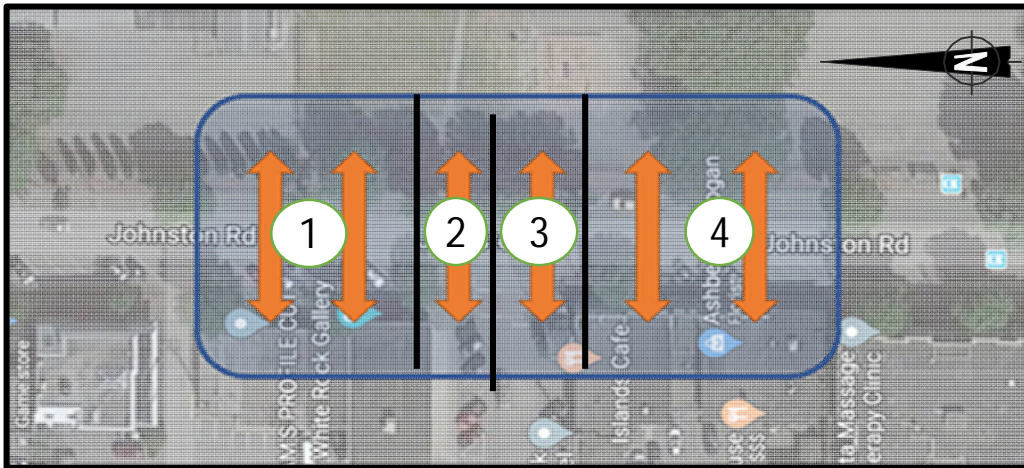
Saturday, July 11, 2020

Project: #7194: Urban Systems - White Rock Data Collection

Weather: Cloudy & Rain

Municipality: White Rock

Vehicle Class: Pedestrians



Note: Rain began at the end of the MD count (13:55) and continued for the rest of the day.

Zone 1						Zone 2					
Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	4		3		1	9:00	30	13		6	0
10:00	5		2		0	10:00	20	6		14	0
MD						MD					
12:00	5		0		4	12:00	25		1	4	0
13:00	10		2		0	13:00	33		2	6	0
PM						PM					
15:00	8		3		1	15:00	33		7	1	0
16:00	2		0		1	16:00	25		0	1	0
17:00	6		0		0	17:00	14		1	1	0
Zone 3						Zone 4					
Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (<12 years old)	Seniors (>=65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	29		15		2	9:00	0		4		0
10:00	30		2		31	10:00	5		0		2
MD						MD					
12:00	58		1		14	12:00	7		0		4
13:00	44		3		9	13:00	5		0		5
PM						PM					
15:00	72		2		21	15:00	17		0		3
16:00	37		4		7	16:00	5		0		1
17:00	31		3		5	17:00	3		0		0



Johnston Rd South of North Bluff Ave

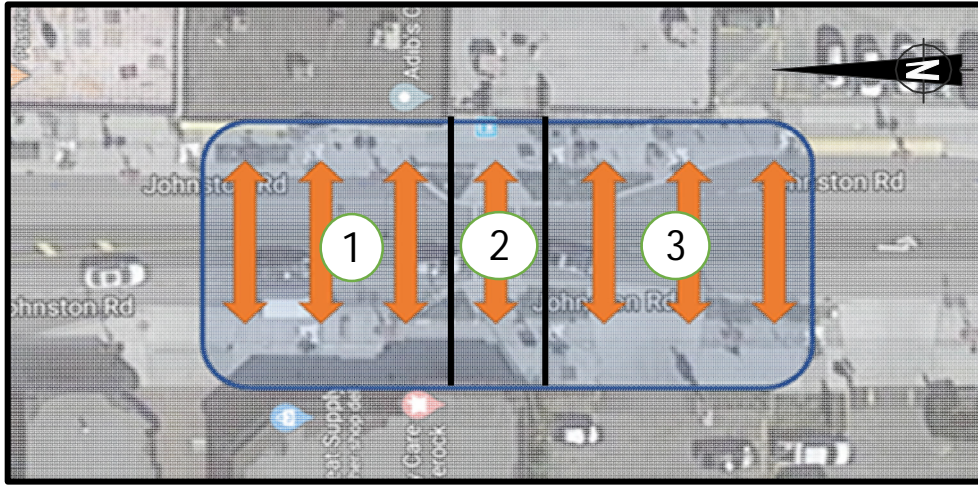
Saturday, July 11, 2020

Project: #7194: Urban Systems - White Rock Data Collection

Weather: Cloudy & Rain

Municipality: White Rock

Vehicle Class: Pedestrians



Note: Rain began at the end of the MD count (13:55) and continued for the rest of the day.

Zone 1						Zone 2					
Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	7	0	0	0		9:00	24	0	3	1	
10:00	2	0	0	0		10:00	31	0	7	1	
MD						MD					
12:00	0	0	0	0		12:00	29	0	10	0	
13:00	0	0	0	0		13:00	44	2	5	0	
PM						PM					
15:00	3	0	0	0		15:00	19	1	3	0	
16:00	3	0	0	0		16:00	28	1	1	0	
17:00	2	0	0	0		17:00	9	0	2	0	

Zone 3					
Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment	
AM					
9:00	0	0	0	0	
10:00	0	0	0	0	
MD					
12:00	0	0	0	0	
13:00	0	0	0	0	
PM					
15:00	0	0	0	0	
16:00	0	0	0	0	
17:00	3	0	0	0	



Johnston Rd South of Thrift Ave

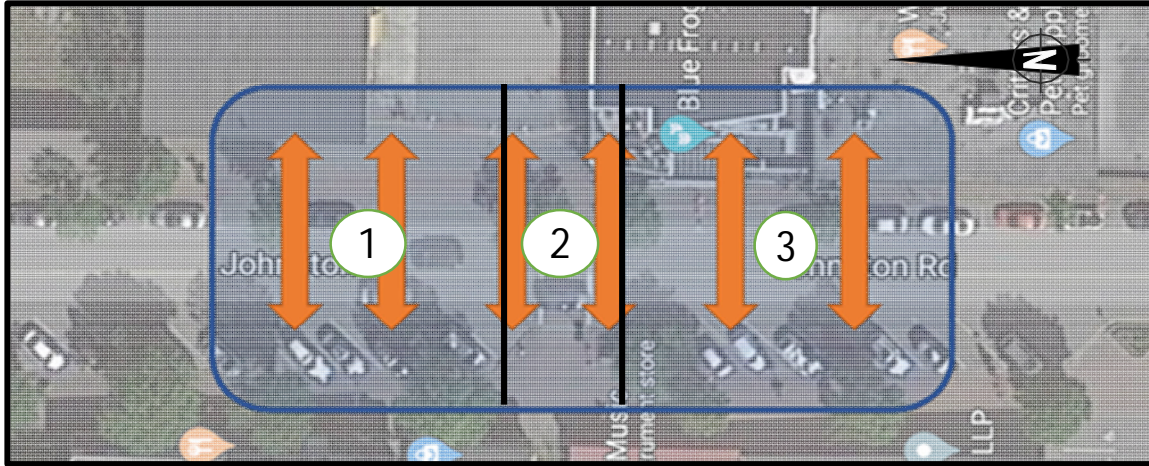
Saturday, July 11, 2020

Project: #7194: Urban Systems - White Rock Data Collection

Weather: Cloudy & Rain

Municipality: White Rock

Vehicle Class: Pedestrians



Note: Rain began at the end of the MD count (13:55) and continued for the rest of the day.

Zone 1						Zone 2					
Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment		Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment	
AM						AM					
9:00	2	0	0	0	0	9:00	3	0	1	0	0
10:00	6	0	0	0	0	10:00	12	0	1	0	0
MD						MD					
12:00	3	0	0	0	0	12:00	5	0	0	0	0
13:00	5	0	1	0	0	13:00	17	0	3	0	0
PM						PM					
15:00	0	0	0	0	0	15:00	9	0	1	0	0
16:00	1	0	0	0	0	16:00	7	0	0	0	0
17:00	0	0	0	0	0	17:00	4	1	1	0	0

Zone 3					
Ped Class	Adults	Children (≤ 12 years old)	Seniors (≥ 65 years old)	Pedestrians with Impairment	
AM					
9:00	3	0	0	0	0
10:00	1	0	0	0	0
MD					
12:00	5	0	0	0	0
13:00	5	0	1	0	0
PM					
15:00	9	0	0	0	0
16:00	6	0	2	0	0
17:00	2	0	0	0	0

APPENDIX D
Traffic Calming Study for Marine Drive

MEMORANDUM

Date: September 22, 2020
To: Hiep Lo, Rosaline Choy (City of White Rock)
cc: Brian Patterson (Urban Systems)
From: Ming Xia (Urban Systems)
File: 1325.0088.04
Subject: Traffic Calming Study for Marine Drive

1.0 BACKGROUND

Marine Drive is a major east-west collector road that runs through the City of White Rock (City) along the seaside, serving residents, tourists, and local businesses. Within White Rock, this 5-kilometre long corridor has a significant portion (approximately 4 kilometres) with a posted speed limit of 30 km/hr between Bishop Road and Stayte Road. In the past few years, several inquiries and concerns related to collision and speeding issues along this segment have been raised which required the City's attention. As a result, the City has retained Urban Systems to conduct a study to investigate the following two main questions:

1. Is the current posted speed of 30km/hr on Marine Drive appropriate?
2. If the City would like to reduce the vehicle operating speeds on Marine Drive, what traffic calming devices could be considered for implementation?

This document provides a discussion around determining the appropriate posted speed and potential traffic calming devices for implementation along Marine Drive. The discussions and recommendations presented in this document are intended to guide and inform the City's internal discussions moving forward.

2.0 CURRENT STATUS

Marine Drive is a transit route, an emergency response route, and a truck route that serves transit vehicles, emergency vehicles such as ambulances and fire trucks, and commercial vehicles. Within White Rock, Marine Drive consists of one travel lane in each direction with no turn lanes at intersections. Over the four-kilometre stretch between Bishop Road and Stayte Road (30 km/hr zone), the traffic on Marine Drive is generally free flow except at the signalized intersections at Oxford Street and Vidal Street. There are also a number of marked pedestrian crosswalks located at intersections and mid-block locations along this stretch. Between Bay Street and Stayte Road, the marked crosswalks are generally placed approximately 100 to 200 metres apart. On-street parking are provided at the locations where there is sufficient width in the road cross-section. For example, while the eastern segment between Finlay Street and Stayte Road provides on-street parking on both sides of the road, on-street parking is only provided on one side west of Finlay Street, with sections of no on-street parking where the roadway width further narrows. In terms of cycling and walking facilities, the existing roadway is a shared travel lane for vehicles and bicycles with sidewalks provided on both sides of the road. Land use along Marine Drive is generally residential and commercial, with most of the commercial areas concentrated between Balsam Street and Maple Street. See Figure 1 and Figure 2 for sample images of the current cross-sections.

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Figure 1: Cross-section of Marine Drive at Parker Street (Source: Google Maps)



Figure 2: Cross-section of Marine Drive at Balsam Street (Source: Google Maps)

2.1. TRAVEL DEMAND (TRAFFIC VOLUMES AND PEDESTRIAN ACTIVITIES)

According to the traffic counts collected as part of the City's *Integrated Transportation and Infrastructure Master Plan (ITIMP)*, Marine Drive carries approximately 4,000 to 6,500 vehicles on a daily basis with approximately 100 to 250 vehicles per hour in each direction during peak hours. Significant pedestrian activities, including local residents and tourists, are also present especially in the commercial and recreational areas. In the *Pedestrian Crossing Control Device Study (Pedestrian Crossing Study)*, recently prepared by Urban Systems, approximately 80 pedestrians were observed crossing Marine Drive at Parker Street during one peak hour. As Parker Street is situated in a predominantly residential/commercial area, the segment within the commercial/recreational area may experience similar or even higher levels of pedestrian activity, especially during weekends and holidays.

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2.2. SPEED

The *Manual on Uniform Traffic Control Devices (MUTCD)* described that the posted speed limit should be within 10 km/hr of the 85th percentile travel speed. This means that the 85th percentile vehicle operating speeds in the 30 km/hr zone on Marine Drive should be in the range of 20 km/hr to 40 km/hr. As such, speed data collected for the ITIMP at three locations were reviewed. As illustrated in Figure 3 through Figure 5, the observed 85th percentile travel speeds along Marine Drive are generally in the range of 40 km/hr to 50 km/hr, indicating that at least 15% of the vehicle speeds exceeded 40 km/hr during the data collection period.

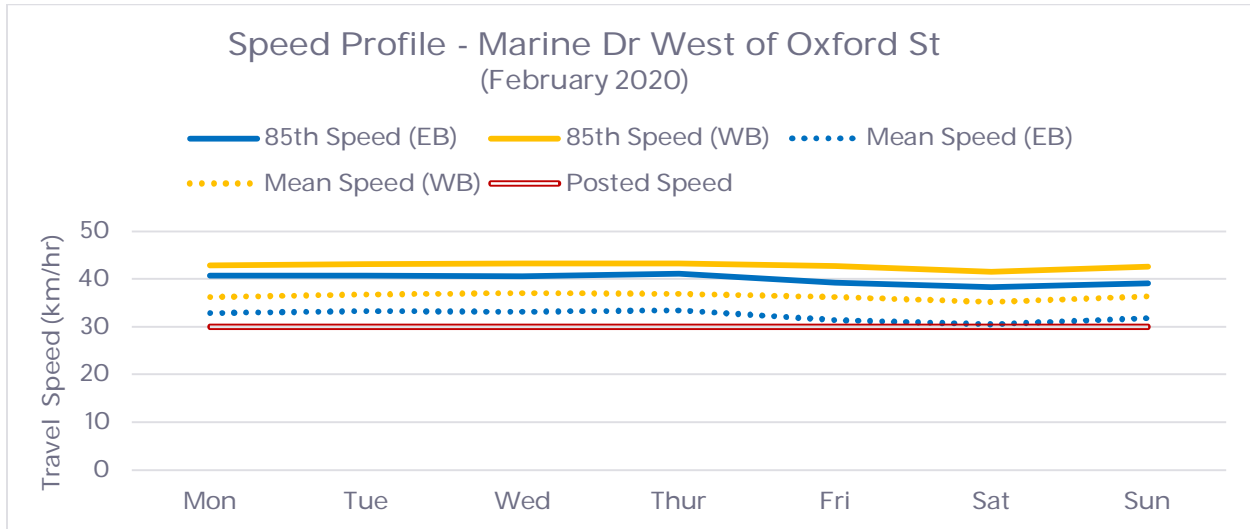


Figure 3: Speed Profile (Marine Drive West of Oxford Street)

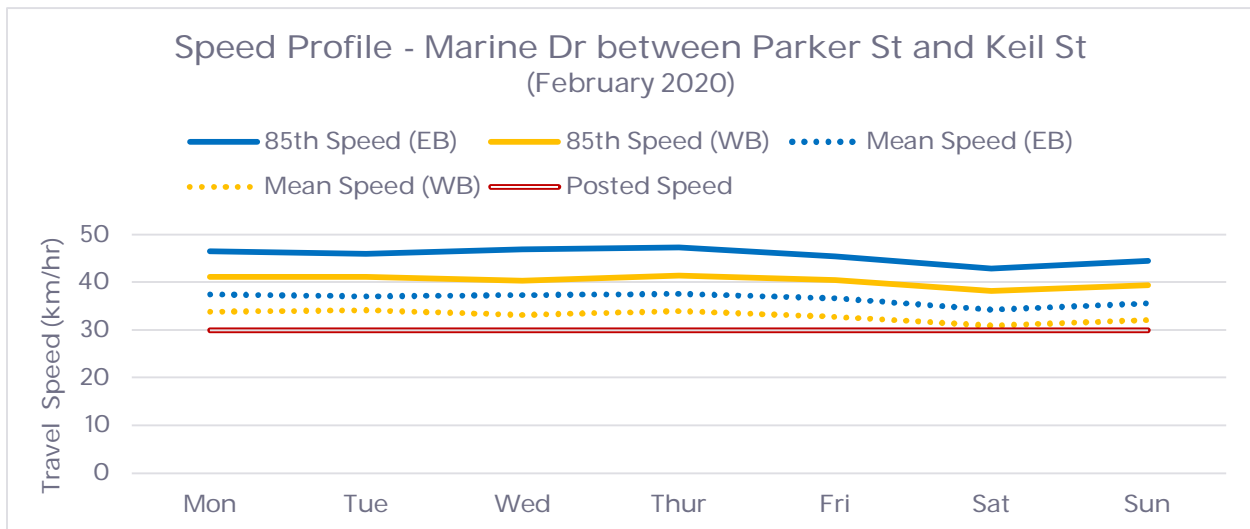


Figure 4: Speed Profile (Marine Drive between Parker Street and Keil Street)

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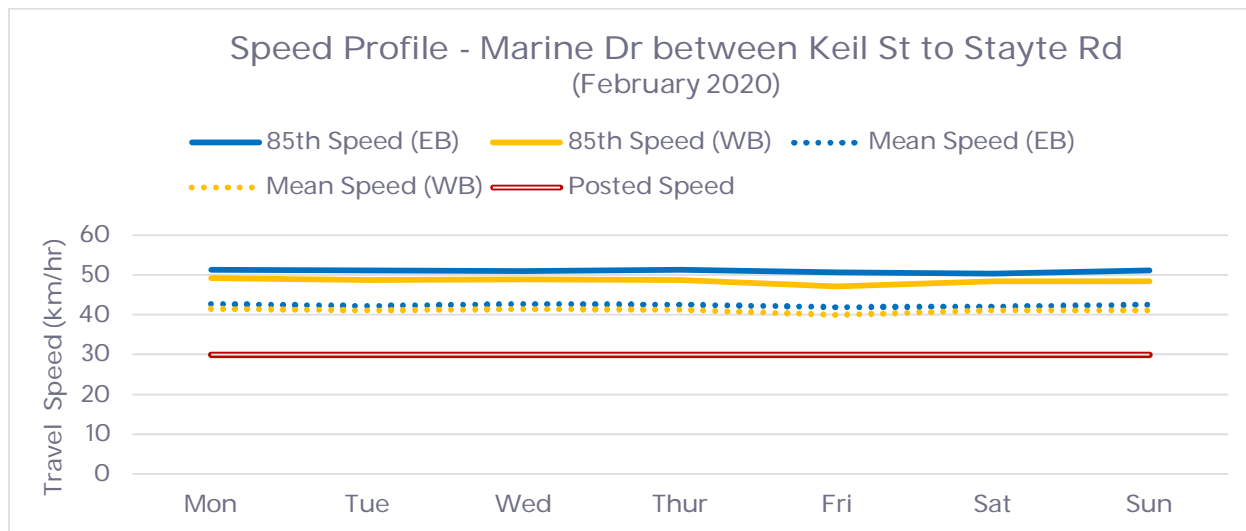


Figure 5: Speed Profile (Marine Drive Between Keil Street and Stayte Road)

Furthermore, according to the data collected west of Oxford Street and between Parker Street and Keil Street, approximately 20% and 25% of the observed vehicles exceeded 40 km/hr (10 km/hr higher than the posted speed). Between Stayte Road and Keil Street, 57% of the vehicles exceeded 40 km/hr. See Table 1 for further breakdowns of the observed speeds at these locations.

Table 1: Speed Distributions (February 2020)

Speed Range	West of Oxford Street	Between Parker Street and Keil Street	Between Keil Street and Stayte Road
Less than or equal to 30 km/hr	25%	29%	5%
31 km/hr to 40 km/hr	54%	47%	38%
Greater than 40 km/hr	21%	24%	57%
Total	100%	100%	100%

2.3. COLLISIONS

A high-level collision review was carried out to identify the historical collision patterns along Marine Drive. According to ICBC's reported collisions for the five-year period between 2013 and 2017, the collision frequency is typically below 2 collisions per year per intersection along Marine Drive, with the exception of the intersections at Oxford Street (signalized), Vidal Street (signalized), and Stayte Road (unsignalized). Collision statistics at these locations with higher collision frequencies (near or more than 2 collisions per year) were further reviewed, and the reports indicated that all of the collisions at these locations were vehicle-to-vehicle collisions.

3.0 POSTED SPEED

Speed limits and associated signage in BC are regulated by the *Motor Vehicle Act (MVA)* and the MVA Regulations. Municipalities in British Columbia have the authority to regulate speed limits on their roadways. They do not have the authority to change the default statutory speed limit; however, they do

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have the authority to change speed limits on specific roadways through the enactment of bylaws and placement of signage indicating where those speed limits deviate from the provincial statutory speed limits as regulated in the BC MVA. The BC MVA outlines the default regulatory speed limit as 50 km/hr for municipal roadways and enables municipalities to change speed limits for specific roadways through bylaws and signage. The City's *Street and Traffic Bylaw* does not indicate changes to speed limits on specific streets within White Rock. Currently, there are a number of signs for 30km/hr posted along Marine Drive at various locations.

The *Manual of Uniform Traffic Control Devices* described that the posted speed should be within 10 km/hr of the 85th percentile travel speed. However, this is not suggesting that the City of White Rock should increase the posted speed to align with the vehicle operating speed. Rather, this is an indication of a discrepancy between the posted speed and the actual operating speed (especially the section between Keil Street and Stayte Road) and it should be resolved. The City can decide whether to increase the posted speed or to reduce the operating speed through traffic speed management.

In the past, evaluating and determining an appropriate speed limit that differs from the statutory speed limit in an urban setting has often been done through engineering judgement. In 2020, NACTO (National Association of City Transportation Officials) released a guide, *City Limits, Setting Safe Speed Limits on Urban Streets (City Limits)*¹, to provide a step-by-step procedure around determining the speed limits in an urban environment. The guide provides a matrix which uses a combination of conflict density and activity level to recommend the posted speed limit. The guide defines the conflict density as "how frequently potential conflicts arise on a given street" and the activity level as "how active a street currently is or is expected to be". The conflict density and activity level are determined through a matrix of factors including modal mixing, crossing point density, and land use. Furthermore, considerations are given to all road users, including vehicles, pedestrians and cyclists, as many research and literature have identified that a lower vehicle operating speed leads to a higher survival rate with less severity when a collision occurs. Table 2 summarizes the key factors used for evaluating Marine Drive. Detailed descriptions of each factor can be found in the appendix.

Table 2: Factors for Determining Conflict Density and Activity Level (Source: City Limits by NACTO)

Factor	Level	Description	Resulting Level of Conflict Density / Activity
Modal Mixing	High	Bicycle traffic expected to use a mixed-traffic lane	Moderate (High Modal Mixing + Moderate Crossing Point Density) or High (High Modal Mixing + High Crossing Point Density)
Crossing Point Density	Moderate	1 – 3 intersections/crosswalks per 400 m (1/4 mile)	
	High	More than 3 intersections/crosswalks per 400 m (1/4 mile)	
Activity Level	Moderate	Light retail activity/mixed use/moderate density residential	Moderate or High
	High	Downtown/Retail Corridors	

¹ <https://nacto.org/safespeeds/>

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As illustrated in Figure 6, the recommended speed limit ranges from 30 km/hr (20 mph) to 55 km/hr (35 mph) depending on the level of conflict density and activity. For a corridor with a moderate/high conflict density and a moderate/high activity level, the recommended speed limit ranges from 30 km/hr to 40 km/hr (20 mph to 25 mph).

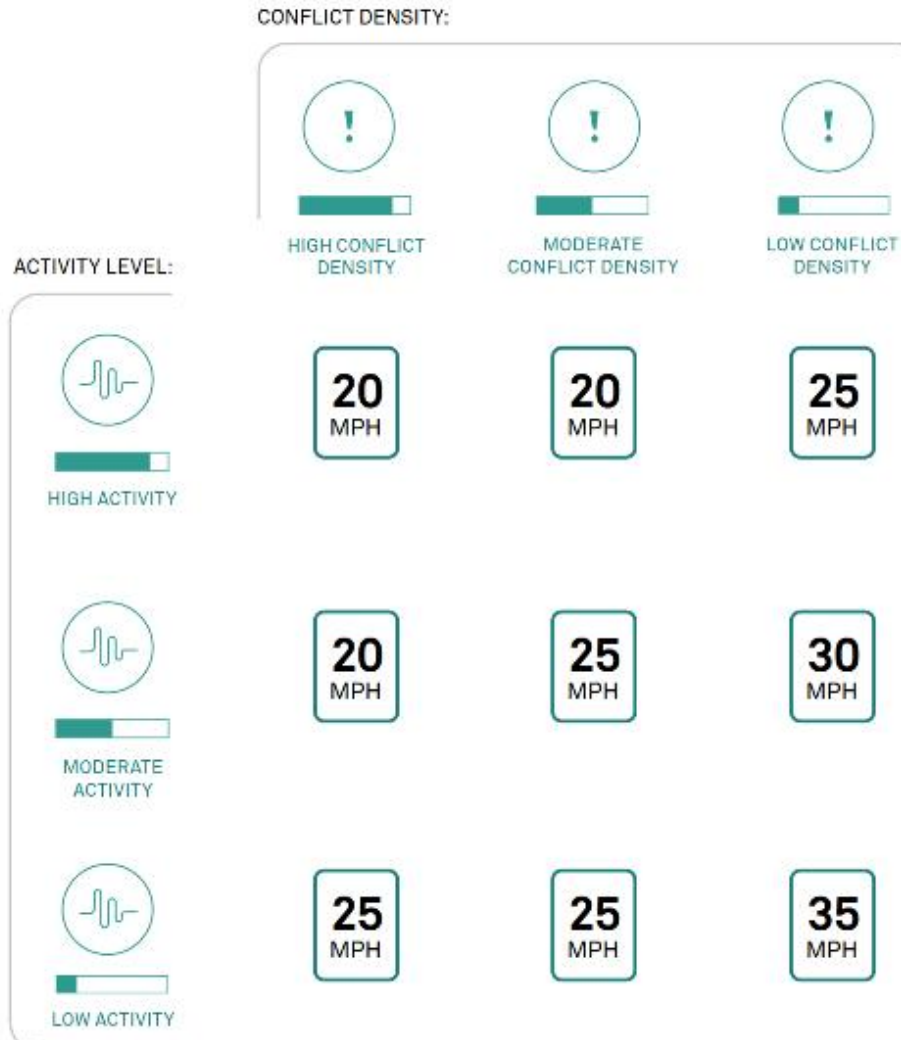


Figure 6: Decision Matrix for Urban Speed Limit (Source: City Limits by NACTO)

Based on the conflict density and activity levels described in the NACTO guide, a speed limit between 30 km/hr to 40 km/hr (20 mph to 25 mph) would be appropriate for Marine Drive. See Example A through Example C illustrated in Figure 7.

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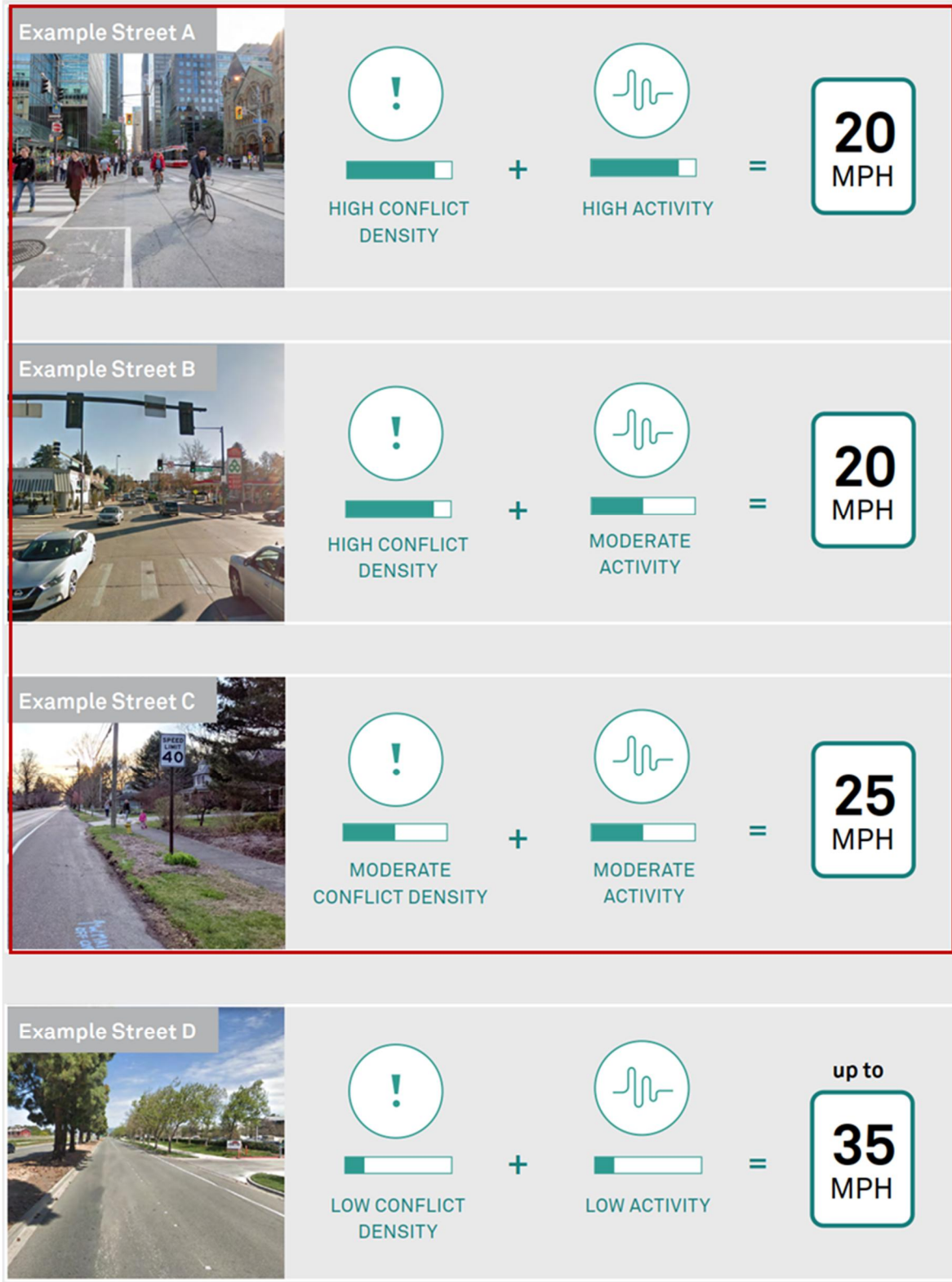


Figure 7: Example Streets (Source: City Limits by NACTO)

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Based on the existing characteristics, including travel demand, pedestrian activity, and land use, and following the *City Limits* guide developed by NACTO, it is recommended that the current speed limit along Marine Drive should be maintained. There are also a few additional reasons that support not increasing the speed limit. Firstly, motorists tend to drive at or above the posted speed (usually within 10 km/hr), thus increasing the speed limit may in turn increase the vehicle operating speed. The second reason is that increasing the speed limit based on the operating speed may send motorists a false indication that they can be rewarded for not following the posted speed.

4.0 TRAFFIC CALMING OPPORTUNITIES

Traffic calming is typically considered to address concerns about undesired motorists' behaviours while travelling on a roadway. Traffic calming measures can be used independently or in combination, and range from implementing physical devices such as speed humps to championing an education program. The Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (ITE) developed a guide, *Canadian Guide to Traffic Calming (Traffic Calming Guide)*, to explicitly provide discussions around traffic calming. Several traffic calming measures from the Traffic Calming Guide were reviewed for potential use along Marine Drive and are discussed further below.

4.1. TRAFFIC CALMING DEVICES (PRELIMINARY REVIEW)

Based on Marine Drive's characteristics, including its geometry, nearby land use, and functionality (transit/emergency response/truck route), a review has been carried out to select a number of preliminary traffic calming measures that could potentially be considered for implementation. See Table 3.

Table 3: Potential Traffic Calming Measures (Preliminary Review)

Traffic Calming Measures	Can be considered (Y/N)	Notes	Cost
Vertical Deflection			
Raised Crosswalk / Intersection	N	Not suitable for emergency and transit vehicles	
Speed Cushion	Y	Less impact on transit and emergency vehicles compared to speed hump	Low
Speed Hump	N	Not suitable for emergency and transit vehicles	
Horizontal Deflection			
Lateral Shift	N	Not suitable for the existing roadway	
Speed Kidney	Y	Similar to speed cushion with no effect on emergency or transit vehicles	Low to Medium
Traffic Circle	N	Limited right-of-way ROW along Marine Drive	
Roadway Narrowing			
Curb Extension	Y	Reduce crossing distance for pedestrians & provide better visibilities	Medium - High
Lane Narrowing	N	May not be suitable for large vehicles	
On-Street Parking	N	Already exists	
Raised Median Island	N	Not enough road width	
Road Diet	N	Only one lane in each direction	
Vertical Centreline Treatment	N	May cause confusion as temporary or as an indication of a construction zone	
Surface Treatment			
Sidewalk Extension/Textured Crosswalk	N	May result in a false sense of pedestrian security. Textured surface may create traction and/or stability problems for seniors, the disabled and wheelchairs	
Textured Pavement	N	Pavers are discouraged because of potential problems related to maintenance, pedestrians, bicycles, and accessibility requirement	
Transverse Rumble Strips	N	Not suitable for emergency and transit vehicles	
Pavement Markings			
On-Road "Sign" Pavement Markings	Y	No impact on emergency and transit vehicles and can be implemented rapidly with little cost	Low
Dragon's Teeth	Y	No impact on emergency and transit vehicles and can be implemented rapidly with little cost	Low
Full-lane Transverse Bars	Y	No impact on emergency and transit vehicles and can be implemented rapidly with little cost	Low
Enforcement			
Mobile Speed Enforcement	N	Possible disavowal from local residents/community, not as effective for long term results	
Education			
Speed Display Devices	Y	Portable and less expensive than police enforcement	Low to Medium
Targeted Education Campaign	N	Benefits are usually sustained only during the campaign period, would require annual/bi-annual efforts to ensure momentum is maintained	
Vehicle Activated Signs (VAS)	Y	Increase driver awareness of upcoming hazards	Low
Shared Space			
Shared Space	N	Requires substantial redesign of road	

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4.2. TRAFFIC CALMING DEVICES FOR CONSIDERATION

A more detailed review has been carried out for the measures identified in Section 4.1 as potential candidates for further consideration. The advantages and disadvantages are summarized for each measure along with high-level cost implications in Table 4. Among these measures, surface treatments such as dragon's teeth, full-lane transverse bars, and on-road pavement markings are the easiest for implementation, followed by vehicle activated signs. For curb extensions, while a permanent curb extension is anticipated to require the highest level of effort for implementation, a temporary curb extension, using concrete barriers or islands, is usually a viable interim measure with relatively lower costs. Some of these treatments can also be implemented independently or in combination with other measures. For example, on-road pavement markings with vehicle activated signs can be considered in combination.

It is also worthwhile to note that while some treatments described in the table below have numerical descriptions in terms of speed/volume/collision reduction, others do not. This is because some treatments in the guide have had more detailed research completed. Measures that do not have additional details provided does not necessarily mean that there will be no reduction in traffic speed, traffic volumes, and/or collisions when implemented.

Table 4: Potential Considerations (Source of images and descriptions: TAC's Traffic Calming Guide)

Traffic Calming Measures	Example	Pros vs. Cons	Cost (High-Level)
Speed Cushion		<p>Pros:</p> <ul style="list-style-type: none"> Reduction in 85th percentile speed up to 8 km/hr Reduction of traffic volumes of approximately 30% No effect on bicycles riding at moderate speeds, resident access, street sweeping and police enforcement <p>Cons:</p> <ul style="list-style-type: none"> May slightly affect emergency vehicle response time May slightly affect transit routes Negative effects on snow plowing/removal Impact on future life cycle work (i.e. mill and overlay) 	\$7,500 - \$9,000
Speed Kidney		<p>Pros:</p> <ul style="list-style-type: none"> Reduction in 85th percentile speed of 5 km/hr No effect on emergency vehicles or transit, bicycles Less discomfort to passengers of cars and motorcycles <p>Cons:</p> <ul style="list-style-type: none"> Specific warning signs are required when significant cycling activities are present May require a loss of parking on the outer side of the roadway Negative effects on snow plowing/removal Pavement markings and signing could detract from the appearance of a street Impact on future life cycle work (i.e. mill and overlay) 	\$6,000 - \$8,000

Traffic Calming Measures		Example	Pros vs. Cons	Cost (High-Level)
Curb Extension		<p>Pros:</p> <ul style="list-style-type: none"> Reduction of vehicle speeds between 2 and 8 km/hr Reduce pedestrian crossing distance at intersections Increase sightlines between pedestrians and motorists No effect on resident access, maintenance, street sweeping and police enforcement Potential for streetscaping and beautification in curb bulbs Potential for interim measures that do not impact curb lines (i.e. using a combination of pinned curbs, paint, delineators or planters) <p>Cons:</p> <ul style="list-style-type: none"> Potential impact to curb line drainage may lead to higher construction costs to alleviate May require more design work to ensure it is compatible with bike lanes Can be hazardous for cyclists and pedestrians if not designed and maintained properly Cyclists can feel squeezed closer to vehicles Potential loss of on-street parking Increased snow removal costs and potential snowplow damage to grass, trees, and curb extensions Long vehicles may need to cross into oncoming lanes to negotiate turns 	\$27,000 - \$30,000 per corner	
On-Road "Sign" Pavement Markings		<p>Pros:</p> <ul style="list-style-type: none"> Reduction of vehicle speeds between 6 and 14 km/hr No increase in noise Can be implemented rapidly No impact on emergency vehicles, snow plowing, street sweeping, and police enforcement No adverse effect on vehicle operations <p>Cons:</p> <ul style="list-style-type: none"> Pavement markings will require regular maintenance May be less effective in winter months due to snow/ice cover 	\$350 per symbol (letter)	
Dragon's Teeth		<p>Pros:</p> <ul style="list-style-type: none"> No increase in noise Can be implemented rapidly No impact to emergency vehicles, snow plowing, street sweeping and police enforcement No adverse effect on vehicle operations <p>Cons:</p> <ul style="list-style-type: none"> Pavement marking will require regular maintenance May be less effective in winter months due to snow/ice cover Pavement markings are not visible from significant distances upstream 	\$30 - \$50/lineal metre	

Traffic Calming Measures	Example	Pros vs. Cons	Cost (High-Level)
Full-lane Transverse Bars		<p>Pros:</p> <ul style="list-style-type: none"> Reduction of vehicle speeds between 5 and 15 km/hr No increase in noise Can be implemented rapidly No impact on emergency vehicles; snow plowing, street sweeping, and police enforcement No adverse effect on vehicle operations <p>Cons:</p> <ul style="list-style-type: none"> Pavement markings will require regular maintenance May be less effective in winter months due to snow/ice cover Pavement markings are not visible from significant distances upstream 	\$30 - \$40/lineal metre
Speed Display Devices		<p>Pros:</p> <ul style="list-style-type: none"> Reduction in 85th percentile speed between 3 and 14 km/hr Portable units can be relocated <p>Cons:</p> <ul style="list-style-type: none"> Drivers may become immune to devices if there is no further perception of enforcement Motorists may speed up to see how fast they can go or slow down before sign to speed up again after leading to an increase in noise Requires regular maintenance and a source of power 	\$10,000 - \$12,500
Vehicle Activated Signs (VAS)		<p>Pros:</p> <ul style="list-style-type: none"> Reduction in 85th percentile speeds of 10 km/hr Reduce collision up to 35% Increase driver awareness of upcoming hazards <p>Cons:</p> <ul style="list-style-type: none"> Require regular maintenance and a source of power Overuse of the treatment may increase familiarity and reduce the effectiveness Sign posts can present a hazard to errant vehicles for permanent installations. 	\$10,000 - \$12,500

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5.0 RECOMMENDATIONS

As described in Section 3, given the characteristics of Marine Drive and following the NACTO guide, the current speed limit along Marine Drive is recommended to be maintained. While all of the traffic calming devices presented in Table 4 can be considered to reduce the vehicle operating speeds on Marine Drive, pavement markings are recommended to be considered as a starting point, as they can be quickly implemented with relatively low costs. Examples of pavement markings include on-road "sign" pavement markings, dragon's teeth, and full-lane transverse bars. It is also recommended that vehicle speeds should be continually monitored once the traffic calming devices are implemented to determine their effectiveness and whether additional measures need to be considered.

6.0 CONCLUSION

It was identified that the 85th percentile vehicle travel speeds collected in the segments with a 30 km/hr speed limit along Marine Drive were in the range of 40 km/hr to 50 km/hr, exceeding the maximum of 10 km/hr difference required by the MUTCD. Hence, a decision needs to be made to either increase the posted speed or to reduce vehicle operating speeds by implementing traffic calming measures. Based on the site's characteristics, including pedestrian activities, geometry, and land use, and from an operational and safety perspective, it is recommended that the current posted speed limit should be maintained.

Following TAC's *Traffic Calming Guide*, a high-level review of traffic calming measures was conducted, and several treatment options ranging from surface treatments to curb extension were identified as potential candidates for the City to consider. While the potential candidates presented in this document are not location-specific, they can be used to guide the City's decision-making in selecting the most suitable measure(s) for different locations along the corridor, depending on their geometry, immediately adjacent land use, and activities. Given their ease of implementation and relatively low costs, pavement markings with a monitoring program are recommended to be considered as a starting point.

URBAN SYSTEMS LTD.

A handwritten signature in blue ink, appearing to read "Ming Xia".

Ming Xia, P.Eng., PTOE
Transportation Engineer

cc: Brian Patterson, MCIP, RPP, Principal, Senior Transportation Planner, Urban Systems

/mx/me

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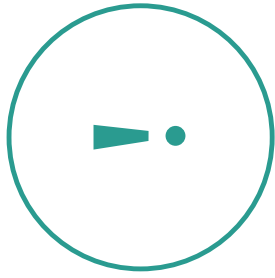
APPENDIX

Determining Speed Limits (City Limits by NACTO)

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Analyze Existing Conditions

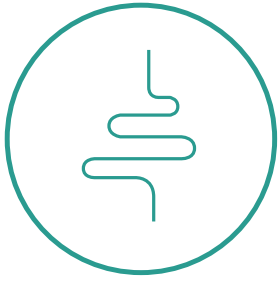
When determining a safe speed limit for a major street, there are two primary considerations:



CONFLICT DENSITY

How frequently potential conflicts arise on a given street

A conflict exists when a normal interaction, such as crossing the street while turning vehicles yield, is so close and at such a speed that a crash would happen unless sudden action is taken. In urban conditions, this is usually a factor of how separated modes are, and what the crossing demand is.



ACTIVITY LEVEL

How active a street currently is or is expected to be

Crashes that cause fatalities or serious injuries are generally the result of conflicts happening at speeds that are too high for a human body to endure. Therefore, streets with a greater number of potentially serious conflicts and a higher level of activity should have lower speed limits.

RISK MATRIX: CONFLICT DENSITY AND ACTIVITY LEVEL

The framework below summarizes a method for determining maximum safe speed limits based on the density of conflict points and level of activity on a major street. On urban streets where cities are required to conduct a study to determine the correct speed limit, they should use this framework instead of

the passive 85th percentile speed study that the MUTCD recommends for highways.

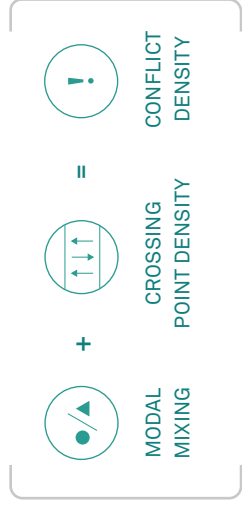
The following pages provide thresholds for each activity and conflict density level, and apply these thresholds to example streets in North America.

CONFLICT DENSITY:



CONFLICT DENSITY

Two primary factors determine how frequently potential conflicts between motor vehicles and people walking or bicycling arise on the street:



MODAL MIXING

How much physical separation the street offers people walking, biking, and rolling along the street.

Typical modal separation patterns in urban contexts:



HIGH MODAL MIXING (LITTLE OR NO SEPARATION)

- > No sidewalks or sidewalks directly adjacent to moving motor vehicle traffic
- > Bicycle traffic expected to use a mixed-traffic lane or a designated shared bike-motor vehicle lane (e.g., sharrows)



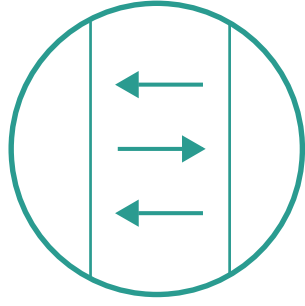
MODERATE MODAL MIXING (MODERATE SEPARATION)

- > *Urban Street Design Guide* (USDG)-compliant sidewalk, and/or a curbside loading/parking lane and sidewalk
- > If designated as a bike route, a marked bike lane or better
- > If not designated as a bike route, a full sidewalk that also permits bicycle use



LOW MODAL MIXING (FULL SEPARATION)

- > If designated as a bike route, a sidewalk compliant with the *Urban Street Design Guide* plus a vertically and horizontally protected bike lane, or a shared-use path/trail
- > If not designated as a bike route, a full sidewalk that also legally permits bicycle use
- > Passengers exiting parked or loading vehicles are not directly in motor vehicle traffic lanes



CROSSING POINT DENSITY

How closely spaced intersections and other crossing locations are.

Typical crossing point density patterns in urban contexts:



HIGH DENSITY OF CROSSING POINTS

- for bicyclists, pedestrians, and motor vehicles
- > 3 or more “through” or “X” intersections (signalized or unsignalized), “T” intersections, driveways, curb cuts, or other crossing points per ¼ mile



MODERATE DENSITY OF CROSSING POINTS

- for bicyclists, pedestrians, and motor vehicles
- > 1-3 “through” or “X” intersections (signalized or unsignalized), “T” intersections, driveways, curb cuts, or other crossing points per ¼ mile



LOW DENSITY OF CROSSING POINTS

- for bicyclists, pedestrians, and motor vehicles
- > No “through” or “X” intersections (signalized or unsignalized), “T” intersections, driveways, curb cuts, or other crossing points per ¼ mile



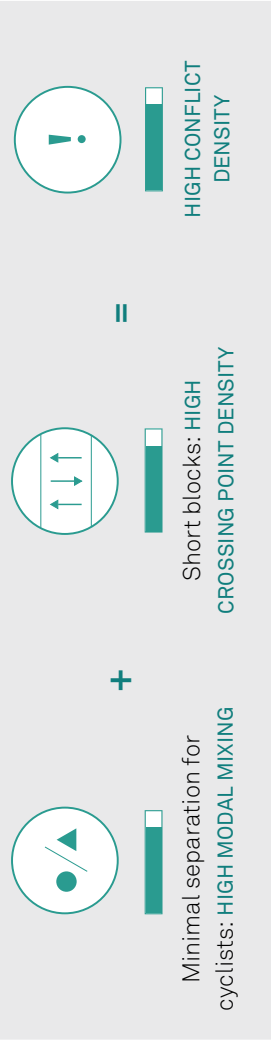
APPLYING A CONFLICT DENSITY ANALYSIS ON EXAMPLE STREETS

*Page TK contains a set of checklists that practitioners can use to apply these concepts in practice to determine the safest speed limits for their streets.

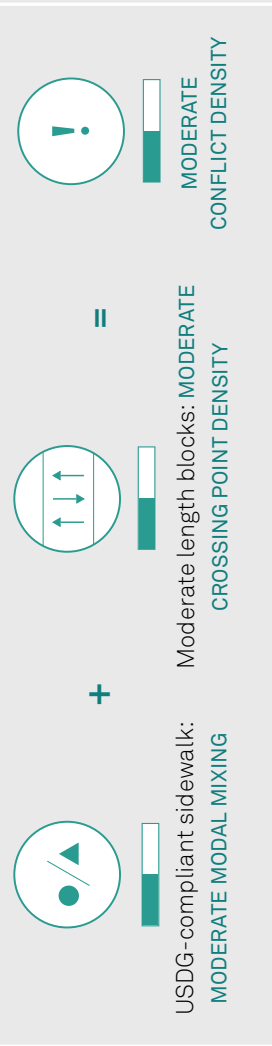
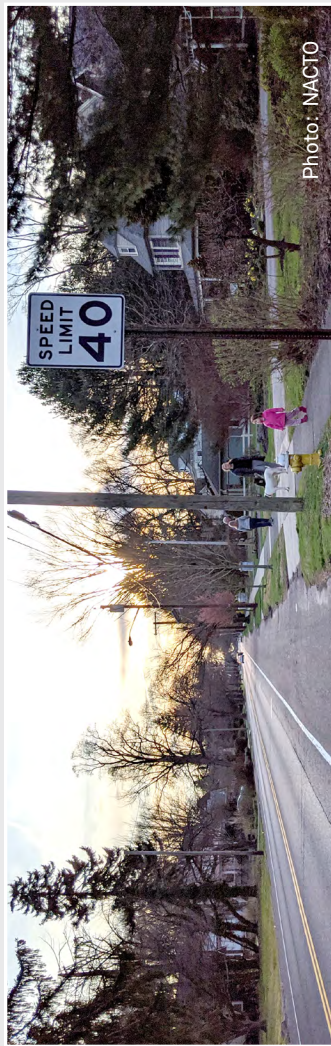
Example Street A



Example Street B



Example Street C

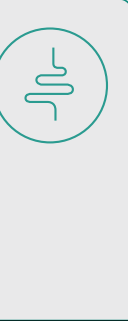


Example Street D



ACTIVITY LEVEL & LAND USE

Activity levels influence the rate at which potential conflicts occur at any given site on the street. Activity can be measured directly where data is available, or through land use and transportation network proxies. Most urban streets are either high activity or moderate activity. This guidance intentionally does not set quantitative activity thresholds. Practitioners seeking to utilize quantitative thresholds should determine and set those based on what works well in their cities and what goals they are trying to meet.



Typical activity conditions and scenarios include:



HIGH ACTIVITY

Streets with lots of existing or expected pedestrian activity, active public spaces, important bike routes or planned bike routes, high curbside demand, and high density of transit stops

- > Downtown / Central Business Districts
- > Retail corridors
- > High density residential and commercial streets



MODERATE ACTIVITY

Streets with moderate existing or expected pedestrian activity, moderately used public spaces, some existing or expected bike traffic, frequent driveways, curbside parking/loading, and moderate density of transit stops

- > Moderate density residential and commercial streets
- > Streets with light retail activity
- > Mixed use corridors



LOW ACTIVITY

Streets with minimal expected pedestrian volumes, minimal expected or planned bike activity, low curbside demand, and few, if any, transit stops

- > Low density industrial and residential streets

APPLYING AN ACTIVITY LEVEL ANALYSIS ON EXAMPLE STREETS

Example Street A



Downtown context with high-density residential, commercial, and retail land uses along both sides of the corridor



HIGH ACTIVITY

Example Street B



Mixed used corridor with moderate density commercial land uses



MODERATE ACTIVITY



APPLYING AN ACTIVITY LEVEL ANALYSIS (CONTINUED...)

Example Street C



Photo: NACTO



Moderate density residential street

=



MODERATE ACTIVITY

Example Street D



Photo: Google



Low density manufacturing and commercial land uses on both sides of the corridor

=



LOW ACTIVITY



COMBINING ANALYSES ON EXAMPLE STREETS

High activity streets with a high potential for conflict are the riskiest and command the lowest speed limits. Meanwhile, low activity streets with a relatively low potential for conflict may allow for slightly higher speed limits.



Example Street A



HIGH CONFLICT DENSITY

+



HIGH ACTIVITY

=

20 MPH



Example Street B



HIGH CONFLICT DENSITY

+



MODERATE ACTIVITY

=

20 MPH



Example Street C



MODERATE CONFLICT DENSITY

+



MODERATE ACTIVITY

=

25 MPH



Example Street D



LOW CONFLICT DENSITY

+



LOW ACTIVITY

=

up to 35 MPH

APPENDIX E

**Comments from Fire Chief, Edward Wolfe of the White Rock Fire Department
and Staff Sergeant Kale Pauls of the White Rock RCMP**

Appendix 5
Comments from White Rock Fire and RCMP

Comments from WRFR on the Corporate Report Regarding the installation of potential traffic calming measures on Thrift Ave between Maple and Stayte as well as on Marine Drive, between Maple and Stayte.

As Marine Drive is a transit route, an emergency response route and a truck route that serves police, fire, ambulance and commercial vehicles, Fire is of the opinion that physical traffic calming measures such as raised crosswalks, speed humps and speed cushions should not be considered as potential traffic calming options for this area. This opinion is based on the following factors:

- Physical traffic calming measures will negatively impact response times for all emergency resources.
- They are very hard on apparatus, especially our Fire trucks weighing in at 20 - 30 tons. Repetitive crossings will mean additional maintenance and added costs.
- Will create additional noise from commercial vehicles navigating the crossings. This will be concerning for local residents.

Thrift Ave. is a primary collector road that emergency resources frequently use to access the major arterials within the City. For the same reasons stated above, Fire is of the opinion that physical traffic calming measures should not be considered for this area.

Fire has no comment on proposed changes to speed limits, however, note the report recommends no changes to the areas in question.

COMMENTS FROM WHITE ROCK RCMP ON CORPORATE REPORT REGARDING ENHANCED CROSS WALKS, SPEED AND TRAFFIC ANALYSIS.

Thrift Avenue from Maple Street to Styte Road – Speed Limit

From a police enforcement perspective, a change in the speed limit to 30km/h on Thrift Ave will place a demand on the police for enforcement as the signs are unlikely to change all motorists driving behaviour. Police have no position on the recommendation to keep the speed limit unchanged.

Johnston Road between North Bluff and Five Corners – Speed Limit

Currently, the RCMP received a moderate amount of complaints and comments of the ‘speeding’ on Johnston Road, however the actual speeding over 50km/h appears to be minimal based on spot speed checks. Going 50km/h on Johnston Rd appears fast due to the congested nature of the road with curb parking, the tree canopy and the general use of the area (vehicles backing out into traffic, numerous cross walks).

The school zone signs may benefit from flashing warning light activated by vehicles exceeding the speed limit. As well, a sign on the back of the last school zone sign stating “end school zone” may better delineate the school zone. During enforcement, some drivers exceeding the school zone limit claim to have not seen the signs or denied awareness that the school was in session. The back of the school zone sign is the indicator of the end of the zone, however with more than one sign (as is present on Johnston) this has the potential to cause confusion.

Marine Drive between Maple Street and Stayte Rd – Speed Limit and Traffic Calming

The enforcement of the 30km/h zone on Marine Drive from Stayte Rd to Kent can be problematic due to the absence of speed signs for drivers entering Marine Dr off of Stevens St, Habgood St and Keil St. As these side streets are 50km/h zones, there is no sign to indicate that the vehicle is now in a 30km/h zone. The wide nature of Marine Drive in this area also does not suggest that it is a 30km/h zone. During speed enforcement in this area, there would likely be a greater appreciation for police legitimacy in road safety when drivers that are stopped are fully aware that they were exceeding the speed limit. Consideration for 30km/h signs at each block between Stayte Rd and Kent St would visually reinforce the presence and importance of the speed limit, as well as contribute to ethical speed enforcement.

Although curb extensions for pedestrian crossings have been identified for Parker St, the pedestrian crossing at Maple St and Finlay St are also of concern due to one being at the crest of a hill and the other being in a curve. Their importance for curb extensions should be considered.

Other

The police have received complaints of speeding on the 800 and 900 blocks of Maple, Lee, Parker, Kent, Keil, Habgood, and Stevens St. Based on covert speed checks, the speeds on these streets are predominantly under the 'unless otherwise posted' 50 km/h limit. The narrow nature of these streets and the congested street parking typically inhibit vehicles from traveling 50km/h. However, vehicle that do travel 40-50km/h appear fast and unsafe. This issue is also seen in other areas of the city where although 50km/h is legal, the nature of the road suggest otherwise.

Kale Pauls (S/Sgt)
White Rock RCMP
2020-09-21

- PRESENT:** Councillor Manning, Chairperson
Mayor Walker
Councillor Chesney (September 4th only)
Councillor Johanson
Councillor Kristjanson
Councillor Trevelyan
- ABSENT:** Councillor Fathers
- GUEST:** Jerry Berry, JB Consultants Inc. – Session Facilitator
- STAFF:** G. Ferrero, Chief Administrative Officer
T. Arthur, Director of Corporate Administration
J. Gordon, Director of Engineering and Municipal Operations
C. Isaak, Director of Planning and Development Services
J. Johnstone, Director of Human Resources
C. Ponzini, Director of Financial Services
E. Stepura, Director of Recreation and Culture
E. Wolfe, Fire Chief
C. Zota, Manager of Information Technology
D. Kell, Manager of Communications and Government Relations
S. Lam, Deputy Corporate Officer

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

1. CALL TO ORDER

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

**1.1 MOTION TO CONDUCT GOVERNANCE AND LEGISLATION
COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

2020-G/L-059

It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Governance and Legislation Committee (including all members of Council) authorizes the September 3 & 4, 2020 meeting to be recorded and available on the City's website, and without the public present at the meeting.

CARRIED

2. ADOPTION OF AGENDA

2020-G/L-060

It was MOVED and SECONDED

THAT the Governance and Legislation Committee adopt the agenda for the September 3 and to be continued September 4, 2020 at 8:30 a.m. meeting as circulated.

CARRIED

3. COUNCIL'S STRATEGIC PRIORITIES PLANNING SESSION

Jerry Berry, JB Consultants Inc. facilitated discussion in order to bring forward an enhanced / new list of Council Strategic Priorities (second portion of the Council term).

The following documents were included in the agenda package for reference purposes:

- July 27, 2020 corporate report titled "Council Strategic Priorities Update"
- Current 2018 – 2022 Council Strategic Priorities

It was noted that the session was recorded and is to be posted to the City's *Strategic Priorities* website: <https://www.whiterockcity.ca/436/Council-Strategic-Priorities>

The Committee was asked what they would like to achieve during the Strategic Planning session. The following comments were noted:

- Recognize current accomplishments and how to transition to the next goals
- Work to align vision between community and Council
- Align the City's work with a determined objective

The Chief Administrative Officer (CAO) spoke to newly acquired software "Cascade" which summarizes the City's status of work and projects.

The Committee spoke to the strengths of the City and spoke to the following highlights:

- Committed and caring community of approximately 20K
- Beautiful landscape and setting with unique and identifiable neighbourhoods
- A destination municipality with the beach and waterfront
- For a small municipality has all amenities
- Good urban form
- Amazing small businesses

The Committee also discussed challenges faced by the municipality and areas for improvement and the following comments were noted:

- COVID-19 Global Pandemic and the challenges it's created for businesses and employment
- Explore further transportation opportunities (transit, walking, cycling)
- Access for all abilities (eg: beach, railways, etc.)
- Clarity on what redevelopment looks like within White Rock, noting that it is needed; however, a clearer plan needs to be understood
- Affordable housing, noting that the City is a desirable place to live, and as demand increases prices are driven up
- Addressing vacant commercial properties
- There is a lack of available public land
- Transportation, including commuting for those that need to leave the City
- Continuing to build the relationship with the Semiahmoo First Nation (SFN)
- Creating a community where seniors could age in place
- Addressing aging infrastructure, suggesting a formal asset management plan be developed
- Keeping businesses thriving year round, noting that many are seasonal to the "good weather" months

It was reiterated that 1% of taxes equates to \$250K.

The Committee recessed at 6:30 p.m. and resumed at 7:07 p.m. with the same members and staff present.

Discussion ensued and the topic of Advisory Bodies of Council (Committees) was brought forward. The following comments were noted:

- White Rock has many Committees, adding that their mandate's should align with Council's core priorities
- A review of the Committees should consider a spectrum of accountability and efficiency
- Committees are a public agency that allows for involvement
- Membership of Committees should be diverse to allow for well-rounded perspective on recommendations
- Council should be very clear with their goals and mandates for their Committees

The Committee discussed City governance, and the following comments were noted:

- Strategic plans are not fixed, noting that priorities change as time evolves
- Approximately 80% are for operations allowing 10-20% (flexibility/life) for Corporate Priorities
- It was noted that Council would like to be able to give completion dates to the tasks they commit to
- Available resources provide limitations on how quickly staff can address Council's "20%", adding that there are consequences to flexing on priorities
- If staff/operations are provided with the capacity (resources) they will be able to carry out Council's direction

- Council's role is to provide the public what they need, noting that it is not always what they want adding that educating the community is key when carrying out the work

It was noted that city operations wishes to provide Council with a system that demonstrates what it takes to carry out their direction.

The meeting was adjourned at 7:38 p.m., and scheduled to reconvene at 8:30 a.m. on Friday, September 4, 2020 at the White Rock Community Centre.

The meeting reconvened at 8:30 a.m. on Friday, September 4, 2020 at the White Rock Community Centre with the same staff and Committee members present with the addition of Councillor Chesney.

The Facilitator continued with the PowerPoint presentation and the Committee discussed the definition of Vision, Missions, Values, and Priorities as it pertains to the City of White Rock.

The CAO provided an update with software called "Cascade" and the following comments/information noted:

- Clarified that there is more than the strategic plan that "fills the bucket" of 20%, adding that Council directed corporate reports, committees, and delegations also fall within that category
- The Cascade dashboard demonstrates what is currently operating within the 20% is available for public view
- According to the dashboard, 53% of the tasks have been completed which puts Council in a good place as they are halfway through their term, adding that approximately 9 months of that term was operating during a pandemic

Discussion continued and the Committee suggested that the website be updated as follows:

- display a pie chart explaining the breakdown of tax dollars ("where the money goes")
- The webpage note "How we are doing", or a similar catch phrase, on the dashboard

Note: The meeting recessed at 9:43 a.m. and reconvened at 10:15 a.m.

The Committee engaged in an exercise that spoke to the perspective of "trends". The Committee and staff wrote their trends on post-it notes, and placed them on a Board.

Note: The Committee recessed at 11:10 a.m. and reconvened at 11:23 a.m.

Each "trend" was placed into broader categories.

Note: The Committee recessed at 11:40 a.m. and reconvened at 12:31 p.m.

The Committee and staff each noted up to 5 things they would like to see the City achieve in the next 2 years. These goals were noted on post-it notes.

The Committee recessed in order for the Facilitator, with assistance from the CAO and the Director of Corporate Administration, to add these goals to the categories made in the previous exercise (“Trends”).

The determined working headings:

- Community
- Environment
- Waterfront
- Infrastructure / Capacity
- Economy
- COVID-19

The top priorities were noted as follows:

1. Official Community Plan (OCP) Review
2. Affordable Housing
3. Waterfront
4. Beachfront
5. Revitalization
6. Storm Drainage
7. Amenities and Development Charges
8. City Hall
9. Tracking Resident Complaints

Staff advised that when the Strategic Priorities are reported back, that they will be presented in alignment with the City’s budget process.

4. CONCLUSION OF THE SEPTEMBER 3 & 4, 2020 GOVERNANCE AND LEGISLATION COMMITTEE MEETING

The Chairperson declared the meeting concluded at 2:34 p.m. on September 4, 2020.



Councillor Manning
Chairperson

S. Lam,
Deputy Corporate Officer

PRESENT: S. Crozier, Community Member (arrived at 4:03 p.m.)
T.J. Dhillon, Community Member
B. Hagerman, Community Member
E. Klassen, Community Member (arrived at 4:03 p.m.)
D. Northam, Community Member
K. Bjerke-Lisle, Representative from White Rock Museum and Archives
A. Chew, Representative from White Rock Tourism/ Explore White Rock
A. Nixon, Representative from White Rock Business Improvement Association
(arrived at 4:03 p.m.)
R. Khanna, Representative from South Surrey/White Rock Chamber of Commerce

COUNCIL: Councillor C. Trevelyan (Chairperson)
Councillor A. Manning (Vice-Chairperson)

ABSENT: E. Daly, Representative from Fraser Health Authority
D. Young, Representative from Sources Community Resource Society

GUESTS: G. Gumley, President, Festival of Lights Society

STAFF: C. Isaak, Director of Planning and Development Services
G. Ferrero, Chief Administrative Officer (via telephone) (arrived at 4:05 p.m.) (left at 5:46 p.m.)
D. Johnstone, Committee Clerk
K. Sidhu, Committee Clerk

1. CALL TO ORDER
The meeting was called to order at 4:02 p.m.

2. ADOPTION OF AGENDA

2020-CRTF-17 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force adopt the September 8, 2020 agenda as circulated.

CARRIED

Note: E. Klassen, S. Crozier and A. Nixon entered the meeting at 4:03 p.m.

3. ADOPTION OF MINUTES
a) August 28, 2020

2020-CRTF-18 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force amend the August 28, 2020 minutes to reflect that E. Klassen served as the South Surrey/ White Rock Chamber of Commerce representative; and

THAT the minutes be adopted as amended.

CARRIED

4.

FESTIVAL OF LIGHTS

G. Gumley, President, Festival of Lights Society, attended the meeting to discuss the 2020 Festival of Lights. Task Force members were encouraged to view details for the 2020 plan at the Festival of Lights website (<https://wrfl.org/>).

In response to questions from the Task Force, Mr. Gumley provided the following information:

- The Festival of Lights was approved as a Class C event by Council in February, 2020.
- Lighting would be featured along Marine Drive with large 30 foot Christmas trees at the bottom of Oxford Street and Finley Street. This would bring attention to both east and west beach areas.
- It is proposed that the event would take place from mid-November to February, with additional lights/ elements for Diwali (in November) as well as for the Lunar New Year (February).
- Phasing for the event could take place in stages and is budget dependent. The overall budget to have all phases activated is \$150,000.
- This year the event would be a drive-thru/ walk-thru event to ensure that physical distancing requirements are met.
- In the event that COVID-19 numbers continue to rise, masks could be provided, or smaller lighting features (so as to not draw larger crowds) could be considered.

Discussion ensued, with the Task Force noting the following:

- Activating Marine Drive in a way that supports businesses during the shoulder/slower season was encouraged.
- It was suggested that some type of lighting feature be considered at the Five Corners area.
- Having some type of seasonal event during the pandemic is important for the community.

2020-CRTF-19

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force endorses the 2020 Festival of Lights celebration.

CARRIED

5.

REFOCUSING PRIORITIES

Chairperson Trevelyan reviewed the work of the Task Force discussing both the action tracking document and the Terms of Reference. A general discussion took place regarding areas of focus for the Task Force.

A. Nixon, Executive Director of the White Rock Business Improvement Association, reported the following information:

- White Rock businesses have reported a 2% loss during the period of the pandemic.

- The Federal Government has extended the Canada Emergency Commercial Rent Assistance (CECRA) program for an additional month; however, no changes have been made to the eligibility requirements which continue to be an issue for businesses.
- Four (4) new businesses have opened in White Rock within the last two weeks.

R. Khanna, Executive Director of the South Surrey/White Rock Chamber of Commerce reported that weekly “Chambers Chats” were hosted to offer support to local businesses during the pandemic. It was further noted that the Chamber would be hosting a “Small Business Week” in October.

The following discussion points were noted by the Task Force:

- Picnic tables in Memorial Park have been well used by the community. It was suggested that the City look into ways to continue the use of these tables through the fall/ winter seasons (i.e. heaters, lights, rain coverage).
- The impact of third-party delivery services on local businesses was noted. Staff noted that third party delivery services, such as Skip the Dishes, do not pay for a business license as they do not have office space in White Rock.
- Encouraging residents to stay local and support local businesses, especially during the winter, was identified as an important initiative.

2020-CRTF-20

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force recommends that Council use electronic signage boards and/or physical banners to promote and support local businesses during the pandemic.

CARRIED

2020-CRTF-21

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force recommends that the City look into producing some type of positive messaging thanking the citizens of White Rock for their support of local businesses and encouraging them to continue their support throughout the year.

CARRIED

Action Item: A. Nixon, Executive Director of the White Rock Business Improvement Association (BIA), to provide a presentation to the Task Force on previous and upcoming promotions for businesses done through the White Rock BIA.

A. Chew, Executive Director of White Rock Tourism/ Explore White Rock, reported that the White Rock Tourism Board is currently working on their outward reaching campaigns for the rest of the year encouraging people to come to White Rock.

Chairperson Trevelyan went through the mandate for the Terms of Reference, and the following comments were provided:

Advocate with senior levels of government for remedies to ease the economic burdens created by the COVID-19 pandemic:

- Member of Parliament will be attending the September 22 Task Force meeting to discuss the COVID-19 recovery plan for higher levels of government.

Provide information and education to the community on resources and programs available to support business and build community resiliency:

- Community events, such as the Festival of Lights, were noted. Additional suggestions: Christmas fairs/ Christmas carolers.
- Lobbying the Provincial government through the Union of British Columbia Municipalities (UBCM) on potential changes for the large fees for local businesses from third-party delivery services was suggested. It was suggested this could minimize economic impact on local businesses.
- Sources was identified as an important resource in terms of daily community outreach.
- South Surrey/White Rock Chamber of Commerce hosted Community Town Halls. Looking into restarting these early fall, 2020.

Work with stakeholders in the community to identify new initiatives to achieve economic recovery for businesses, workers and the community:

- Chamber Chats would fit into this category
- Discussed snowbirds and how local businesses could cater to this group during the winter (theme events, snowbird weekends etc.)

Note: G. Ferrero exited the meeting at 5:46 p.m.

Consider the social and economic impacts of reopening White Rock, including restarting businesses that are currently closed:

- Many businesses have already been re-opened. Could look at a plan if things begin to shut down again due to rising COVID-19 number.
- Should businesses and facilities be required to close again outdoor recreation is going to be even more important. It was suggested that the City be encouraged to look into how people are accessing outdoor spaces and making sure that they are as accessible as possible/ looking at how streetscapes and public spaces are being used to ensure people can enjoy the community as much as possible.

2020-CRTF-22

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force encourages White Rock City Council to improve access to the beach based on the 8 to 80 principle and ensures that access is available for all people regardless of their mobility challenges.

CARRIED

Action Item: Task Force to continue to brainstorm additional ideas surrounding community resiliency as well as supporting local businesses and to come back with these ideas at the next scheduled meeting.

6. ACTION TRACKING

This item was discussed during Item 5.

7. OTHER BUSINESS

No items.

8. INFORMATION

The following items were received for information:

- BC Centre for Disease Control (CDC) COVID-19 Street
- White Rock Volunteer Brigade Information Package

9. 2020 MEETING SCHEDULE

The following schedule of meetings is provided for information purposes:

- September 22;
- October 20; and,
- November 17.

10. CONCLUSION OF THE SEPTEMBER 8, 2020 MEETING

The Chairperson declared the meeting concluded at 6:02 p.m.



Councillor Trevelyan, Chairperson

D. Johnstone, Committee Clerk



Governance and Legislation Committee

Minutes

September 9, 2020, 5:00 p.m.
City Hall Council Chambers
15322 Buena Vista Avenue, White Rock, BC, B4B 1Y6

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

STAFF: Tracey Arthur, Director of Corporate Administration
Jacquie Johnstone, Director of Human Resources

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 5:00 p.m.

1.1 **MOTION TO CONDUCT GOVERNANCE AND LEGISLATION COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

2020-G/L-060

IT was MOVED and SECONDED

THAT the Governance and Legislation Committee endorses:

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Governance and Legislation Committee (including all members of Council) authorizes the September 9, 2020 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

CARRIED

2. ADOPTION OF AGENDA

2020-G/L-061

IT was MOVED and SECONDED

THAT the Governance and Legislation Committee adopt the agenda for September 9, 2020 as circulated.

CARRIED

3. ADOPTION OF MINUTES

3.1 GOVERNANCE AND LEGISLATION COMMITTEE MINUTES

2020-G/L-062

IT was MOVED and SECONDED

THAT the Governance and Legislation Committee adopt the July 27, 2020 meeting minutes as circulated.

CARRIED

4. CHIEF ADMINISTRATIVE OFFICER (CAO) ANNUAL PERFORMANCE REVIEW COUNCIL POLICY - 126

Mr. Williams reviewed a PowerPoint titled "CAO 360 Evaluation 2020".

Adjustments to the proposed format were made in regard to:

- Objectives
- Questionnaire Design

Next Steps:

- Tekara to meet with CAO
- CAO to confirm stakeholder list for interviews
- Interviews (up to six) to be scheduled via telephone
- Interviews to be conducted
- Administer the survey

2020-G/L-063

IT was MOVED and SECONDED

THAT the Governance and Legislation Committee directs there be a tie in / inclusion noted in the Chief Administrative Officer (CAO) job description stating there would be a 360 review conducted as a performance review for the CAO to be completed annually.

CARRIED

2020-G/L-064

IT was MOVED and SECONDED

THAT The Governance and Legislation Committee directs they would be in receipt of the Chief Administrative Officer's (CAO) workplan / vision for the future including priorities given to the items prior to the performance review being conducted.

CARRIED.

It was clarified that the questionnaire template for the 360 review in regard to the CAO performance review will be drawn up by the consultant using the information provided through discussion with the Governance and Legislation Committee which is deemed to be finalized this evening.

2020-G/L-065

IT was MOVED and SECONDED

THAT the Governance and Legislation Committee receive the information / presentation provided by Mr. Ryan Williams of Tekara Organizational Effectiveness Inc. regarding a proposed process for the Chief Administrative Officer (CAO) Annual Performance Review.

CARRIED

5. CONCLUSION OF THE SEPTEMBER 9, 2020 GOVERNANCE AND LEGISLATION COMMITTEE MEETING

The Chairperson concluded the meeting at 5:18 p.m.

Mayor Walker

Tracey Arthur, Director of Corporate Administration

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

ABSENT: Councillor Fathers

STAFF: G. Ferrero, Chief Administrative Officer
T. Arthur, Director of Corporate Administration
C. Isaak, Director of Planning and Development Services
G. Newman, Manager of Planning
S. Lam, Deputy Corporate Officer

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

Please note you can watch the meeting, as well as previous meetings, online www.whiterockcity.ca/councilmeetings.

Councillor Trevelyan, Chairperson

1. CALL MEETING TO ORDER

The meeting was called to order at 5:45 p.m.

1.1 MOTION TO CONDUCT LAND USE AND PLANNING COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE

2020-LU/P-018

It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Land Use and Planning Committee (including all members of Council) authorizes the City of White Rock to hold the September 14, 2020 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

CARRIED

2. ADOPTION OF AGENDA

2020-LU/P-019 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee adopt the agenda for September 14, 2020 as circulated.

CARRIED

3. ADOPTION OF MINUTES

a) July 27, 2020 – Land Use and Planning Committee Meeting

2020-LU/P-020 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee adopt the minutes of the July 27, 2020 meeting as circulated.

CARRIED

4. INITIAL INFORMATION REPORTS FOR ZONING AMENDMENT APPLICATIONS

Corporate report dated September 14, 2020 from the Director of Planning and Development Services titled "Initial Information Reports for Zoning Amendment Applications".

In response to the Committee's question, staff clarified that if approved, the proposed process would only impact future zoning amendment applications (the process would not be backdated to those already in the system).

2020-LU/P-021 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee recommend that Council give first, second and third reading to "City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357."

CARRIED

5. APPLICATION FOR ZONING AMENDMENT – 15561 & 15569 OXENHAM AVENUE (ZON/SUB 19-022)

Corporate report dated September 14, 2020 from the Director of Planning and Development Services titled "Application for Zoning Amendment – 15561 & 15569 Oxenham Avenue (ZON/SUB 19-022)".

Discussion ensued and the following comments noted:

- Concerns expressed that the tree removal would pose an environmental implication as there would be a reduction in the tree canopy.
Staff clarified that in an development scenario, the trees would likely be removed as the roots have grown and are located in critical zones

2020-LU/P-022

It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 15561/15569 Oxenham Avenue) Bylaw, 2020, No. 235.*”

CARRIED

Councillors Johanson and Kristjanson voted in the negative

2020-LU/P-023

It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend Council:

1. Direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 15561/15569 Oxenham Avenue) Bylaw, 2020, No. 2358.*” and
2. Recommend that Council direct staff to resolve the following issues prior to final adoption:
 - a) Ensure that all engineering requirements and issues including servicing agreement completion are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b) Demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services.

CARRIED

Councillor Kristjanson voted in the negative

6.

DRAFT ZONING AMENDMENT BYLAWS AND OFF-STREET RESERVE FUND BYLAWS FOR PROPOSED CR-3A ZONE (BYLAWS 2343, 2344, 2345 and 2346)

Corporate report dated September 14, 2020 from the Director of Planning and Development Services titled “Draft Zoning Amendment Bylaws and Off-Street Reserve Fund Bylaws for Proposed CR-3A Zone (Bylaws 2343, 2344, 2345 and 2346)”.

Discussion ensued and the following comments were noted:

- Residents have expressed concern for changes along Marine Drive
- Expressed support for the proposed amendments regarding parking lots for oddly shaped lots

2020-LU/P-024

It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommends that Council reject consideration of the proposed bylaws regarding CR-3A Zone (Bylaws 2343, 2344, 2345, and 2346).

CARRIED

Recognizing the Committee's concern regarding heights, it was suggested that the OCP review completion date be moved forward to the end of 2020. It was noted that the waterfront should be a focus within the discussion, along with heights/protected views. It was also noted that the input of developers should be considered within the height review.

2020-LU/P-023

It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommends that Council, after rejecting the proposed CR-3A Zone, accelerate the Official Community Plan review by the end of 2020 and bring forward the waterfront elements of the OCP review, and other topics as noted by the Land Use and Planning Committee.

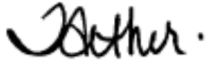
CARRIED

7.

CONCLUSION OF THE SEPTEMBER 14, 2020 LAND USE AND PLANNING COMMITTEE MEETING

The Chairperson declared the meeting concluded at 6:54 p.m.

Councillor Trevelyan
Chairperson



Tracey Arthur, Director of
Corporate Administration

**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2357**



A Bylaw to amend the
"City of White Rock Planning Procedures Bylaw, 2017, No. 2234" as amended

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

1. That the text of the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234" be amended:
 - (1) by deleting the existing section 16 in its entirety and replacing it with the following new section 16:
 - 16) The City may authorize refunds in accordance with the amounts outlined in Schedule B as they existed at the time of application;
 - (2) by deleting the existing section 28 in its entirety and replacing it with the following new section 28:
 - 28) Despite Section 27, every application from an Applicant for an Official Community Plan or Zoning Bylaw amendment shall be forwarded with an initial application information report from staff to a Council meeting, prior to the advertisement of a Public Information Meeting for the application. Council may direct staff to proceed with consultation on the Zoning Bylaw amendment, or in the case of an Official Community Plan amendment, in accordance with the Council Policy 512 on Official Community Plan Consultation, as amended or replaced by the City Council from time to time, or to refuse the application;
 - (3) by deleting the existing item 4 of Schedule B "Refundable Amounts" in its entirety and replacing it with the following new item 4:
 4. Fees for applications that include Official Community Plan or Zoning Bylaw amendments and are rejected by Council following the receipt of an Information Report at the Land Use and Planning Committee, are eligible for refund minus 30% for administration; and

- (4) by deleting the existing Schedule H Zoning Bylaw Amendment Application Procedures and replacing it with the following new Schedule H:

Schedule H Zoning Bylaw Amendment Application Procedures

- (a) Applicant may request a pre-application meeting with staff to review the proposal and gather early input on issues to inform application preparation.
- (b) Complete Initial Application materials as indicated in the minimum submission requirements table below submitted by the owner/Applicant.
- (c) Staff review Initial Application and advise Applicant of any outstanding or incomplete submission requirements.
- (d) Staff may prepare an Information Report on Initial Application for Council. Council may forward the application to Public Information Meeting, or refuse the application.
- (e) Applicant may make minor revisions to the application following receipt of Information Report by Land Use and Planning Committee (LUPC).
- (f) All required Complete Application materials as indicated in the minimum submission requirements table below shall be submitted by the owner/Applicant.
- (g) Staff prepare information package and distribute for circulation.
- (h) Owner/Applicant shall install a Public Notification Sign on the property, as outlined in Section 36 of the Planning Procedures Bylaw.
- (i) Applicant conducts Public Information Meeting according to requirements of Schedule "E" of the Planning Procedures Bylaw.
- (j) At any time during the preceding, staff may, depending on the application, prepare written correspondence to the Applicant based on initial comments from the referral and public feedback, advising the Applicant of revisions required to gain the support of the Director for recommendation of approval.
- (k) Staff prepares report and report package with recommendations, and draft bylaw if recommended for 1st and 2nd readings, and presents to LUPC.
- (l) LUPC recommendations proceed to Council, including consideration of 1st and 2nd readings of draft bylaw if recommended.
- (m) Public Hearing notification in accordance with Section 466 of the *Local Government Act*, including notice in newspapers, plus distribution mailed to adjacent property owners within 100 metres (should Public Hearing be waived, notice to adjacent property owners still required).
- (n) Public Hearing held in Council chambers or an appropriate public venue (when applicable).
- (o) Bylaw proceeds to a subsequent Council meeting for consideration of 3rd reading with deferral of adoption pending resolution of development prerequisites, when applicable.
- (p) Completion of the development prerequisites.
- (q) Zoning amendment presented to Council for adoption following completion of development prerequisites, when applicable.
- (r) Staff notify Applicants of Council decision and include copies of approved bylaw.
- (s) Staff update Zoning Bylaw for consolidated amendments.

Initial Application	Complete Application
<ul style="list-style-type: none"> • Completed Application Form • Application Fees • Title Search • Letter of Authorization (if applicable) • Survey (with topography and tree locations, sizes, and elevations) • Site Profile • Site Plan*, including the following statistics: <ul style="list-style-type: none"> ○ Floor Area Ratio (Gross and Residential) ○ Setbacks (buildings and encroachments) ○ Height ○ Lot Coverage ○ Unit Count ○ Gross Site Area ○ Floor Areas (by use/common/amenity) ○ Parking ○ Details on any requested variances 	<ul style="list-style-type: none"> • Tree Assessment Report* • Architectural Plans* • Parking Plan* • Landscape Plan*, including the following: <ul style="list-style-type: none"> ○ Existing tree locations ○ Proposed plant list using graphic keys ○ Proposed grades ○ Proposed garbage/recycling enclosures ○ Details on proposed outdoor amenity ○ Proposed paving and lighting details • Colour renderings with adjacent buildings* • Photographs of Site and Surrounding Area* • Street Profile* • View Analysis* • Shadow Study* • Colour and Materials Board* • Design Rationale* • Development Permit Guidelines Response* • Precedent Photos* • Digital or physical 3D massing model* • Community Amenity Contribution Report* • Environmental Impact Assessment* • Traffic Study* • Parking Study* • Geotechnical Report*
<p><i>Additional studies/information may be required based on specifics of an application</i> <i>*if applicable</i></p>	

2. This Bylaw may be cited for all purposes as the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357".

RECEIVED FIRST READING on the 14th day of September, 2020
RECEIVED SECOND READING on the 14th day of September, 2020
RECEIVED THIRD READING on the 14th day of September, 2020
ADOPTED on the _____ day of _____

MAYOR

DIRECTOR OF CORPORATE ADMINISTRATION

**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2358**

A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. Schedule "C" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended is further amended by rezoning the following lands:

Lot 19 Section 11 Township 1 New Westminster District Plan 25155
(15561 Oxenham Avenue)
PID: 008-710-333

Lot 18 Section 11 Township 1 New Westminster District Plan 25155
(15569 Oxenham Avenue)
PID: 008-280-959

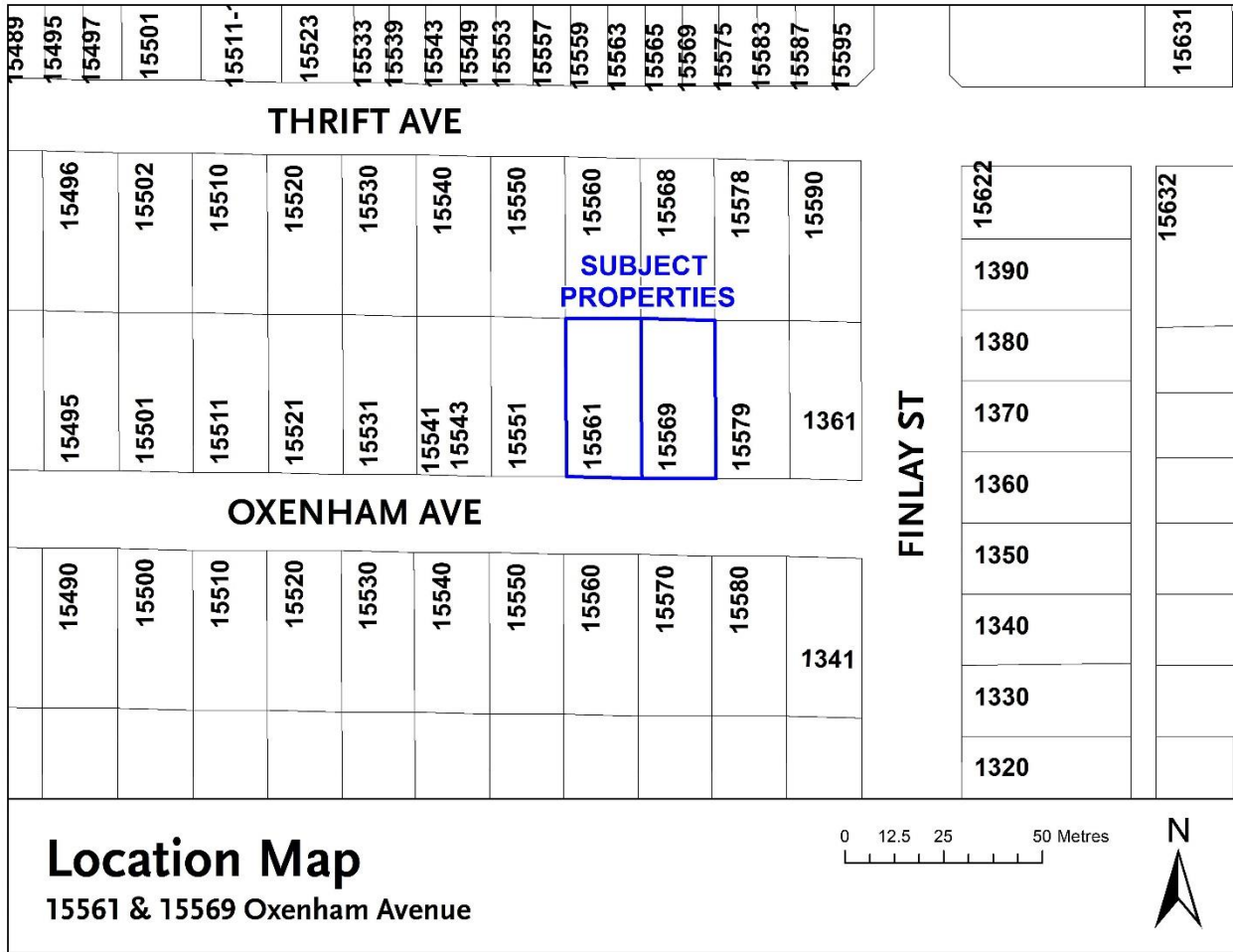
as shown on Schedule "1" attached hereto from the 'RS-1 One Unit Residential Zone' to the 'RS-4 One Unit (12.1m Lot Width) Residential Zone'.

2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 15561/15569 Oxenham Avenue) Bylaw, 2020, No. 2358".

PUBLIC INFORMATION MEETING on the	11 th	day of	March, 2020
RECEIVED FIRST READING on the		day of	
RECEIVED SECOND READING on the		day of	
PUBLIC HEARING held on the		day of	
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

Mayor

Director of Corporate Administration



**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2356**



A Bylaw to provide an exemption from municipal property taxes
under section 224 of the *Community Charter*.

Council may, by bylaw, exempt properties from taxation for a fixed period of time pursuant to section 224 of the *Community Charter*, S.B.C. 2003. c. 26.

The White Rock Business Improvement Association has leased part of the building located at 1174 Fir Street, from the Corporation of the City of White Rock (“the City”). 1174 Fir Street is legally described as:

Parcel Identifier: 009-618-856
Lot 1, Block 30, Section 11, Township 1
New Westminster District, Plan 11883, Part SW 1/4

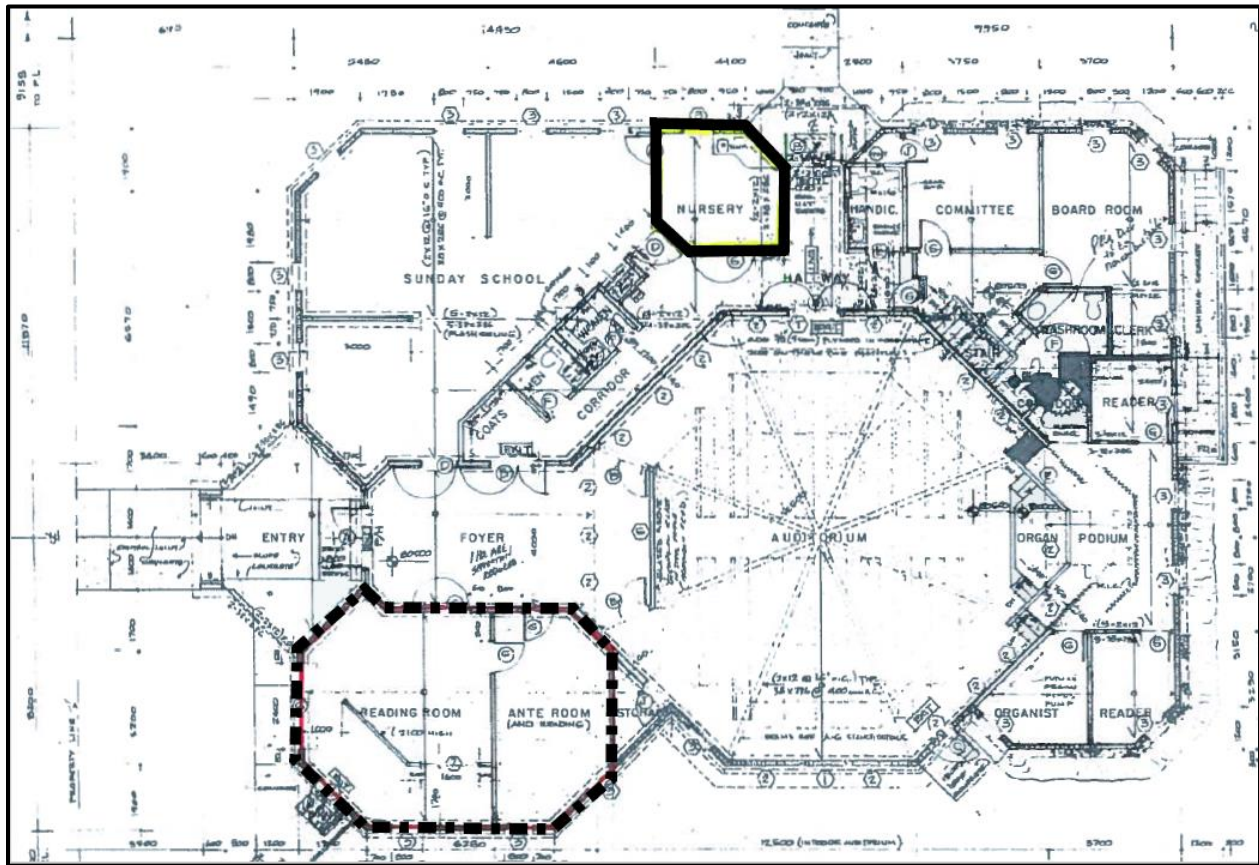
(the “Lands”)

Pursuant to section 224(2)(a) of the *Community Charter*, the City of White Rock wishes to grant a three (3) year municipal property tax exemption in respect of the leased property with improvements.

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

1. The premise described in the lease, as shown on Schedule A, is hereby exempt from municipal taxation for the calendar years 2021 through 2024. Schedule A is attached to and forms part of this bylaw.
2. The Conditions imposed on the tenant are as outlined in the lease and are conditions precedent to the municipal tax exemption granted by this bylaw. The municipal tax exemption granted for the premise terminates upon the termination of the lease.

Schedule A



The BIA has exclusive occupancy of that portion of the Building consisting of two (2) office spaces as outlined in solid line on Schedule A, and shared occupancy of that part of the Land and Building as outlined in a dashed line on Schedule A.

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2354**

A Bylaw to provide an exemption from municipal property taxes
under section 224 of the *Community Charter*.

Council may, by bylaw, exempt properties from taxation for a fixed period of time pursuant to section 224 of the *Community Charter*, S.B.C. 2003. c. 26.

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

1. Pursuant to section 224(2)(f) of the *Community Charter*, in relation to property that is exempt under section 220(1)(h) [Buildings for public worship], the following land and improvements, that have been deemed as necessary to the building set apart for public worship and not including any portion of the property used for a commercial purpose, be exempted from property taxation for the years 2021 through 2030.
2. This bylaw may be cited for all purposes as the “2021 - 2030 Places of Worship Permissive Tax Exemptions Bylaw 2020, No. 2354”.
3. That Tax Exemption Bylaw, 1969, No. 374 and all amendments be repealed.

Church on Oxford Hill	Parcel Identifier: 008-894-639 Lot 60, Part NW ¼, Section 10, Township 1, New Westminster Land District, Plan NWP26335
Parish of the Holy Trinity	Parcel Identifier: 009-280-847 Lot A, Part NE ¼, Section 10, Township 1, New Westminster Land District, Plan NWP22428
Roman Catholic Archbishop of Vancouver	Parcel Identifier: 011-621-281 Block 36, Section 11, Township 1, New Westminster Land District, Except Plan 3368, Plan NWP488
Governing Council of the Salvation Army in Canada	Parcel Identifier: 014-002-922 Lot 21, Part W ½ of S ½, Section 11, Township 1, New Westminster Land District, Except Plan N 33 feet Plan NWP2781

Trustees of the Congregation of St. John's Presbyterian Church Canada	Parcel Identifier: 009-270-507 Parcel D, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP22552
White Rock Community Church Inc.	Parcel Identifier: 011-228-610 Lot 1, Part SW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP7197
White Rock Community Church Inc.	Parcel Identifier: 011-228-644 Lot 2, Part SW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP7197
White Rock Life Church	Parcel Identifier: 012-363-987 Lot 15, Block 4, Part NE ¼, Section 10, Township 1, New Westminster Land District, Plan NWP1864
Faith Hope Love Church	Parcel Identifier: 011-420-685 Lot 11, Part NE ¼, Section 10, Township 1, New Westminster Land District, Plan NWP9277

RECEIVED FIRST READING on the _____ day of _____

RECEIVED SECOND READING on the _____ day of _____

RECEIVED THIRD READING on the _____ day of _____

ADOPTED on the _____ day of _____

MAYOR

CITY CLERK

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2355**

A Bylaw to provide an exemption from municipal property taxes
under section 224 of the *Community Charter*.

Council may, by bylaw, exempt properties from taxation for a fixed period of time pursuant to section 224 of the *Community Charter*, S.B.C. 2003. c. 26.

The following social service organizations have made application for permissive tax exemption grants for said lands with improvements listed below in the City of White Rock, the said lands being legally described as:

Options Community Services Society	Parcel Identifier: 000-452-505 Lot 1, Block 21, Section 11, Township 1, New Westminster Land District, Plan NWP11178
Peace Arch Hospital and Community Health Foundation	Parcel Identifier: 005-113-521 Lot 12, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP18167
Peace Arch Hospital and Community Health Foundation	Parcel Identifier: 010-362-941 Lot 13, Block N 1/2 6, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP18167
Peace Arch Hospital and Community Health Foundation	Parcel Identifier: 009-218-173 Lot 33, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP24976
Peace Arch Hospital and Community Health Foundation	Parcel Identifier: 001-829-653 Lot 16, Block 6, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP18167
Peace Arch Hospital and Community Health Foundation	Parcel Identifier: 010-362-967 Lot 17, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP18167
Peace Arch Hospital Auxiliary Society	Parcel Identifier: 012-364-096 Lot 7, Block 5, Part NE ¼, Section 10, Township 1, New Westminster Land District, Plan NWP1864

Sources Community Resources Society	Parcel Identifier: 011-232-099 Lot "B", Block 7, Part E ½, Section 11, Township 1, New Westminster Land District, Plan NWP7459
White Rock Players' Club	Parcel Identifier: 011-306-599 Lot 3 Except: West 7 Feet, Part NW ¼, Section 11, Township 1, New Westminster Land District, Plan NWP8437

(the "Lands")

Pursuant to section 224(2)(a) of the *Community Charter*, the City of White Rock wishes to grant a one (1) year municipal property tax exemption in respect of the lands with improvements.

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

1. The Lands and improvements thereon are hereby exempt from municipal taxation for the calendar year 2021.
2. This bylaw may be cited for all purposes as the "*2021 Annual Permissive Tax Exemptions Bylaw 2020, No. 2355*".

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

MAYOR

CITY CLERK

Minister of Infrastructure
and Communities



Ministre de l'Infrastructure
et des Collectivités

Ottawa, Canada K1P 0B6

His Worship Darryl Walker
Mayor of White Rock
15322 Buena Vista Avenue
White Rock, British Columbia V4B 1Y6

Dear Mr. Mayor:

Thank you for your letter of July 27, 2020, regarding the White Rock City Council's motion in support of emergency funding for municipalities and transit in the Town of White Rock.

The Government of Canada is focused on overcoming the greatest health crisis of our time. It is taking strong and quick action to stabilize our economy and support communities across Canada, while protecting the health and safety of all Canadians.

The Government of Canada's *Investing in Canada* plan is providing over \$4.1 billion in federal funding dedicated to infrastructure projects in British Columbia. This funding will see the Government of Canada and the province make unprecedented investments in public transit, green infrastructure, communities, recreational and cultural infrastructure, as well as rural and northern communities.

Infrastructure Canada is working with federal, provincial and territorial counterparts, Indigenous leaders and municipalities to move forward on meeting immediate infrastructure needs, what can be rolled out in the short term to support jobs, and how we will restart our economy as quickly as possible while respecting public safety guidelines. The Department is also continuing to accelerate project funding approvals that create jobs and improve the quality of life for Canadians across the country, and is working diligently to process reimbursement of claims received from its partners so that they will have the funds they need to continue moving projects forward and employing Canadians.

While the Government of Canada works closely with provincial, territorial and municipal partners to fund infrastructure projects, it is these orders of government that are responsible for the planning, prioritization, design, financing and operation of their infrastructure assets.

...2

In July 2020, the Government of Canada announced the Safe Restart Agreement with the provinces and territories, which will see over \$19 billion invested in protecting the health of Canadians, getting people safely back to work and preparing for a potential second wave. Through the Safe Restart Agreement, the Government of Canada will contribute up to \$2 billion to support municipalities with COVID-19 operating costs for the next six to eight months, and will cost match approximately \$1.8 billion to support any additional provincial or territorial contributions for public transit.

Furthermore, on August 5, 2020, Infrastructure Canada, in response to the significant health and socio-economic challenges brought on by the COVID-19 pandemic, has implemented a number of changes to the existing Investing in Canada Infrastructure Program. The changes are targeted and time-limited to increase our immediate infrastructure investments while also maintaining the long-term goals of the *Investing in Canada* plan. Some of these changes include the creation of a new COVID-19 Resilience stream and the temporary expansion of eligibility under three of the four original streams, notably the Public Transit, Green Infrastructure, and Rural and Northern Communities Infrastructure streams. These changes give provinces and territories the flexibility to transfer up to 10 per cent of original stream allocations to the COVID-19 Resilience stream in order to help mobilize their remaining funds under the Investing in Canada Infrastructure Program.

Infrastructure Canada is working towards making the federal commitment to fund public transit permanent, and for it to rise with the cost of construction over time. This predictable and stable funding will help communities improve and expand their transit systems and will support economic growth, environmental sustainability and social inclusion. Beginning in 2023, the Government will further ensure that new investments in public transit are used to support zero-emission buses and rail systems, and will work with municipalities to address any exceptional circumstances.

As Canada continues to focus on the health and safety of all Canadians during the COVID-19 pandemic, the Government of Canada accelerated funding delivered through the \$2.2 billion Gas Tax Fund. Early delivery of the fund, in one payment for 2020-21, will help communities quickly move forward with infrastructure projects that will improve quality of life and help restart local economies.

Together, we will work to ensure that infrastructure plays a vital role in promoting economic growth, job creation and improving our quality of life in the coming months and years.

Please accept my best regards.

Sincerely,

The Honourable Catherine McKenna, P.C., M.P.
Minister of Infrastructure and Communities



MAYOR DARRYL WALKER
OFFICE OF THE MAYOR
WHITE ROCK, BC CANADA

July 27, 2020

File No. 0220-20-04

Email: infc.minister-ministre.infccanada.ca

Email: MAH.Minister@gov.bc.ca

The Honourable Catherine McKenna, P.C., M.P.
Minister of Infrastructure and Communities
Suite 1100 – 180 Kent Street
Ottawa, Ontario, K1P 0B6

The Honourable Selena Robinson, M.L.A.
Minister of Municipal Affairs and Housing
Room 310 Parliament Buildings
Victoria, BC V8V 1X4

Dear Minister McKenna and Minister Robinson:

Re: Motion in Support of Emergency Funding for Municipalities and Transit

On July 13, 2020, White Rock City Council unanimously supported a motion to request assistance from the federal and provincial governments to provide emergency operating funds to protect local services. The resolution reads as follows:

“BECAUSE our local city and town councils, big or small, rural or urban are on the front lines of some of the most pressing challenges facing Canada;

BECAUSE municipal workers are on the front lines delivering the public services that keep us safe during the COVID-19 crisis;

BECAUSE municipal revenues are collapsing and unanticipated costs are soaring;

BECAUSE without financial help, cities and towns will be forced to cut vital local services our families and communities rely on;

BECAUSE public transportation makes our communities more livable, accessible and fights climate change;

The City of White Rock strongly urges the federal and provincial governments to provide emergency operating funds to protect vital local services, including public transportation and emergency services.”

As the COVID-19 crisis remains a concern for our community, we hope that you will consider this request.

On behalf of White Rock City Council thank you for your consideration. If you have any questions, please do not hesitate to contact me at 604-541-2124 or at dwalker@whiterockcity.ca.

Sincerely,

A handwritten signature in black ink, appearing to read "D Walker".

Darryl Walker, Mayor

cc: White Rock Council
cc: Kerry-Lynne Findlay, MP South Surrey – White Rock
cc: Tracy Redies, MLA Surrey – White Rock
cc: Federation of Canadian Municipalities
cc: New Westminster & District Labour Council

September 11, 2020

File: CR-12-01
Ref: RD 2020 Jul 31

Mayor Darryl Walker and Council
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6
VIA EMAIL: dwalker@whiterockcity.ca

Dear Mayor Walker and Council:

**Climate and Energy UBCM Resolutions
Endorsed by Metro Vancouver Member Jurisdictions**

This letter is to inform you of climate and energy related UBCM resolutions that have been endorsed by Metro Vancouver member jurisdictions.

At its July 31, 2020 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) direct staff to forward the report dated June 22, 2020, titled "Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions" to member jurisdictions in preparation for the Union of British Columbia Municipalities convention on September 22–24, 2020; and*
- b) direct staff to review the UBCM resolutions put forward by member jurisdictions of the Lower Mainland Local Government Association and highlight those resolutions that align with Metro Vancouver policies and initiatives.*

A key function of the Union of British Columbia Municipalities (UBCM) is to pass resolutions on behalf of its membership and convey these resolutions to the provincial government. A number of Metro Vancouver member municipalities' councils have endorsed climate and energy resolutions for submission to the UBCM for consideration at its September 22–24, 2020 convention. These resolutions relate to important areas for emissions reductions, such as buildings and transportation. Many connect directly to *Climate 2050* and the objective of reaching a carbon neutral region by 2050. This is a critical time for members to call on the Province for enhanced action on climate, and UBCM resolutions are a key mechanism to do so.

The report and attachment summarize the resolutions submitted by member councils so that the Board is informed as to the content of the resolutions, and can share this information within their

respective organizations ahead of the UBCM convention to bring awareness to climate and energy related resolutions. Enclosed is a copy of the staff report for your information.

Over the coming weeks, Metro Vancouver staff will work to identify other resolutions aligned with other Metro Vancouver policies and initiatives, and will share this information with member jurisdictions as appropriate.

If you have any questions about the enclosed report, please contact Morgan Braglewicz, Senior Policy and Planning Analyst, Parks and Environment, by phone at 604-436-6766 or by email at Morgan.Braglewicz@metrovancover.org.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/NC/mb

cc: Neal Carley, General Manager, Parks and Environment Services
Roger Quan, Director, Air Quality and Climate Action, Parks and Environment Services
Morgan Braglewicz, Senior Policy and Planning Analyst, Parks and Environment Services
Erik Blair, Air Quality Planner, Parks and Environment Services

Encl: Report dated June 22, 2020, titled "Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions" (Doc# 37606996)

40333053

To: Climate Action Committee

From: Morgan Braglewicz, Senior Policy and Planning Analyst
Erik Blair, Air Quality Planner
Parks and Environment Department

Date: June 22, 2020 Meeting Date: July 17, 2020

Subject: **Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions**

RECOMMENDATION

That the MVRD Board direct staff to forward the report dated June 22, 2020, titled “Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions” to member jurisdictions in preparation for the Union of British Columbia Municipalities convention on September 22–24, 2020.

EXECUTIVE SUMMARY

A key function of the Union of British Columbia Municipalities (UBCM) is to pass resolutions on behalf of its membership. At its convention, UBCM members will vote on 2020 resolutions. Typically, resolutions are submitted via local government associations, but due to COVID-19 the May 2020 Lower Mainland Local Government Association conference was cancelled, requiring all resolutions to pass directly through UBCM. This report summarizes climate and energy resolutions endorsed by Metro Vancouver member municipalities’ councils that will be brought to the 2020 UBCM convention for voting.

PURPOSE

To provide the Climate Action Committee and Board with a summary of the climate and energy resolutions endorsed to date by member jurisdictions ahead of the UBCM convention, and seek Board direction to forward the summary to member jurisdictions.

BACKGROUND

A number of Metro Vancouver’s member jurisdictions have endorsed a range of climate and energy resolutions for submission to the UBCM for consideration at its convention taking place virtually on September 22–24, 2020. This report summarizes the resolutions endorsed to date so that Committee members are informed as to the content and range of the resolutions in advance of the UBCM convention. It also highlights the value of building awareness and support for high priority UBCM resolutions to increase their chances of adoption at the UBCM convention.

Metro Vancouver Members’ 2020 Energy and Climate UBCM Resolutions to Date

Over the past year, over ten member jurisdictions have declared climate emergencies and/or have directed their staff to update their targets to align with the IPCC Special Report on Global Warming of 1.5°C. The municipalities that have made climate emergency declarations are prioritizing setting new targets as the first step in their climate response, and Councils have also directed municipal staff

to update their climate action plans to accelerate progress toward the new targets. Metro Vancouver has adopted ambitious new targets through *Climate 2050*, and these ambitious targets demand ambitious action. This is a critical time for members to call on the Province for enhanced action on climate, and UBCM resolutions are a key mechanism to do so.

Resolutions endorsed by councils to date are included in the attachment. The attachment provides an overview of the resolutions in a number of different categories, including: transportation, buildings, financial levers, and enabling legislation. The title, member jurisdiction, and text of each resolution are also provided.

Many of the climate and energy resolutions endorsed by member jurisdictions focus on buildings and transportation, the two largest greenhouse gas emissions sectors in our region, and the subject of two of the *Climate 2050 / Clean Air Plan* Discussion Papers published to date. A number of the resolutions relate to policies and actions identified in the Transportation Discussion Paper, including resolutions related to zero-emission vehicles for light, medium, and heavy duty vehicles; congestion pricing; and emission reductions for ride hailing fleets. Similarly, several buildings-related resolutions connect to the Buildings Discussion Paper, such as GHG limits for new buildings; building energy benchmarking; and standards for building electrification. Local government leadership on these resolutions reflects the need to take bold action to transition to a low carbon future. Staff will continue to track the progress of these resolutions as they develop the broader suite of policies and programs for the *Climate 2050 Roadmaps*.

While most resolutions call on the Province to take action through its regulatory powers, several request amendments to provincial legislation that would more clearly enable local governments to regulate and support the reduction of greenhouse gas emissions in pursuit of their climate commitments.

Review of UBCM Resolutions

A key function of the UBCM is to pass resolutions on behalf of its membership and convey these resolutions to the Provincial Government. The 2020 UBCM convention will be held virtually on September 22–24, 2020, where attendees will vote on UBCM resolutions that have been submitted for consideration by the June 30 submission deadline.

Typically, municipalities are encouraged to submit resolutions through their local government associations, as resolutions recommended by these associations demonstrate that they have already received support from a multitude of municipalities. However, the 2020 Lower Mainland Local Government Association (LMLGA) conference was cancelled due to COVID-19. As a result, resolutions submitted to UBCM will not have gone through the usual first round of voting, and will not be submitted with the weight of LMLGA endorsement. In the absence of LMLGA endorsement, alternative strategies to raise awareness and support for key resolutions may help raise their profile before voting at the UBCM convention.

Advance awareness of high priority resolutions and their status will be doubly important this year due to new voting procedures at the UBCM convention. Ten resolutions will be pre-selected by the UBCM executive for individual consideration and voting, and the rest will be sorted in to two large

blocks (recommended for endorsement or not recommended for endorsement). If a resolution is sorted in to the “do not endorse” block, advance action by Councils or Boards is required to request that a resolution be removed from the block for individual consideration.

ALTERNATIVES

1. That the MVRD Board direct staff to forward the report dated June 22, 2020, titled “Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions” to member jurisdictions in preparation for the Union of British Columbia Municipalities convention on September 22–24, 2020.
2. That the MVRD Board receive for information the report dated June 22, 2020 titled “Climate and Energy UBCM Resolutions Endorsed by Metro Vancouver Member Jurisdictions”, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with Alternative 1 in this report.

CONCLUSION

A number of Metro Vancouver member municipalities’ councils have endorsed climate and energy resolutions for submission to the UBCM for consideration at its September 22–24, 2020 convention. These resolutions cover transportation, buildings, financial levers, and enabling legislation. This report and attachment summarize the resolutions so that the Committee is informed as to the content of the resolutions before the UBCM convention. Given that the LMLGA conference was cancelled this year and no resolutions will go forward to UBCM with LMLGA endorsement, alternative approaches to raising awareness and support for priority resolutions will help raise their profile before the UBCM convention. To this end, staff recommend Alternative 1, that the Board direct staff to convey this report to member jurisdictions before the UBCM convention so they may consider which resolutions are high priorities.

Attachment

Metro Vancouver Members’ 2020 Climate and Energy UBCM Resolutions as of June 22, 2020 (37730318)

37606996

Metro Vancouver Members' 2020 Climate and Energy UBCM Resolutions as of June 30, 2020

At a Glance

- 16 climate and energy resolutions have been endorsed by Metro Vancouver members. Of these:
 - Five relate to buildings
 - Five relate to transportation
 - Nine relate to enabling legislation
 - Two relate to financial levers
- City of Vancouver, District of North Vancouver, City of Port Moody, and Township of Langley have endorsed climate and energy resolutions

Resolutions Summary Table

Category	Resolution Title	Jurisdiction	Resolution Summary
Buildings	Provincial Tools for Building Energy Benchmarking	Vancouver	That the Province act on the 2017 UBCM motion for a building energy benchmark program within a year. The resolution also outlines recommendation on program design.
Buildings	Greenhouse Gas Limits for New Buildings	Port Moody	That the Province include GHG limits for new construction through the BC building code, and amend language in CleanBC to require all new construction to be zero emission by 2032.
Buildings/ Enabling legislation	Establish Standards for Building Electrification, Heat Pumps, and Water Heaters	District of North Vancouver	That the Province enact legislation to empower municipalities to establish standards for building electrification, heat pumps, and water heaters.
Buildings/ Enabling legislation	Green Roofs	District of North Vancouver	That the Province amend the Local Government Act to empower local governments to expressly require green roofs and enforce the related building standard of construction and maintenance.
Buildings/ Enabling legislation	Water Conservation and Grey Water Use	District of North Vancouver	That the Province enact legislation to empower local governments to require water conservation and grey water use in relation to plumbing and drainage requirements for new buildings or the retrofitting of old buildings.

Category	Resolution Title	Jurisdiction	Resolution Summary
Enabling legislation	Predominant Purpose of Bylaw	District of North Vancouver	That the Province amend the Community Charter so that councils may adopt a bylaws that have an effect on an environmental or climate related issue that would typically require ministerial approval, as long as the purpose of the bylaw, as elected by council, is legitimate.
Enabling legislation	Regulate or Prohibit in Relation to Business	District of North Vancouver	That the Province amend the Community Charter to enable a council to enact bylaws that can prohibit businesses, in addition to regulating them, so that councils have more power to prohibit certain business practices, like selling fossil fuel heating systems beyond a certain date.
Enabling legislation	GHG Reporting for Business	District of North Vancouver	That the Province amend the Community Charter to enable a council to enact bylaws to regulate businesses' GHG reporting.
Enabling legislation	GHG Reduction Legislation	District of North Vancouver	That the Province amend the Community Charter to enable local governments to require GHG emission reduction or elimination, including the sale and upgrade of technologies using fossil fuels.
Financial Levers	Re-Examining Municipal Pension Plan Divestment	Vancouver	That the UBCM re-examine and update its 2016 <i>Primer on Fossil Fuel Divestment and the Municipal Pension Plan</i> report, and express their concern regarding investment in fossil fuels and support for divestment.
Financial Levers/ Enabling legislation	Provincial Enabling of Property Assessed Clean Energy (PACE) Financing by Local Governments	Vancouver	That the Province update the Vancouver and Community Charters to enable BC local governments to establish Property Assessed Clean Energy Financing Programs that include private investment.
Transportation	B.C. Clean Kilometre Act for Ride Hailing Fleets	Vancouver	That the Province design and implement a BC Clean Kilometre Act for Ride Hailing Fleets that requires ride hailing fleets to reduce their emissions.
Transportation	Reducing Truck Pollution on Residential-adjacent Commercial Transport (trucking) Routes	Vancouver	That the UBCM lobby the Provincial and Federal Governments to significantly strengthen regulations restricting traffic pollution from heavy-duty vehicles on residential adjacent commercial transport routes.
Transportation	Increase Zero Emission Vehicle Act Interim Targets	Township of Langley	That the Province amend the Zero-Emission Vehicle Act interim sales targets above the currently stated 10% in 2025 and 30% in 2030, to targets that accelerate the availability of zero-emission vehicles in BC beyond the current rate of adoption.

Category	Resolution Title	Jurisdiction	Resolution Summary
Transportation	Zero Emissions Vehicle Mandate for Medium- and Heavy- Duty Vehicles	Township of Langley	That the Province enact zero-emission vehicle sales requirements for medium- and heavy-duty vehicles
Transportation/ Enabling Legislation	Congestion Pricing	District of North Vancouver	That the Province enact legislation to enable municipalities to impose and collect vehicle congestion charges.



Tel: 604-273-5722 | **Fax:** 604-273-5762 | **Toll Free:** 1-866-273-5766 | **Toll Free Fax:** 1-866-273-5762
105 - 21900 Westminster Hwy., Richmond, BC V6V 0A8
info@apbc.ca | www.apbc.ca

September 10, 2020

To: BC Mayors and Councillors

Re: Emergency Paramedics and Dispatchers: Who we are and what we do!

Dear Mayor & City Councillors;

In BC, over 4500 Paramedics and 270 Medical Dispatchers work 24 hours a day, 365 days a year to keep our communities healthy and safe. As leaders in emergency prehospital care, allies in healthcare and professionals in our communities, Paramedics and Medical Dispatchers are a quintessential resource for municipalities in BC.

The field of Paramedicine has evolved from a traditional response of unscheduled emergencies to a robust and multi-disciplined practice encompassing public safety, emergency first response, scheduled and acute transport, and community-based health innovation. As experts in emergency management, Paramedics are uniquely qualified to assist in emergency prevention culminating in a dynamic and versatile skillset that transcends conventional public sectors. Engaged as a mutual stakeholder in both public safety and healthcare, Paramedics are able to provide relief to healthcare systems and infrastructures operating at or above capacity within BC communities as specialists in emergency response and preventative healthcare.

As the world evolves and adapts to the universal consequences and reality of Covid-19, our leaders continue to manage an ongoing opioid epidemic amidst a global pandemic with the constant threat of seasonal natural disasters (such as wildfires and flooding). A unique set of circumstances requires a unique response and BC Paramedics and Medical Dispatchers are always ready to respond.



What can Paramedics do in YOUR community?

Paramedics in BC provide a variety of services to support community health and safety. Through a multitude of specialties and license levels BC Paramedics are there for you.

- Primary Care Paramedic
- Advanced Care Paramedic
- Critical Care Paramedic
- Paramedic Specialists
- Community Paramedics
- Emergency Medical Dispatch and Call-taking

Our resources are available by land, sea or sky.

- Ambulances
- Paramedic Response Units

./2

- Fixed-wing Aircraft
- Helicopters
- Boats

Services Paramedics can provide:

- Emergency medical first response
- Scheduled and acute transport of ill and injured patients
- Province-wide service ensuring access to healthcare in hard to reach communities
- Provision of primary health care in communities experiencing service delivery gaps
- Community based care for elderly, indigenous, at risk or vulnerable populations
- Immunization clinics, Covid-19 testing and contact tracing for Covid-19
- Emergency management including planning, preparedness and response
- Emergency Medical Dispatch and Call-taking, providing over the phone medical assistance until resources arrive at the patient's side

How can you ensure YOUR community's needs are met?

As municipal and community leaders, you have a critical role in the decisions being made about healthcare services and public safety within your community. You know the needs of your community better than anyone else. We want to work with you!

Visit www.apbc.ca and check out what resources are currently available in your community. Our comprehensive resource list includes every Ambulance Station in British Columbia along with the current resources available in each of those communities.

We welcome the opportunity to discuss your community specific Public Safety, Ambulance Service and healthcare needs, challenges, gaps and paramedic services. Please visit our virtual booth at UBCM, we will be available to live chat.

We ask that you write both the Health Minister and Health Critic to advocate for enhanced paramedic services and healthcare in your community.

Again, we encourage you to come visit us virtually if you have any questions about Paramedic Services in your community. Alternatively, feel free to contact myself at (250) 250-319-4713 or troy.clifford@apbc.ca or info@apbc.ca either leading up to, during or post UBCM.

Thank you for your time, see you virtually at UBCM!

Sincerely,



Troy Clifford
Provincial President
Ambulance Paramedics and Emergency Dispatchers of BC
CUPE Local 873

TC/sd/MoveUp

Page 2 of 2



Jonathan X. Côté
Mayor

September 15, 2020

The Honourable John Horgan, MLA
Premier of British Columbia
West Annex, Parliament Buildings
Victoria, BC V8V 1X4

Via Email: Premier@gov.bc.ca

Dear Premier,

Re: Universal access to no-cost prescription contraception

At a meeting on September 14, 2020, New Westminster City Council passed the following resolution:

WHEREAS cost is a significant barrier to people accessing contraception, particularly to people with low incomes, youth, and people from marginalized communities; and

WHEREAS providing free prescription contraception has been shown to improve health outcomes for parents and infants by reducing the risks associated with unintended pregnancy, and is likely to reduce direct medical costs on the provincial health system; and

WHEREAS contraceptive methods such as condoms or vasectomies are available at low cost, no cost, or are covered by BC's Medical Services Plan, whereas all contraceptive methods for people with uterus (such as birth control pills, intrauterine devices, or hormone injections) have high up-front costs, making access to contraception unequal and gendered;

THEREFORE BE IT RESOLVED

THAT the City of New Westminster write to the Provincial Minister of Finance, the Provincial Minister of Health, the Premier of BC, and the local MLA supporting universal no-cost access to all prescription contraception available in BC under the Medical Services Plan; and

THAT this letter be forwarded to all BC municipalities asking to write their support as well.

We appreciate your consideration of this important matter.

Yours truly,



Jonathan X. Cote
Mayor

Cc: Hon. Carole James, Minister of Finance, FIN.Minister@gov.bc.ca
Hon. Adrian Dix, Minister of Health, HLTH.Minister@gov.bc.ca
Hon. Judy Darcy, MLA, New Westminster, judy.darcy.MLA@leg.bc.ca
Jas Johal, MLA, Richmond-Queensborough, jas.johal.MLA@leg.bc.ca
All BC Municipalities

**Topics of Council Closed Meetings from
February 1 to July 31, 2020**

DATE	CONTENT
February 13, 2020	<ul style="list-style-type: none"> • Ongoing Negotiations with the Semiahmoo First Nation (SFN) – Intergovernmental Meeting with SFN
March 2, 2020	<ul style="list-style-type: none"> • Negotiations with SFN – Drainage Memorandum of Understanding • Discussion regarding previous Councillor portrait removal (Councillor election was declared to be invalid and the office held by Mr. Coleridge was deemed to be vacant)
March 10, 2020	<ul style="list-style-type: none"> • Chief Administrative Officer (CAO) recruitment – executive search process update
March 17, 2020	<ul style="list-style-type: none"> • Discussion regarding Acting CAO from April 1 until the new CAO starts. Mr. Bottrill was selected, this information was previously authorized for release.
March 18, 2020	<ul style="list-style-type: none"> • Chief Administrative Officer (CAO) recruitment: interviews with all members of Council present
March 30, 2020 (not all items dealt with at the meeting there were some carry over to the next meeting of April 6)	<ul style="list-style-type: none"> • Legal Update on Land Expropriation 1510 Johnston Road • Negotiations with SFN – Drainage Memorandum of Understanding • CAO Contract Termination / Extension from April 1 until the new CAO starts • Council authorized staff to release the amount of the settlement for the CAO. This was done for an FOI request. The response is on the website April 2020.
April 6, 2020	<ul style="list-style-type: none"> • Judgement of litigation for 1310 Johnston Road / overview by legal • Freedom of Information (FOI) request for specified closed records regarding SFN • Topic Release from closed meetings July 2019 – January 31, 2020. Topics were released on the following regular Council agenda.
April 20, 2020	<ul style="list-style-type: none"> • Land Litigation • Judgement of litigation for 1310 Johnston Road, if no appeal the city would not seek costs • FOI request for specified closed records regarding SFN

DATE	CONTENT
May 4, 2020	<ul style="list-style-type: none"> • Staff Sergeant White Rock RCMP Update. Council requested the Staff Sergeant to attend a public meeting to review information that the RCMP can publicly discuss. • Labour discussion working through the COVID-19 global pandemic. A Media Release was issued on this matter • Negotiations with SFN – Drainage Memorandum of Understanding • Legal Update on Land Expropriation 1510 Johnston Road
May 11, 2020	<ul style="list-style-type: none"> • Land Litigation / Negation in relation to a Municipal Service
June 8, 2020	<ul style="list-style-type: none"> • Marine Drive “hump” repairs • Labour discussion working through the COVID-19 global pandemic. • Committee Appointments: COVID-19 Recovery Task Force, information & Advisory Design Panel Chairperson and Vice Chairperson Authorized to be released at the next Council meeting. The recruitment report was placed on the City website
June 22, 2020	<ul style="list-style-type: none"> • Council Strategic Priority Setting or the Annual Report. Two (2) resolutions were adopted on this and the information was placed on the next Council Agenda • CAO Review Initial Discussion, this topic was authorized for release and was placed on the next Council agenda
July 7, 2020	<ul style="list-style-type: none"> • Personnel / Labour Relations
July 28, 2020	<ul style="list-style-type: none"> • Legal Update on Land Expropriation 1510 Johnston Road • CAO Review Process continued discussion



White Rock West Basin Preliminary Design

Doc No. 1200097_00_REP_001_R1

8 September 2020



White Rock West Basin Preliminary Design

Doc. No. 1200097_00_REP_001_R1

8 September 2020

SIGNATURES

	NAME	SIGNATURE	DATE
Prepared by:	Daniel Leonard, MASc, PEng		September 8, 2020
Reviewed by:	Vignesh Ramadhas, MASc, PEng		September 8, 2020
Approved by:	Daniel Leonard, MASc, PEng		September 8, 2020
Approved by:			

VERSION HISTORY

REVISION	DESCRIPTION	DATE
A	Issued for client review	August 25, 2020
0	Issued for Use	August 28, 2020
1	Re-Issued for User	September 8, 2020

This report is confidential and for the sole use and benefit of the Client and may not be relied upon in whole or part, for the benefit of any other person or for any other purpose without the express written permission of Westmar Advisors Inc.

Executive Summary

Westmar Advisors Inc., supported by Morrow Engineering, (Morrow), has been retained by the City of White Rock (City) to complete preliminary engineering for redeveloping the west dredged basin area at the south end of the White Rock Pier (the Pier) (the study area).

The purpose of this study is to complete preliminary engineering for options that were selected by the City from Westmar's August 2019 report titled *White Rock West Basin Options Study*. The Options study investigated potential uses of a floating facility rebuilt in a configuration similar to the previous West float layout; with permanent moorage for recreational boats and also other usage.

Westmar's options study reviewed previous usages of the Pier and marina at the study area combined with a review of activities that occur at other waterfront facilities in North America. Eleven potential activities were previously presented. The City requested that preliminary design be completed to accommodate the following four activities:

- Transient boat moorage and boat shows
- Semi-permanent moorage
- Paddling and other non-motorized sports
- Seafood sales

Several redevelopment parameters were considered as part of the current study and are summarized below.

- Dredged area and depth;
- Float type;
- Float arrangement;
- Float uses and utilities;
- Gangway arrangement; and
- Scalability and phased implementation:

Two options were developed to accommodate the proposed uses. The two proposed options can be developed in phases and consist of the components described in Table 1 in the next page.

Table 1 - Description of Options

Option No.	Phase	Description	Usages	Dredged Depth	Utilities
Option A	Phase 1	2 floats with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
	Phase 2	3 floats with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
Option B	Phase 1	2 floats, one with paddling fingers, with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water
	Phase 2	3 floats, one with paddling fingers, with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water

The costs of constructing the options in two phases are presented below:

Table 2 - Cost of Options – Phased Construction

Phase	Cost of Phased Construction	
	Option A	Option B
Phase 1	\$3,936,000	\$3,569,000
Phase 2	\$2,100,000	\$2,100,000
Total	\$6,036,000	\$5,669,000

The costs of constructing the options as a single build out (i.e. no phases) are presented below:

Table 3 - Cost of Options – Full Build Out

Option	Cost of Single Build Out
Option A	\$5,328,000
Option B	\$4,937,000

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1 Introduction

Westmar Advisors Inc., supported by Morrow Engineering, (Morrow), has been retained by the City of White Rock (City) to complete preliminary engineering for redeveloping the west dredged basin area at the south end of the White Rock Pier (the Pier) (the study area).

The marina that was previously located in the study area was severely damaged and dislodged along with boats that were tied to the marina floats during a storm on December 20, 2018. Westmar has previously investigated the magnitude and return period of the storm that occurred in 2018 and also the reasons for the failure of the marina floats. For the purpose of this study, Westmar is satisfied that it is feasible to install new floats and mooring piles in the general location of the old floats and piles but with a more robust design incorporating the lessons learnt from the 2018 storm.

The old marina included a gangway for access from the 470 m long timber White Rock Pier, an approximately 85 m long timber float to the west of the Pier that accommodated 32 vessels with two vessels rafted at each of the 16 slip spaces, and an approximately 250 m long rubble mound breakwater. The approximately 17 m long timber float with gangway on the east side of the Pier was not damaged during the storm and is used by Canada Border Services and for recreation. The usage of the east dredged basin area is not included within the scope of this study and it is assumed that usage of the east float will remain unchanged.

The purpose of this study is to complete preliminary engineering for options that were selected by the City from Westmar's August 2019 report entitled *White Rock West Basin Options Study*. The Options study investigated potential uses of a floating facility rebuilt in a configuration similar to the previous west float layout; with permanent moorage for recreational boats and also other usage.

Starting approximately 10 years ago, the City pursued maintenance dredging of the west basin area as the boats in the previous marina did not have sufficient water depth during low tides. The dredging maintenance project was deferred after it was discovered that the seabed material contains contaminants that will require much higher disposal costs than for clean material. The west basin has had further infilling since the December 2018 storm and it is recommended that dredging be included as part of any capital spending program to maintain the options for vessel types that could use the basin. An updated bathymetric survey was completed in August 2020 to confirm the amount of dredging that will be required to accommodate proposed design vessels.

Figure A in the following page presents photographs of the study area before and after the storm.

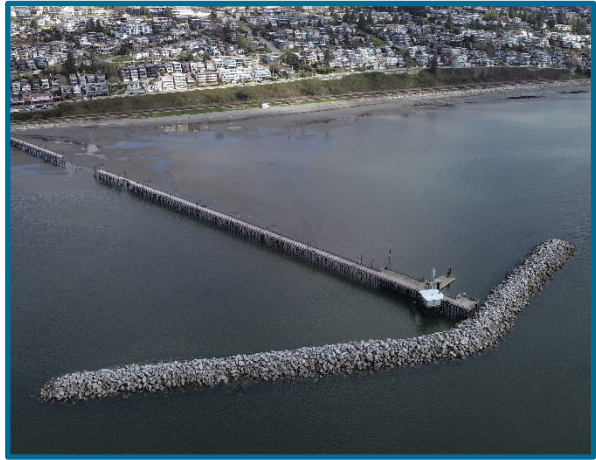
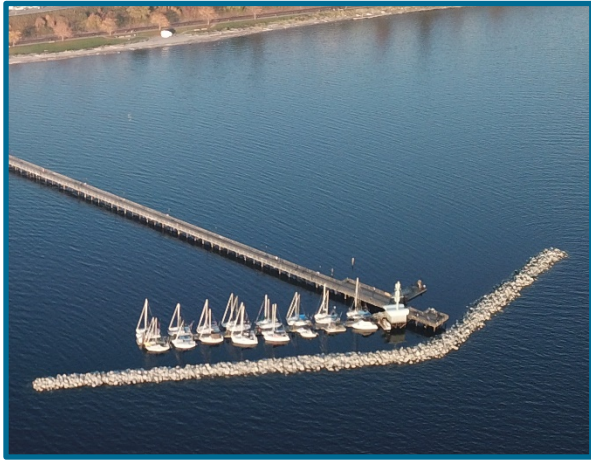


Figure A Comparison of the study area before (left) and after (right) the December 2018 storm.

2 Site Context and Existing Conditions

This section describes the study area and its context in White Rock community activities and lists the relevant existing conditions.

2.1 Community Context

White Rock Beach is a focal point in the White Rock community and is used for many activities throughout the year. The following table summarizes some of the festivals, events, and activities that occur in the White Rock Beach area that should be considered when evaluating potential options for redevelopment of the study area.

Table A Summary of festivals, events, and activities around the study area.

Annual Events	Festivals	Ongoing Activities
<ul style="list-style-type: none"> ▪ Art Walk ▪ Concerts at the Pier ▪ Paint the Town ▪ White Rock Christmas Sail Past ▪ Semiahmoo Bay International Regatta ▪ New Year’s Day Polar Bear Swim ▪ White Rock Sandcastle Competition 	<ul style="list-style-type: none"> ▪ Diwali Multicultural ▪ Festival of Lights ▪ Moon Festival ▪ White Rock Sea Festival 	<ul style="list-style-type: none"> ▪ Crabbing & Fishing ▪ Swimming and Watersports ▪ Sailing ▪ Walking/Sightseeing ▪ Boat Tours

2.2 Previous Arrangement

The previous marina consisted of an approximately 85 m long timber float moored in place with pairs of timber piles. The float was accessed from the Pier by a gangway that was approximately 18.3 m in length. The gangway became relatively steep at lower tides.

The marina has two out buildings that are supported on the Pier near the top of the gangway. The marina accommodated 32 vessels with two vessels rafted at each of the 16 slip spaces.

2.3 Existing Marine Conditions

Existing marine conditions have been provided in Westmar report No. 1180015-REP-001 and SNC technical memo No. 648236-1000-4PEN-0002. Both documents have identified that the metocean conditions at the study area are not severe and that the accretion of sediment has stabilized in the last 20 years along the Pier.

Based on our discussions with users of the marina, it is important to note that there are currently challenges entering the marina during moderate waves from the south-south west, the predominant wave direction. The waves propagate along the breakwater and refract to the north-northeast and cause motions at the west end of the west float (see [Figure B](#)).

It is expected that a more robust design in combination with changes to the recent operational procedures at the marina will result in a safe floating facility that will be able to withstand expected future storm events.



Figure B View of Waves Refracting Around West End of Breakwater.

2.4 Existing Geotechnical Conditions

Recent geotechnical investigations, including a cone penetration test combined with a geophysical survey, have concluded that the beach material is well draining and is unlikely to liquefy during a code prescribed seismic event. Validation of this conclusion at the South End of the Pier is required during detailed design. Further, the geotechnical conditions on site are suitable for the installation of steel pipe piles to support both lateral and vertical loading.

2.5 Existing Environmental Conditions

Existing environmental conditions at the study area were described in detail in Westmar report No. 1180015-REP-001. The marina including the west floats are located within the Boundary Bay Wildlife Management Area and hence, proposed construction will have to strictly adhere to environmental restrictions imposed by regulators. It is important to highlight the presence of eelgrass at the head of the Pier and along the onshore boundary of the basin for the existing marina floats, which is shown in Figure C. Eelgrass meadows represent critical habitat for many life stages of marine animals, including rearing habitat for young salmonids, spawning habitat for herring, and feeding habitat for marine mammals.



Figure C Approximate extent of *Z. Marina* eelgrass beds (green layers) in northern Semiahmoo Bay around White Rock Pier at centre. Image from the Georgia Basin Habitat Atlas ([/http://cmnbc.ca/atlas_gallery/georgia-basin-habitat-atlas](http://cmnbc.ca/atlas_gallery/georgia-basin-habitat-atlas)). Eelgrass data are compiled within the Atlas from various sources. Other colours represent FREMP community mapping.

Based on Westmar's recent interactions with regulators during the reconstruction of the Pier, it is evident that maintaining the existing eelgrass is of high importance and as such, we recommend that the study area be limited to the previous marina foot print.

Westmar recommends that the west dredge basin undergo maintenance dredging to restore the previous water depth and support multiple types of vessel usage. In 2010, the City proposed to complete approximately 17,000 m³ of maintenance dredging to a maximum depth of 2 m. The cost of the dredging exceeded the budget at the time due to the high cost of disposal of the dredged material. The high cost resulted from identification of the presence of high PAH levels, likely from creosote piles and vessel maintenance activities.

Capital cost estimates in this study have accounted for expected disposal costs of the dredged material based on the previous test results. Further review of contamination levels prior to detailed design is recommended.

3 Potential Activities at a Redeveloped Facility

Westmar’s options study reviewed previous usages of the Pier and marina at the study area combined with a review of activities that occur at other waterfront facilities in North America. Eleven potential activities were previously presented. The City requested that preliminary design be completed to accommodate four activities.

Descriptions of the selected activities that could occur at a redeveloped facility are described in the following table and are presented in images on the following pages.

Table B Potential activities at a redeveloped facility.

Activity Name	Description	Design Considerations						
		Power and Water	Amenity Building	Rub strips and cleats	Adequate Water Depth	Signage	Wide Floats	Accessible Floats
Transient boat moorage and boat shows	Slips available for daily moorage when the float is not being used for other activities. The facility is rented to an outside organization that hosts an event that has boats available for purchase and could include boats located upland in parking lots or along the promenade.	✓		✓	✓	✓		
Semi-permanent moorage	Slips available for annual moorage but with the potential to have a requirement to depart during winter months.	✓	✓	✓	✓			

Activity Name	Description	Design Considerations						
		Power and Water	Amenity Building	Rub strips and cleats	Adequate Water Depth	Signage	Wide Floats	Accessible Floats
Paddling and other non-motorized sports	A portion of the facility is accessible to the public or through rental/teaching companies to use a variety of paddling boats with the potential of adding fully accessible entry and exit systems.						✓	✓
Seafood sales	Approved vendors are permitted to moor vessels at the facility to sell seafood to the public.	✓		✓	✓		✓	✓

The City has also asked about the potential to moor a seaplane at the facility. Seaplanes have minimal draft but require sufficient clearance around the wings as they turn near floats and moor against floats. Seaplane terminals often have floats held in place with mooring lines connected to the underside of the floats, but this can limit water depth alongside the floats for other types of vessels. It may be possible that only one seaplane may moor at the facility, the geometry of mooring a single seaplane at the west end of the facility will be evaluated during detailed design.



TRANSIENT BOAT MOORAGE AND BOAT SHOWS

- Rub strips
- Cleats to accommodate changing mooring
- Signage and enforcement



CITY OF RICHMOND
IMPERIAL LANDING
TRANSIENT MOORAGE
USE FLOATS AT YOUR OWN RISK

- No charge for first three-hours of moorage.
- Maximum Stay is 3 Nights.
- Moorage is permitted on the channel-side of floats only.
- Payment is required after first three-hours of moorage.
- Please pay at parking meter on the Pier.
- Display receipt prominently on your vessel.

No Services are provided.
No Dumping is permitted.

Richmond

USE FLOATS AT YOUR OWN RISK

Swimming/diving is not permitted
No bicycles, rollerblades or skateboards

Richmond



SEMI-PERMANENT MOORAGE

- Rules about vacating in winter storm season
- Power and water
- Amenity building
- Security





PADDLING
ACTIVITIES AND
NON-MOTORIZED
SPORTS

- Wide floats
- Non-slip float surface
- Shallow float freeboard





SEAFOOD SALES

- Wide floats
- Non-slip float surface
- Power and water



4 Project Criteria

Based on the activities identified in Section 3, a number of design criteria are repeated. General functional requirements that capture the needs of the various activities are presented next.

4.1 Functional Requirements

The primary functional criteria related to this study include those outlined below:

- Robust piles and floats are needed to minimize maintenance costs and provide an acceptable service life;
- The floats shall have rub fenders and cleats to support a wide variety of vessel types;
- The floats shall be designed to accept power for lighting and potentially vessel supply, and water potentially for vessel supply;
- The floats shall be wide to provide full accessibility and potentially accommodate high occupancy activities;
- The floats shall be able to accommodate add-ons such as equipment to support fully accessible water recreation; and
- The gangways shall provide full accessibility over all tide elevations.

Pictorial representations of fully accessible gangway systems and robust concrete floats and piles are provided on the following pages.

State-of-the-art accessible gangways typically consist of several gangways that are supported on floats that are supported on mooring piles with falling tides so that the code-prescribed gradient of 1 vertical to 12 horizontal (1V:12H) is not exceeded. A variation to this is if one or more ramps with the maximum gradient is fixed to the primary float.

The City has requested that there be only one path to the floating facility and that the pathway be fully accessible. There are several accessibility standards that will be used for the design of the facility, including:

- CAN/CSA-B651, Accessible Design for the Built Environment, 2010;
- Accessible Boating Facilities, United States Access Board, 2003;
- PIANC Disability Access Guidelines for Recreational Boating Facilities, 2004;
- ADA Standards for Accessible Design, 2010;
- British Columbia Building Code 2018; and
- WorkSafeBC.



ACCESSIBLE GANGWAYS

- Slopes less than 1V:12H
- Non-slip surfaces
- Short runs with areas to rest
- Wide widths





DURABLE FLOATS

- Concrete encased foam with ballast tanks
- Timber rub rails and aluminum cleats
- Internal conduits



5 Redevelopment Options

Redevelopment options have been considered based on the existing conditions described in Section 2, the potential activities described in Section 3, and the project criteria described in Section 4. Specific comments on environmental interactions and regulatory requirements that may affect considered options were described in the options study report and it is recommended that a permitting plan be developed prior to proceeding with any of the options presented below.

5.1 Redevelopment Options

Several redevelopment parameters were considered as part of this study and are summarized below.

- Dredged Area and Depth:
 - Keeping the dredged area consistent with past use by undertaking new maintenance dredging. Some deepening may be possible without expanding the footprint.
 - The current water depth at the basin is approximately 2 m and this limits usage of the facility to small recreational watercrafts.
 - Two dredged depths below 0 m elevation to Chart Datum were considered: 2.5 m and 3.0 m. The shallower value would be acceptable for smaller sailboats and motorized boats whereas the deeper value would be required for larger sailboats and fishing boats.
 - Regardless of the dredge depth that is adopted, based on the historical sedimentation that has been observed in the area, maintenance dredging at approximately 5 year intervals will be required.
- Float Type:
 - Post tensioned concrete floats will have minimal maintenance and a long service life. Post tensioning the concrete floats together will result in smaller movement of the floats.
 - The floats will have timber rub strips, timber bull rails, galvanized steel cleats, and safety ladders.

- **Float Arrangement:**
 - The current breakwater arrangement produces refracted waves that bounds the previous marina footprint. Significantly changing the single float arrangement could result in additional dredging and either expanding the breakwater or installing a new floating breakwater.
 - Moving the primary float adjacent to the breakwater and adding finger floats to create slips for floats would increase rates for semi-permanent moorage but is not ideal for other uses due to the variability of vessel sizes.
 - It is recommended to keep with a single float on a slightly different angle from the previous float so that the offset distance from the breakwater is kept constant.

- **Mooring Piles**
 - Steel piles are recommended for mooring the floats to comply with current code seismic requirements, for durability and to resist wave loading during extreme events.
 - During the 2018 storm, the old timber mooring piles were pulled out of the ground and did not offer sufficient lateral restraint during high tides. Further, the use of timber piles to resist code mandated seismic loads is not considered feasible.
 - Based on previous experience with the Pier reconstruction, the use of creosote treated timber piles in Boundary Bay Wild Life management area will likely not be permitted by environmental regulators.

- **Float Uses and Utilities:**
 - Paddling and non-motorized sporting activities benefit from floats with minimal freeboard and extended edge length to allow for more users at the same time. It is recommended that if a dedicated area for these activities is chosen a modified concrete float be used that has fingers with shallow freeboard.
 - Semi-permanent moorage and seafood sales will require significantly more power, water, and telecommunications services at the facility than transient moorage and paddling and other non-motorized sporting activities. The City has been planning for increased services to the Pier and west basin as part of the Memorial Park Project, which included installing conduits for future services. Both 50kVA (same as existing) and extra capacity for future use at 75kVA have been considered.

- Gangway Arrangement:
 - The City desires to have a fully accessible gangway to a new floating facility with only one route to and from the facility following completion of Pier reconstruction.
 - The widths of the gangways and turning radii at the ends should be wide enough to accommodate wheelchairs and scooters passing. The surface should be of non-skid type, such as rubber matting. And the gradient should not exceed 1V:12H.
 - A switch-back gangway system, as has been installed at two locations in False Creek, has a large footprint and if located immediately adjacent to the float will take up valuable deep water moorage protected by the breakwater.
 - Extending the gangway system along its length and installing it adjacent to the Pier will minimize the footprint in the valuable deep water area. This alignment will benefit from the ambient lighting on the Pier. Making the last ramp section fixed with a 1V:12H gradient will reduce costs and will keep the starting point of the gangway on the Pier relatively close to the float.

- Scalability and Phased Implementation:
 - The City desires to reconstruct as much of the west basin facility as current budgeting will allow for and expand or upgrade the facility at the same time as reconstruction of the remainder of the Pier.
 - The accessible gangway arrangement described in the previous point should be constructed with Pier reconstruction in order to minimize re-work. It is initially proposed to reinforce the Pier at the location of the previous gangway and install a new gangway that can be re-used later.
 - The initial phase could have a reduced number of floats from the total buildout and by using a modular design, additional floats can be added at a later stage.

5.2 Proposed Options

Based on the discussion in section 5.1, two options have been developed in two phases and can accommodate the proposed uses. The proposed options consist of the components described in [Table C](#) and are shown in [Figure D](#) on the following pages with full drawings provided in Appendix A:

Table C Proposed options.

Option No.	Phase	Description	Usages	Dredged Depth	Utilities
Option A	Phase 1	2 floats with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
	Phase 2	3 floats with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
Option B	Phase 1	2 floats, one with paddling fingers, with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water
	Phase 2	3 floats, one with paddling fingers, with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water

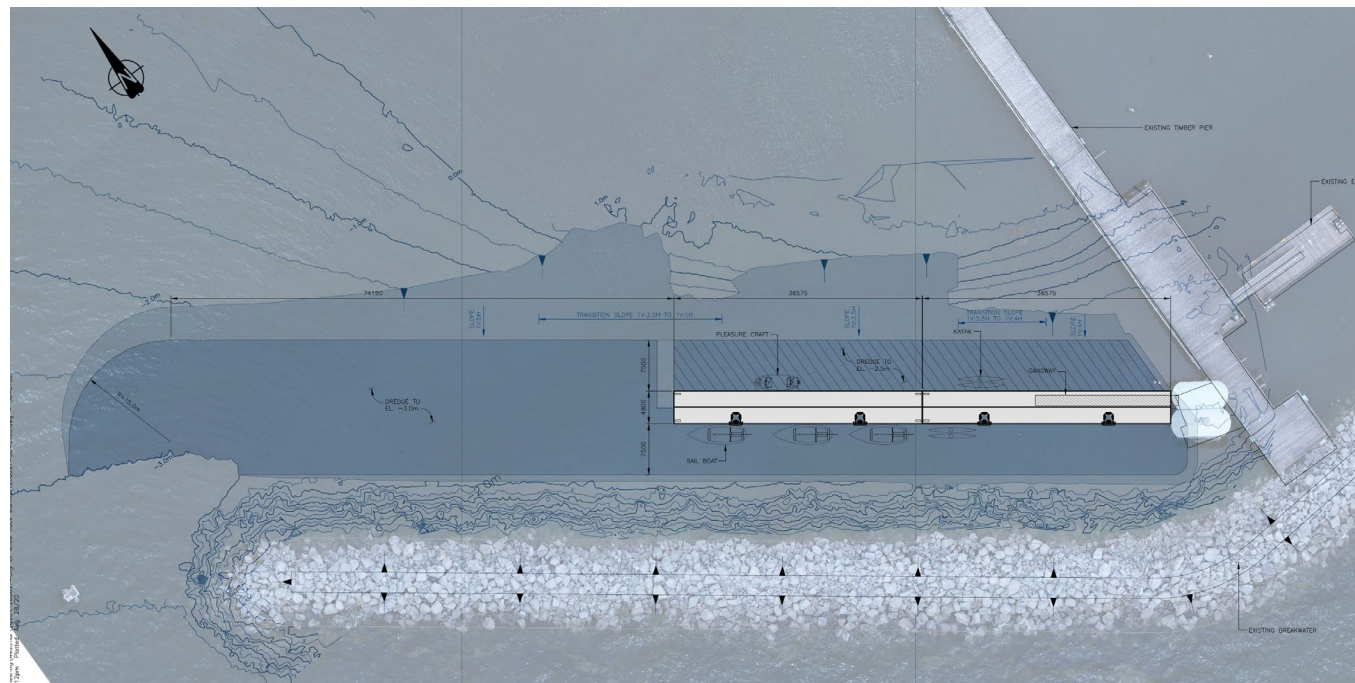
5.3 Description of Components

The developed options will have the following components:

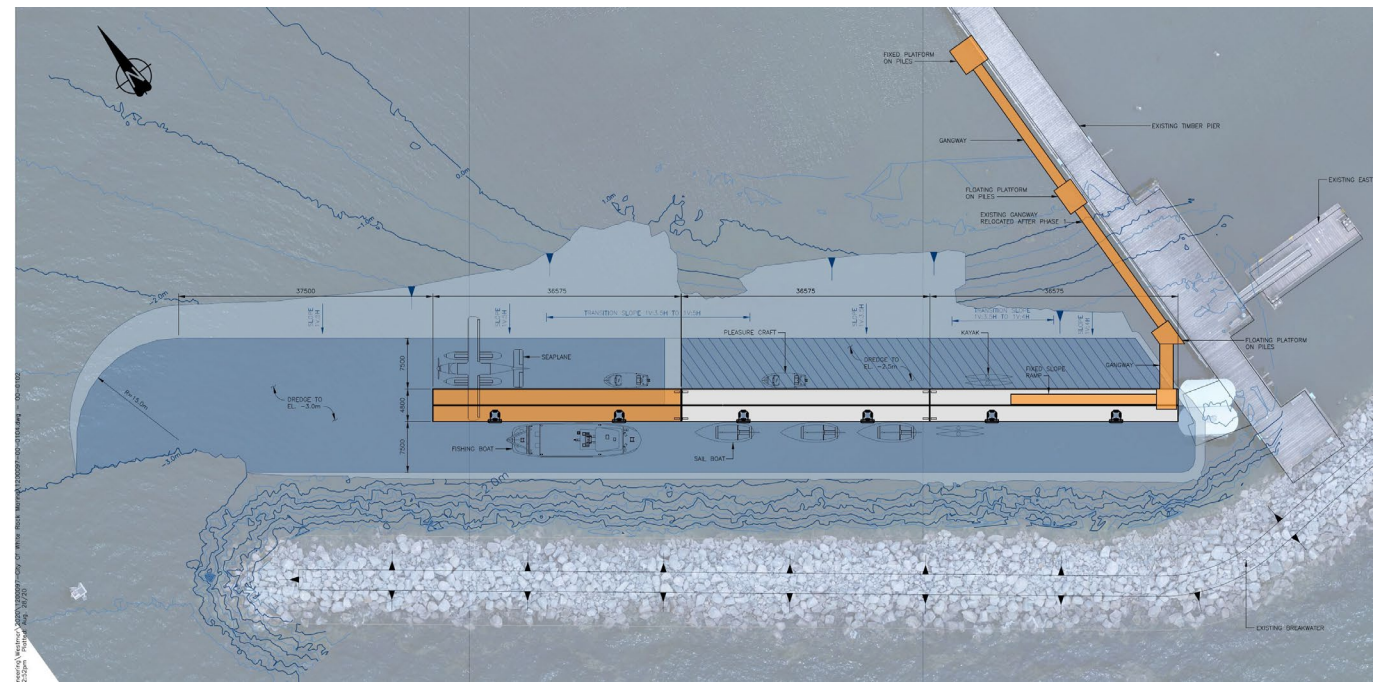
- Maintenance dredging to restore the previous minimum water depth throughout the basin. Based on historical sedimentation in the area, maintenance dredging at approximately 5 year intervals will be required.
- Concrete floats with timber rub strips, timber bull rails, aluminum cleats, and foot lighting. The floats are fully encased with concrete and are each approximately 4.8 m wide and 36.6

m long. The floats will be towed to site separately and post tensioned together. The floats are designed to accept add-on components to facilitate paddling activities. Installing the new float in approximately the same location as the previous float provides the following advantages:

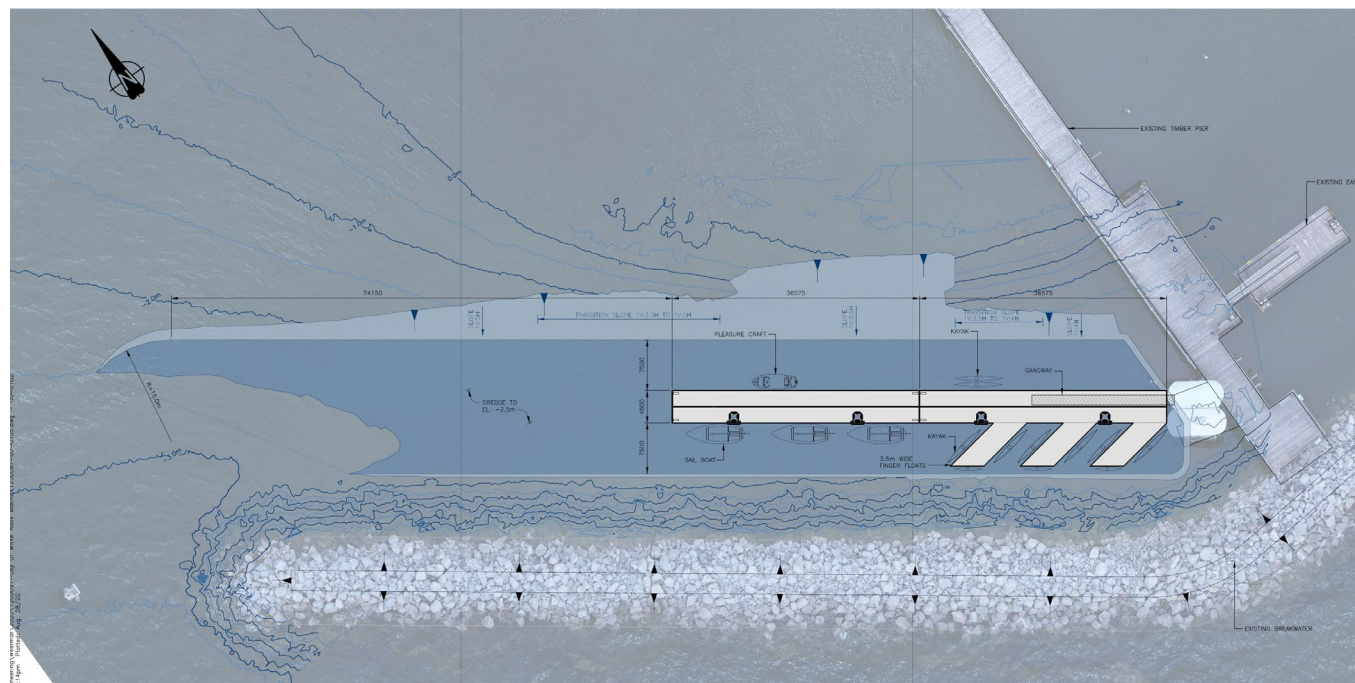
- Streamlined permitting based on project footprint;
 - Good access to all locations on the float for a variety of vessel types; and
 - Flexibility of usage.
- Mooring piles for the floats that will be installed through wells in the floats. The piles are steel pipes driven open ended and fitted with high density polyethylene (HDPE) outer sleeves down to the seabed and conical caps.
- Utilities for power, telecom, and water supply on the floats and gangways.
- A fully accessible gangway system in Phase 2 with a maximum gradient of 1V:12H. By installing the gangways and ramps along the length of the Pier, infringement into usable dredged water area is minimized. This is further improved by using a fixed sloping ramp mounted to the top of a float. The two intermediate floating landings on the gangway consist of aluminum framing with floats that are held in place by piles. The piles will have stops installed so the landings are not allowed to drop below certain elevations with falling tides. The top of the gangway system is supported by widening the Pier structure.



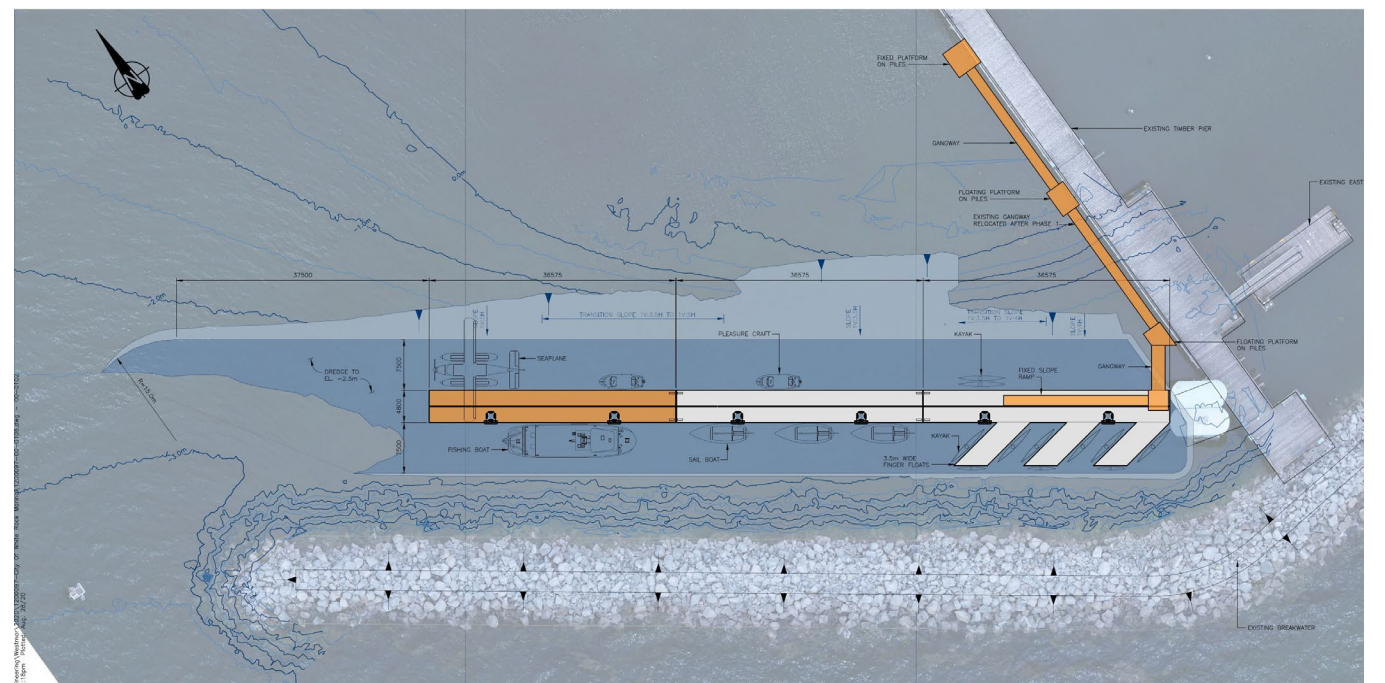
Option A (Phase 1): 2 floats with gangway supported by Pier at previous gangway location



Option A (Phase 2): 3 floats with accessible gangway along the side of the Pier



Option B (Phase 1): 2 floats, one with paddling fingers, with gangway supported by Pier at previous gangway location



Option B (Phase 2): 3 floats, one with paddling fingers, with accessible gangway along the side of the Pier

Figure D Proposed options.

5.4 Capital Cost Estimate

A cost estimate for the proposed options presented in Section 5.2 was prepared using standard estimating methodology to produce capital cost estimates with a predicted accuracy range of $\pm 30\%$ (Class 2 Screening Estimate).

The following represents the current phase of the project and the associated estimating methodology and approach.

Table D Estimate classification.

Evaluate Phase			
<p>Expected Confidence Range Typically $\pm 30\%$</p> <p>Contingency 15% to 20%</p> <p>The Confidence Range and Contingency will depend upon the estimating assumptions, and will generally be generated from a risk weighted cost estimate.</p>	<p>To determine and compare the economic feasibility of Project options leading to option selection. To determine the degree of cost commitment needed for subsequent phases. Especially the determination of the approval to proceed to the Define stage.</p>	<p>Major plot plans, field layout plans, location plans available.</p> <p>Outline Basis of Design, Project Technical Specification and Project Strategy available.</p>	<p>Components will be priced from budget quotations, or historical data.</p> <p>It is not usual for a formal cost review and Cost Risk Analysis to be carried out at this stage. Formal review is advisable in the event that major commitments of funds are involved.</p>

The intent of this estimate is to provide guidance to the City in evaluating the west basin redevelopment options. The objective of this section is to identify and present the:

- Key qualifications;
- Assumptions;
- Exclusions;
- Quantity deviation;
- Rate development; and
- Indirects.

5.4.1 Key Qualifications

The following qualifications were noted when preparing the Capital Cost Estimate:

- Estimate base date is August 2020.

- The estimates' currency is in Canadian Dollars.
- No detailed Contract and Procurement plans have been developed as part of this estimate.
- The cost estimate has been prepared assuming environmental, statutory and regulatory approvals will be in place.
- No provision for delay costs with regards to permitting (e.g., excavation permits, confined space permits, etc.) beyond what would be reasonably expected.
- Dredging disposal costs can vary significantly depending upon the specific concentrations of contaminants in the dredged materials. It has been assumed that the dredged materials are IL-, which means it can be disposed of in landfills in the region and is not considered hazardous waste. New sampling is required in order to confirm disposal costs. It may also be possible to undertake sediment toxicity testing to demonstrate suitability for Disposal at Sea that could reduce disposal costs.
- Owner's costs have not been included in the estimate, including owner's staff and specialist consultants and contractors, marketing and sales costs, and project finance / working capital costs.

5.4.2 Exclusions from Capital Cost Estimate

The following items were excluded from the Capital Cost Estimate:

- Escalation beyond estimate base date of August 2020 through to the project completion.
- Upgrades to the existing breakwater.
- Modifications to the existing or reconstructed Pier to support the proposed option for west basin redevelopment, i.e. changes in plan dimensions of the Pier.
- Finance and interest charges for project duration.
- All taxes and duties.
- Costs related to environmental habitat compensation and social impacts not specifically noted.
- Delay costs associated with obtaining statutory approvals (e.g., building or development approval).
- Environmental approvals including Environmental and Social Impact Assessment preparation.
- Sunk costs (e.g., the cost of this and previous studies, etc.).

5.4.3 Estimate Summary

Table E and Table F below provide the cost of constructing Options A and B in Phases while Table G and H provide the cost of constructing the options as a single build out (i.e. no phases).

Table E Capital cost estimate for Option A – Phased Construction

Description	Unit	Option A (Phase 1)			Option A (Phase 2)			Total Cost – Option A (Phased Construction)
		Quantity	Rate	Cost	Quantity	Rate	Cost	
Mobilization/demobilization	L.S.	1	\$250,000	\$250,000	1	\$200,000	\$200,000	\$450,000
Dredging and disposal	cu.m.	6,500	\$220	\$1,430,000	0	\$220	\$0	\$1,430,000
Float supply	sq.m.	350	\$2,000	\$700,000	175	\$2,000	\$350,000	\$1,050,000
Float and pile installation (6 piles)	L.S.	1	\$250,000	\$250,000	1	\$150,000	\$150,000	\$400,000
Utilities and lighting	L.S.	1	\$300,000	\$300,000	1	\$50,000	\$50,000	\$350,000
Accessible gangway, including piles	L.S.	1	\$350,000	\$350,000	1	\$1,000,000	\$1,000,000	\$1,350,000
Subtotal				\$3,280,000			\$1,750,000	\$5,030,000
Engineering and Contingency (20%)				\$656,000			\$350,000	\$1,006,000
Total				\$3,936,000			\$2,100,000	\$6,036,000

Table F Capital cost estimate for Option B – Phased Construction

Description	Unit	Option B (Phase 1)			Option B (Phase 2)			Total Cost – Option B (Phased Construction)
		Quantity	Rate	Cost	Quantity	Rate	Cost	
Mobilization/demobilization	L.S.	1	\$250,000	\$250,000	1	\$200,000	\$200,000	\$450,000
Dredging and disposal	cu.m.	3,700	\$220	\$814,000	0	\$220	\$0	\$814,000
Float supply	sq.m.	530	\$2,000	\$1,060,000	175	\$2,000	\$350,000	\$1,410,000
Float and pile installation (6 piles)	L.S.	1	\$250,000	\$250,000	1	\$150,000	\$150,000	\$400,000
Utilities and lighting	L.S.	1	\$250,000	\$250,000	1	\$50,000	\$50,000	\$300,000
Accessible gangway, including piles	L.S.	1	\$350,000	\$350,000	1	\$1,000,000	\$1,000,000	\$1,350,000
Subtotal				\$2,974,000			\$1,750,000	\$4,724,000
Engineering and Contingency (20%)				\$595,000			\$350,000	\$945,000
Total				\$3,569,000			\$2,100,000	\$5,669,000

Table G Capital cost estimate for Option A – Single Build Out

Description	Unit	Quantity	Option A	
			Rate	Cost
Mobilization/demobilization	L.S.	1	\$250,000	\$250,000
Dredging and disposal	cu.m.	6,500	\$220	\$1,430,000
Float supply	sq.m.	530	\$2,000	\$1,060,000
Float and pile installation (6 piles)	L.S.	1	\$350,000	\$350,000
Utilities and lighting	L.S.	1	\$350,000	\$350,000
Accessible gangway, including piles	L.S.	1	\$1,000,000	\$1,000,000
Subtotal				\$4,440,000
Engineering and Contingency (20%)				\$888,000
Total				\$5,328,000

Table G Capital cost estimate for Option B – Single Build Out

Description	Unit	Quantity	Option B	
			Rate	Cost
Mobilization/demobilization	L.S.	1	\$250,000	\$250,000
Dredging and disposal	cu.m.	3,700	\$220	\$814,000
Float supply	sq.m.	700	\$2,000	\$1,400,000
Float and pile installation (6 piles)	L.S.	1	\$350,000	\$350,000
Utilities and lighting	L.S.	1	\$300,000	\$300,000
Accessible gangway, including piles	L.S.	1	\$1,000,000	\$1,000,000
Subtotal				\$4,114,000
Engineering and Contingency (20%)				\$823,000
Total				\$4,937,000

6 Summary of Findings

The following summarizes the findings and recommendations from this study:

- Several redevelopment parameters were considered as part of this study and are summarized below.
 - Dredged area and depth;
 - Float type;
 - Float arrangement;
 - Mooring Piles;
 - Float uses and utilities;
 - Gangway arrangement; and
 - Scalability and phased implementation:
- The proposed options can be developed in phases and consist of the following components:

Option No.	Phase	Description	Usages	Dredged Depth	Utilities
Option A	Phase 1	2 floats with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
	Phase 2	3 floats with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Semi-permanent moorage ▪ Transient moorage ▪ Seafood sales 	-3.0 m	<ul style="list-style-type: none"> ▪ Upgraded to 75 kVA ▪ Telecoms ▪ Water
Option B	Phase 1	2 floats, one with paddling fingers, with gangway supported by Pier at previous gangway location	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water

Option No.	Phase	Description	Usages	Dredged Depth	Utilities
	Phase 2	3 floats, one with paddling fingers, with accessible gangway along the side of the Pier	<ul style="list-style-type: none"> ▪ Transient moorage ▪ Paddling and non-motorized sports 	-2.5 m	<ul style="list-style-type: none"> ▪ 50 kVA ▪ Water

The costs of constructing the options in phases and as a single build out (no phases) is summarized below:

Phased Construction

Phase	Cost of Phased Construction	
	Option A	Option B
Phase 1	\$3,936,000	\$3,569,000
Phase 2	\$2,100,000	\$2,100,000
Total	\$6,036,000	\$5,669,000

Single Build Out

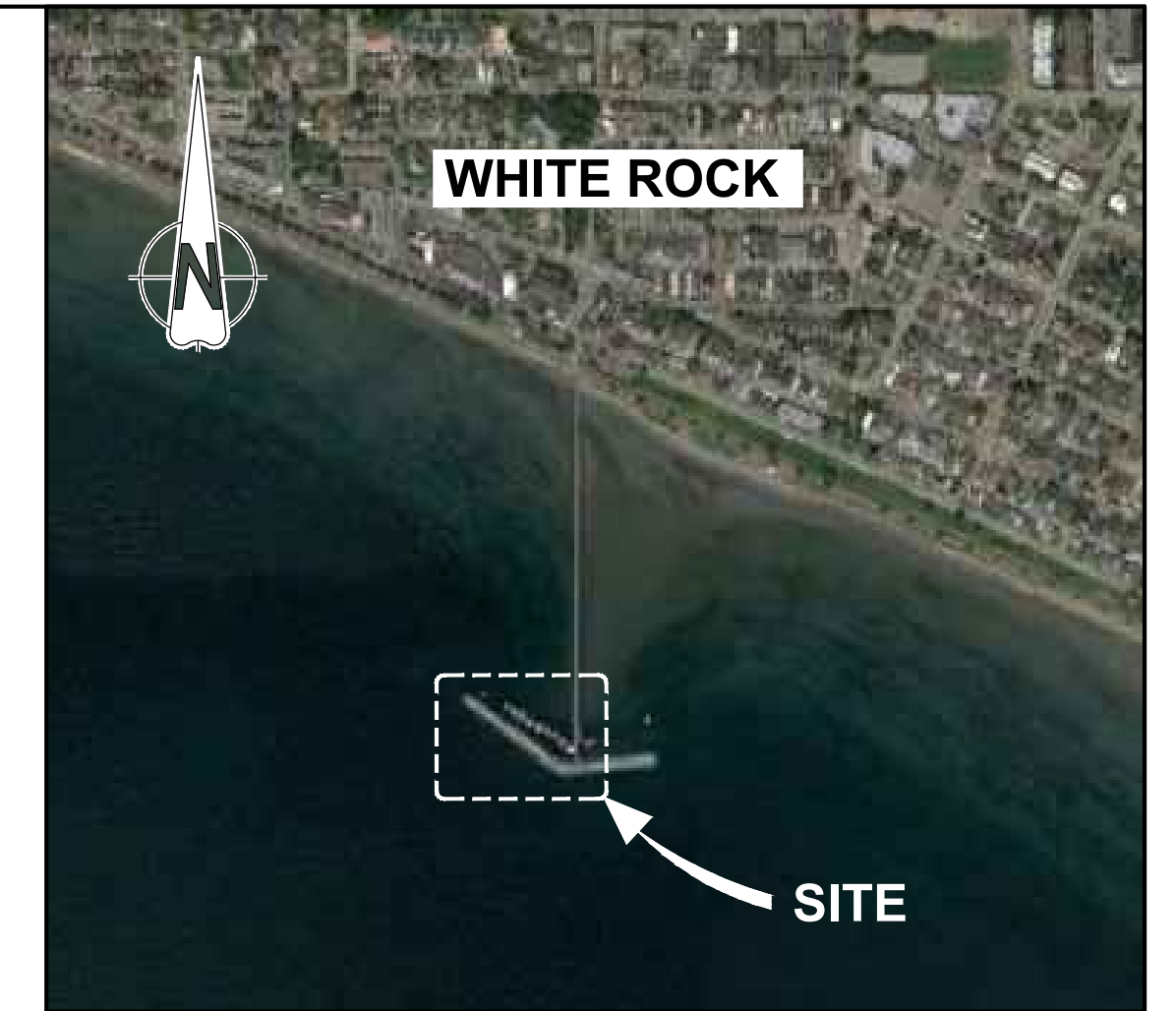
Option	Cost of Single Build Out
Option A	\$5,328,000
Option B	\$4,937,000

Appendix A: Preliminary Drawings

WHITE ROCK

City by the Sea!

WHITE ROCK MARINA



0 KM 0.5 KM

KEY PLAN

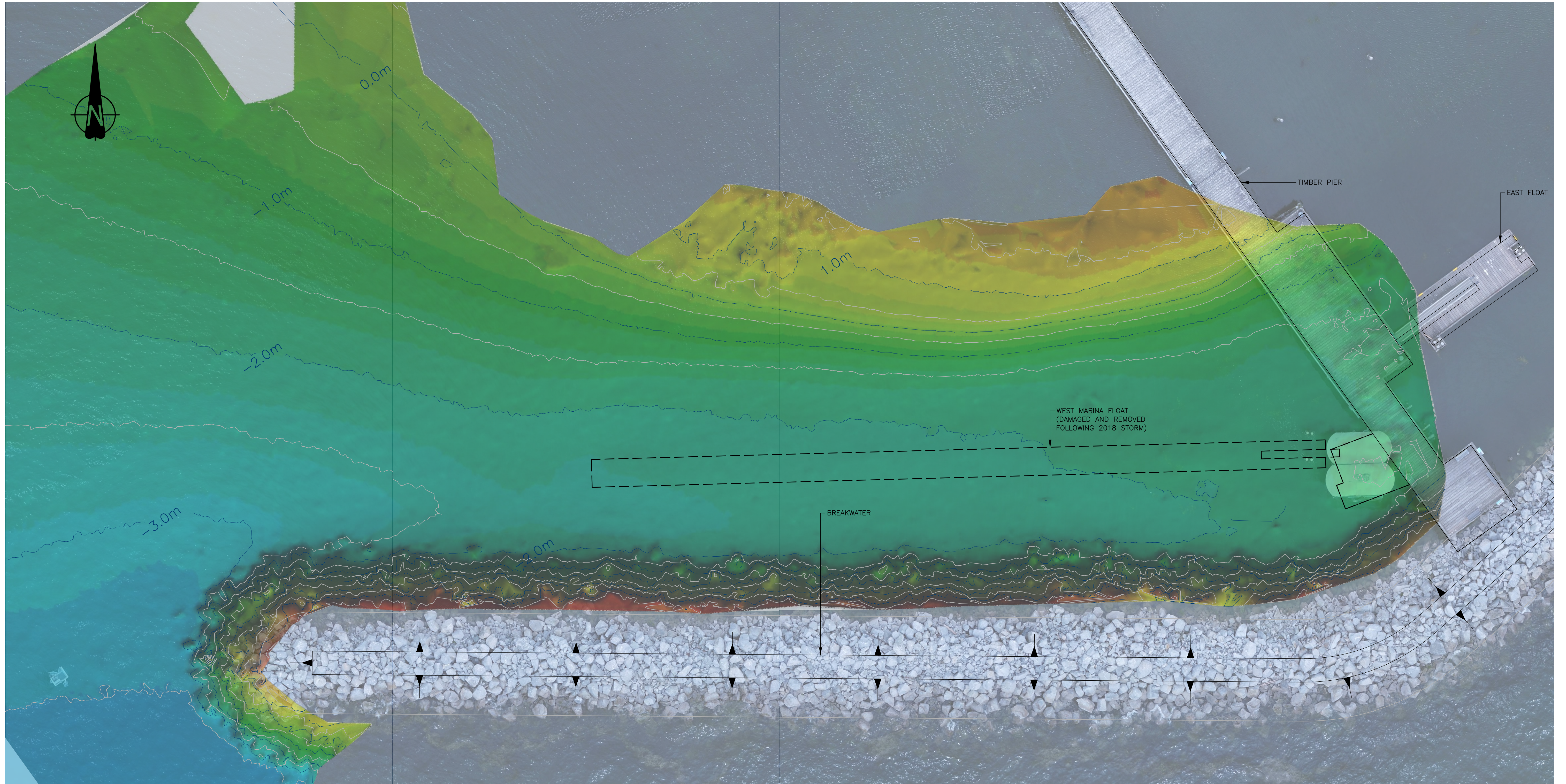
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1200097-00-0102	EXISTING SITE PLAN
1200097-00-0103	GENERAL ARRANGEMENT – OPTION A – PHASE 1
1200097-00-0104	GENERAL ARRANGEMENT – OPTION A – PHASE 2
1200097-00-0105	GENERAL ARRANGEMENT – OPTION B – PHASE 1
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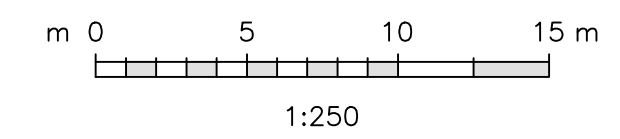
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EXISTING SITE PLAN
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NOTES:

- FOR GENERAL NOTES, SEE DWG. 1200097-00-0101.

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A	AUG24/20	ISSUED FOR CLIENT REVIEW	RM		DEL		DEL
ISSUE / REVISIONS							

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ISSUE / REVISIONS							

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MGR

CLIENT

WHITE ROCK

City by the Sea!

PROJECT

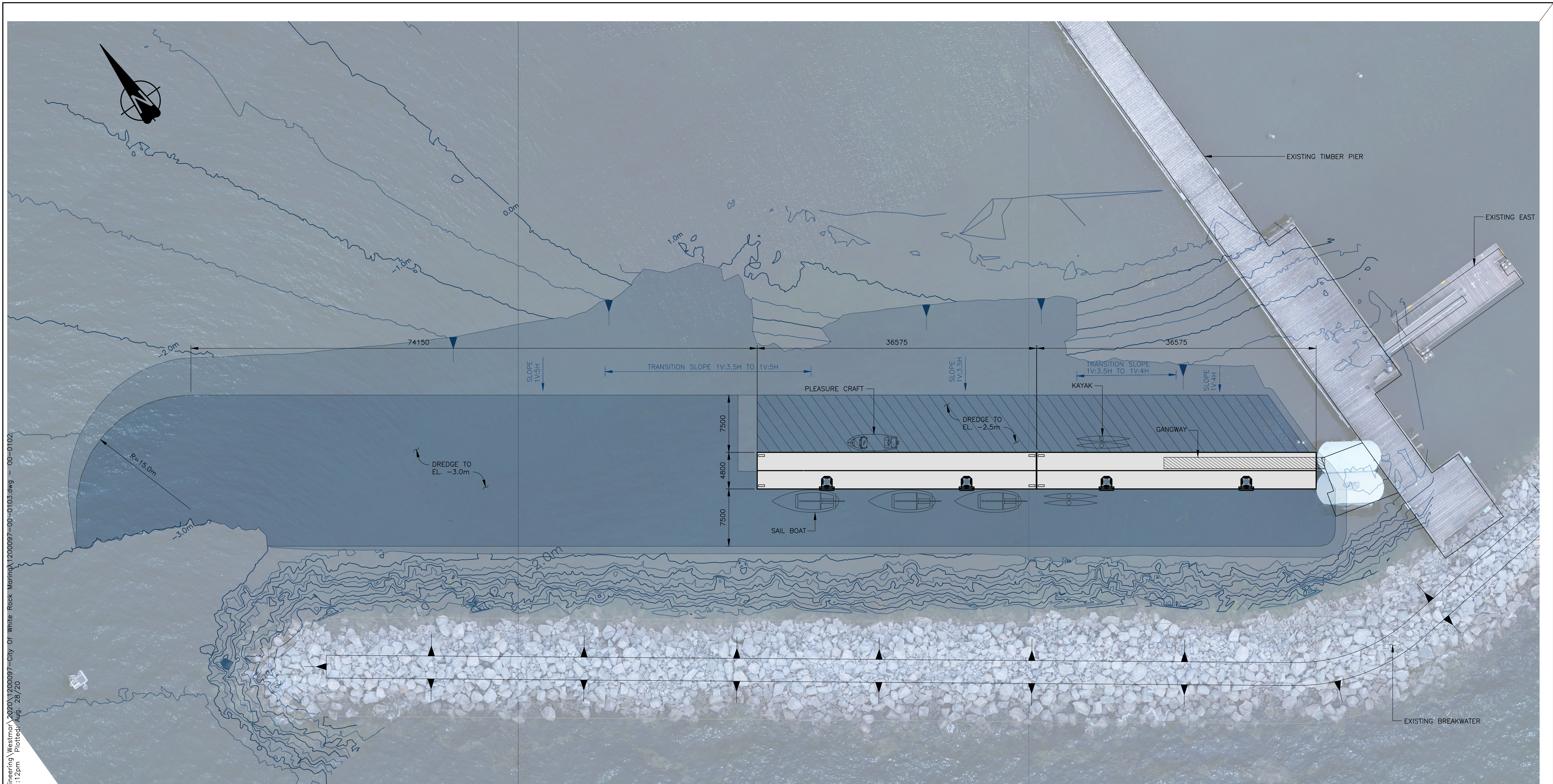
WHITE ROCK MARINA

WESTMAR
ADVISORS

TITLE

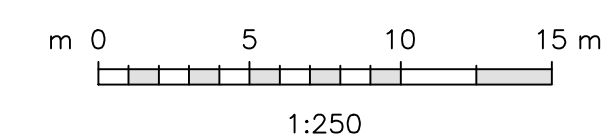
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PLAN -- OPTION A -- PHASE 1
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NOTES:
1. FOR GENERAL NOTES, SEE DWG. 1200097-00-0101.

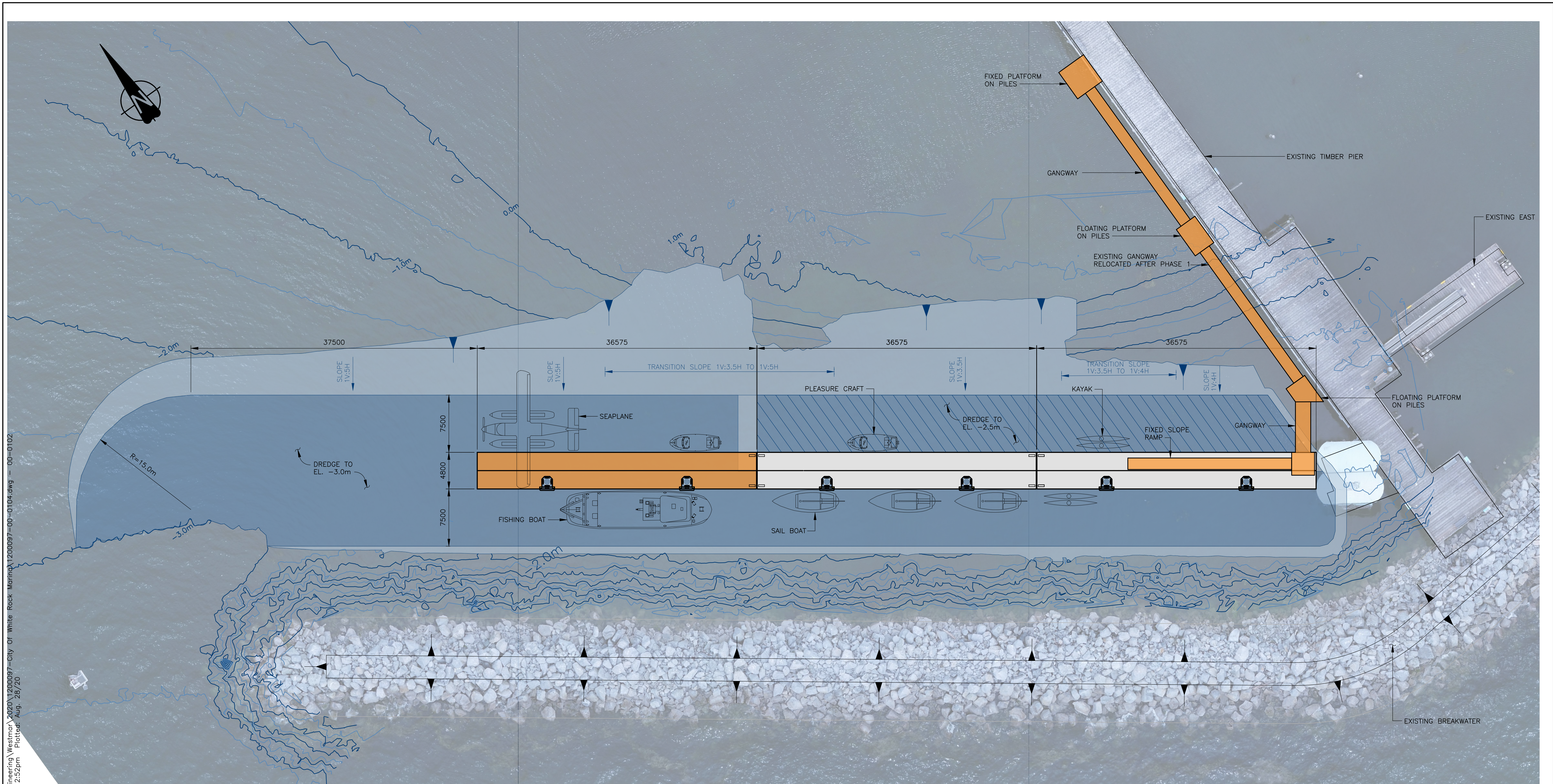
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ISSUE / REVISIONS															

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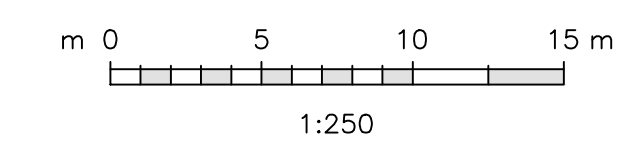
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 WHITE ROCK MARINA

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PLAN -- OPTION A -- PHASE 2
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LEGEND:

PHASE 2 WORKS

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- FOR GENERAL NOTES, SEE DWG. 1200097-00-0101.

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ISSUE / REVISIONS															

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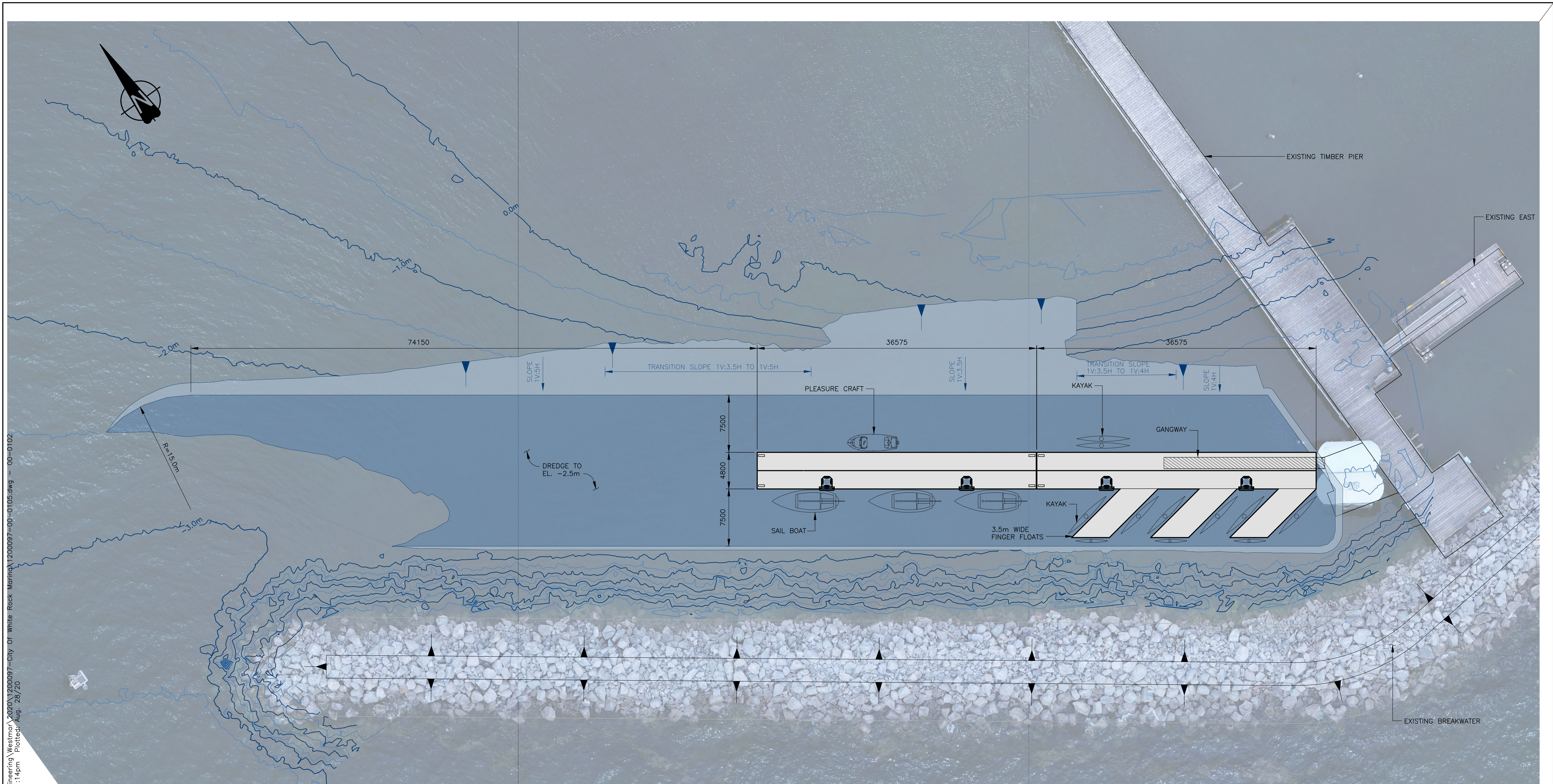
CLIENT
WHITE ROCK
City by the Sea!

PROJECT
 WHITE ROCK MARINA

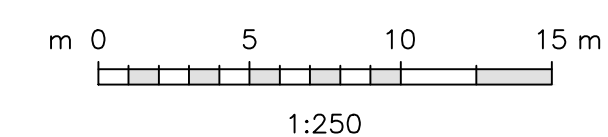
WESTMAR
ADVISORS

TITLE
 GENERAL ARRANGEMENT
 OPTION A
 PHASE 2

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PLAN -- OPTION B -- PHASE 1
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A	AUG24/20	ISSUED FOR CLIENT REVIEW	RM		DEL		DEL								
ISSUE / REVISIONS															

PRELIMINARY
 DO NOT USE FOR CONSTRUCTION
 Last Saved: Aug. 28/20 1:14pm

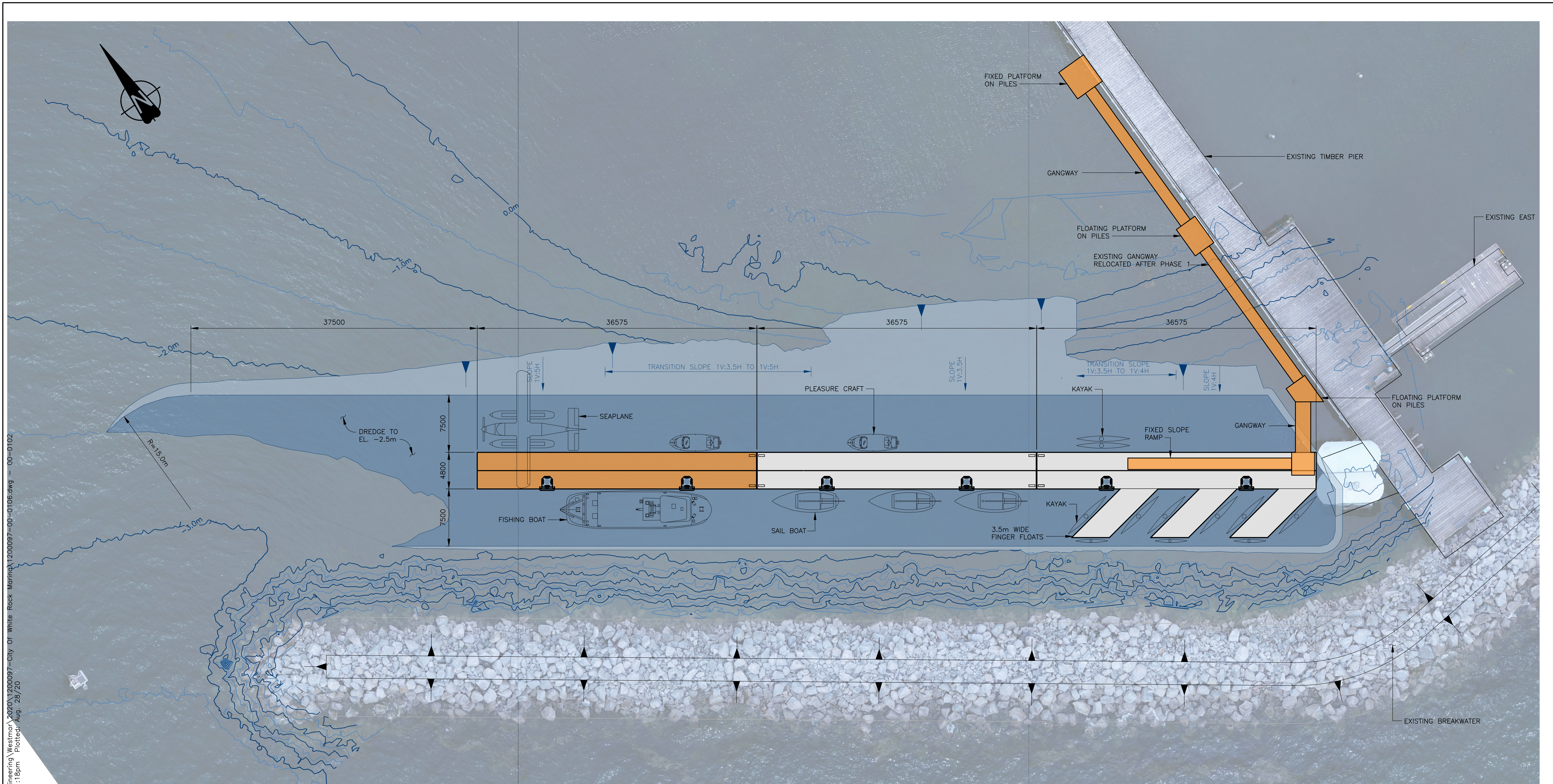
CLIENT
WHITE ROCK
City by the Sea!

PROJECT
 WHITE ROCK MARINA

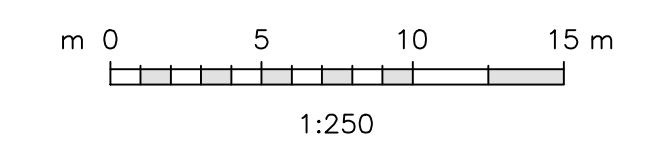
WESTMAR
ADVISORS

TITLE
 GENERAL ARRANGEMENT
 OPTION B
 PHASE 1

DRAWING SCALE	PROJECT NUMBER	DRAWING NUMBER	REV.
SHOWN	1200097	00-0105	B



PLAN -- OPTION B -- PHASE 2
1:250



LEGEND:

PHASE 2 WORKS

NOTES:

- FOR GENERAL NOTES, SEE DWG. 1200097-00-0101.

Filename: E:\OneDrive\Engineering\Westmar\2020\1200097-City Of White Rock Marina\1200097-00-0106.dwg - 00-0102
 Last Saved: Aug. 28/20 1:18pm Plotted: Aug. 28/20

No.	DATE	DESCRIPTION	DRAWN	CHK'D	DESIGN	CHK'D	APP'D
A	AUG28/20	ISSUED FOR CLIENT REVIEW	RM	DEL	DEL		
ISSUE / REVISIONS							

No.	DATE	DESCRIPTION	DRAWN	CHK'D	DESIGN	CHK'D	APP'D
ISSUE / REVISIONS							

PRELIMINARY
 DO NOT USE FOR CONSTRUCTION
 Last Saved: Aug. 28/20 1:18pm

MGR

CLIENT

WHITE ROCK

City by the Sea!

PROJECT

WHITE ROCK MARINA

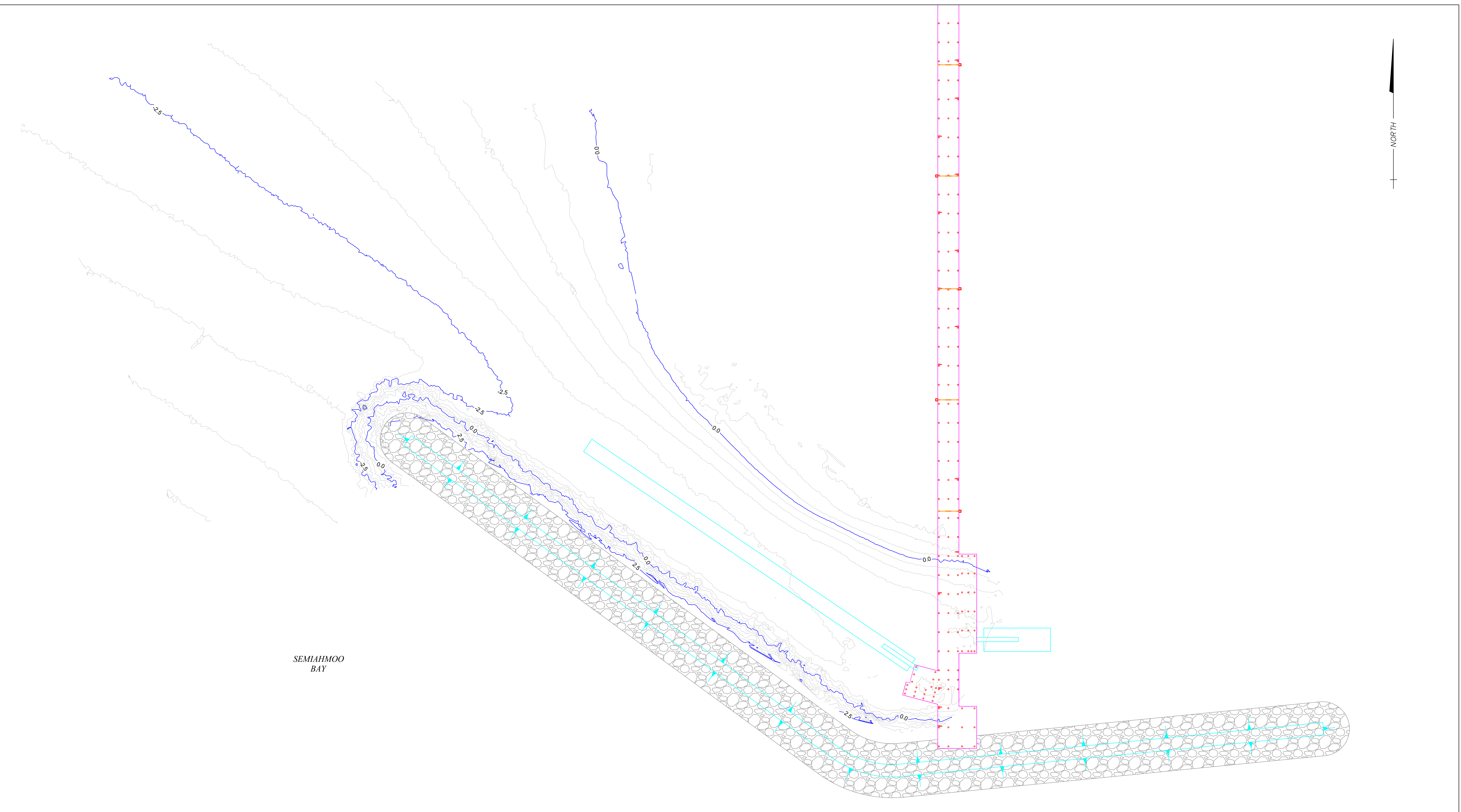
WESTMAR
ADVISORS

TITLE

GENERAL ARRANGEMENT
OPTION B
PHASE 2

DRAWING SCALE	PROJECT NUMBER	DRAWING NUMBER	REV.
SHOWN	1200097	00-0106	A

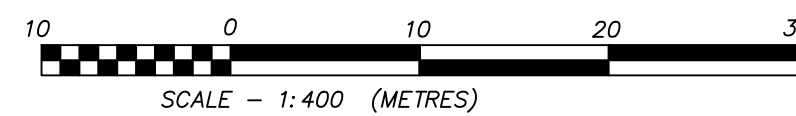
Appendix B: Bathymetric Survey



SEMLAHMOO
BAY

GENERAL NOTES:

1. LATEST SURVEY PERFORMED ON AUGUST 14, 2020 BY MCCOI MARINE LTD. SURVEY DEPARTMENT.
2. DATA COLLECTION PARAMETERS:
 SURVEY VESSEL: **RED ROVER II**
 POSITION/ATTITUDE/HEADING DATA: APPLANIX POS MV WAVEMASTER WITH RTK CORRECTIONS FROM THE CAN-NET VRS SYSTEM.
 SOUNDING DATA: NORBIT WBMS WIDEBAND MULTIBEAM SONAR SYSTEM.
3. SOUNDINGS ARE IN METRES AND REDUCED TO CHART DATUM (LLWL=0m). CHART DATUM IS 2.743m BELOW GSC DATUM AS LISTED AT CHS BENCHMARK 18-J (STATION #7577).
4. HORIZONTAL POSITIONS ARE REFERENCED TO NAD83 CSRS DATUM.
5. CONTOURS SHOWN AT A 0.5m INTERVAL WITH INDEX CONTOURS EVERY 2.5m.
6. EXISTING STRUCTURES SHOWN ARE FROM ARCHIVED FILE "1180031-00-Site Plan" AND FOR REFERENCE ONLY.
7. THE INFORMATION SHOWN ON THIS PLAN REPRESENTS CONDITIONS AT THE TIME OF THE SURVEY.

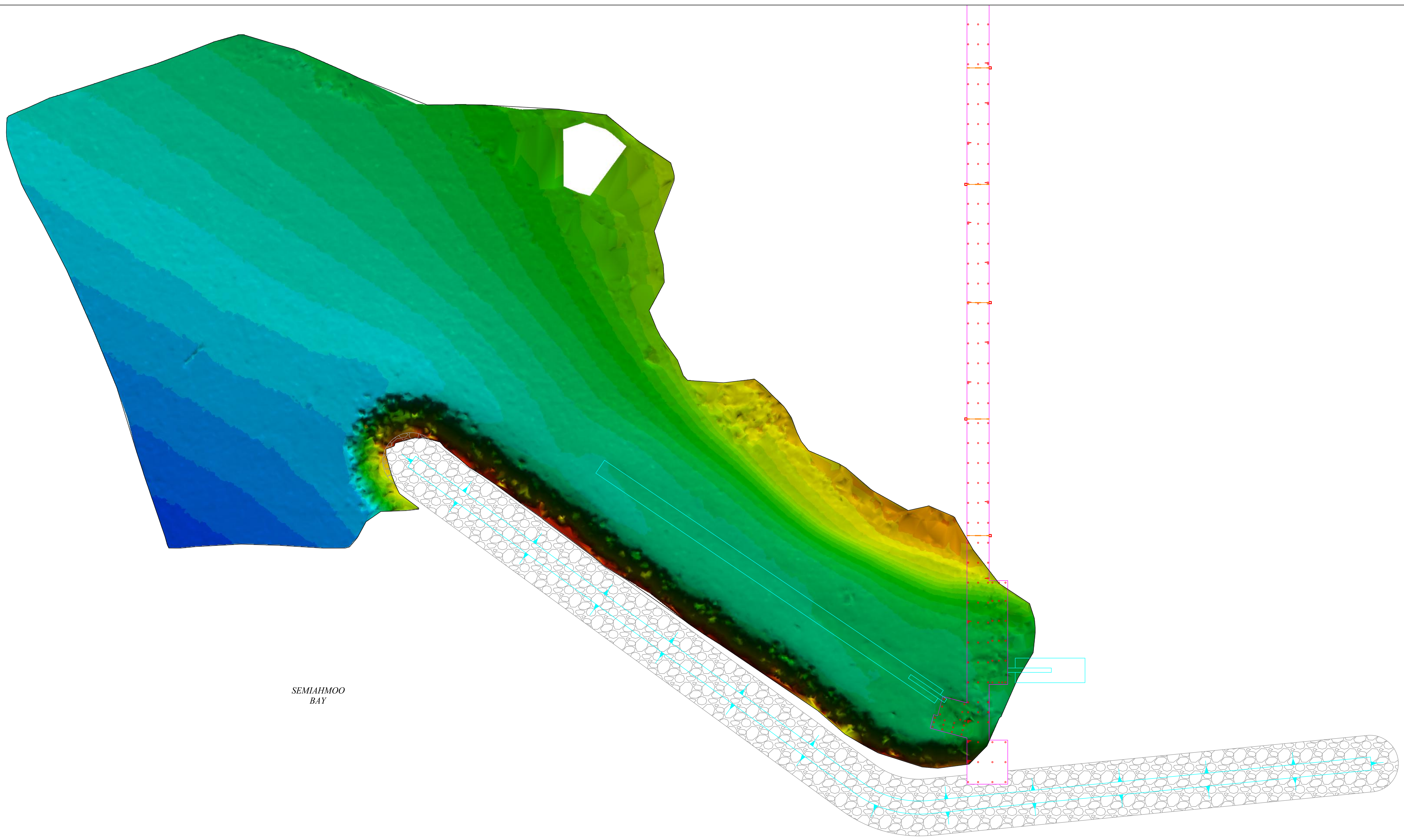


MCCOI MARINE LTD.
 Hydrographic Surveying & Marine Contracting

2958 ROOZENDAALE RD.
 SHAWINIGAN LAKE, B.C.
 V0R 2W1
 (604) 740-8616

www.mccoi-marine.com

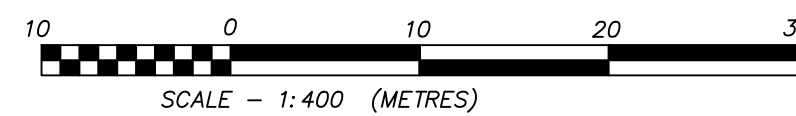
CLIENT:	WESTMAR ADVISORS INC.		DRAWING TITLE:	
PROJECT:	CITY OF WHITE ROCK PIER-WEST BASIN		BATHYMETRIC SURVEY CONTOUR PLAN	
SCALE: 1:400	SURVEY BY: MF/CF/JF	DATE: 08/14/2020	PROJECT No.	2020-234-M
	DRAFTED BY: MF	DATE: 08/16/2020	DRAWING No.	2020-234-M_01
			REV	-



SEMLAHMOO
BAY

GENERAL NOTES:

1. LATEST SURVEY PERFORMED ON AUGUST 14, 2020 BY MCCOI MARINE LTD. SURVEY DEPARTMENT.
2. DATA COLLECTION PARAMETERS:
 SURVEY VESSEL: **RED ROVER II**
 POSITION/ATTITUDE/HEADING DATA: APPLANIX POS MV WAVEMASTER WITH RTK CORRECTIONS FROM THE CAN-NET VRS SYSTEM.
 SOUNDING DATA: NORBIT WBMS WIDEBAND MULTIBEAM SONAR SYSTEM.
3. SOUNDINGS ARE IN METRES AND REDUCED TO CHART DATUM (LLWT=0m). CHART DATUM IS 2.743m BELOW GSC DATUM AS LISTED AT CHS BENCHMARK 18-J (STATION #7577).
4. HORIZONTAL POSITIONS ARE REFERENCED TO NAD83 CSRS DATUM.
5. RELIEF IMAGE SHOWN AT A 2x VERTICAL EXAGGERATION FOR VISUAL AID.
6. EXISTING STRUCTURES SHOWN ARE FROM ARCHIVED FILE "1180031-00-Site Plan" AND FOR REFERENCE ONLY.
7. THE INFORMATION SHOWN ON THIS PLAN REPRESENTS CONDITIONS AT THE TIME OF THE SURVEY.

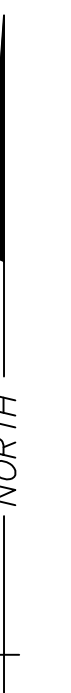


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 SHAWINIGAN LAKE, B.C.
 V0R 2W1
 (604) 740-8616

www.mccoi-marine.com

CLIENT:	WESTMAR ADVISORS INC.		DRAWING TITLE:	
PROJECT:	CITY OF WHITE ROCK PIER-WEST BASIN		BATHYMETRIC SURVEY RELIEF IMAGE PLAN	
SCALE: 1:400	SURVEY BY: MF/CF/JF	DATE: 08/14/2020	PROJECT No.	2020-234-M
	DRAFTED BY: MF	DATE: 08/16/2020	DRAWING No.	2020-234-M_02
			REV	-



ON TABLE – Regular Council
September 28, 2020
New Item 7.2b:

Land Use and Planning Recommendations from their September 14, 2020 meeting

**DRAFT ZONING AMENDMENT BYLAWS AND OFF-STREET RESERVE FUND BYLAWS
FOR PROPOSED CR-3A ZONE (BYLAWS 2343, 2344, 2345 & 2346)**

These recommendations were discussed and considered at the September 14, 2020 Land Use and Planning Committee. The associated Bylaws are attached for reference purposes.

RECOMMENDEDATION #1

THAT the Land Use and Planning Committee recommends that Council *reject* consideration of the proposed bylaws regarding CR-3A Zone (Bylaws 2343, 2344, 2345, and 2346).

RECOMMENDATION #2

THAT the Land Use and Planning Committee recommends that Council, after rejecting the proposed CR-3A Zone, accelerate the Official Community Plan review by the end of 2020 and bring forward the waterfront elements of the OCP review, and other topics as noted by the Land Use and Planning Committee.

Note: The Minutes for the September 14, 2020 Land Use and Planning Committee meeting were included in the Council package for information on page 189.

**THE CORPORATION
OF THE
CITY OF WHITE
ROCK
BYLAW 2343**



A Bylaw to Establish an Off-Street Parking Reserve Fund
and an Alternative Transportation Infrastructure Reserve
Fund

WHEREAS Section 525 of the *Local Government Act* authorizes a local government to establish by bylaw a Reserve Fund for the purpose of funding new and existing off-street parking spaces.

AND WHEREAS Section 525 of the *Local Government Act* authorizes a local government to establish by bylaw a Reserve Fund for the purpose of funding transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation.

AND WHEREAS the City of White Rock, pursuant to Part 4.0, section 4.14.10 of the City of White Rock Zoning Bylaw No. 2000, permits an owner to reduce the number of parking spaces from that otherwise required by the Zoning Bylaw when the owner chooses to pay to the City of White Rock an amount of money as specified by bylaw.

NOW, THEREFORE, the Council of the City of White Rock hereby enacts as follows:

Title:

1. This Bylaw may be cited for all purposes as, "Off-Street Parking and Alternative Transportation Reserve Funds Bylaw, 2020, No. 2343".

Establishment of Off-Street Parking Reserve Fund

2. There is established a reserve Fund to be known as the "Off-Street Parking Reserve Fund" for the specified purpose of receiving and spending monies for new and existing off-street parking spaces.

Establishment of Alternative Transportation Reserve Fund

3. There is established a reserve Fund to be known as the "Alternative Transportation Reserve Fund" for the specified purpose of receiving and spending monies for transportation infrastructure that supports walking, bicycling, public transit or other

alternative forms of transportation.

Deposit of Monies into Reserve Funds

4. All monies paid to the City of White Rock by owners or others in lieu of providing off-street parking spaces within a proposed development site, property, or lot, shall be deposited into either the:
 - (a) Off-Street Parking Reserve Fund;
 - (b) the Alternative Transportation Reserve Fund; or,
 - (c) both,as directed by Council.

Investment of Money in Off-Street Reserve Fund

5. Money paid into the Off-Street Parking Reserve Fund may, until required to be used for the purposes of the Fund, be invested in the manner provided in the *Community Charter* for the investment of municipal funds, and interest earned from the money deposited in the Fund shall be deposited into the Fund.

Investment of Money in Reserve Funds

6. Money paid into the Alternative Transportation Reserve Fund may, until required to be used for the purposes of the Fund, be invested in the manner provided in the *Community Charter* for the investment of municipal funds, and interest earned from the money deposited in the Fund shall be deposited into the Fund.

Use of the Off-Street Parking Reserve Fund

7. Monies in the Off-Street Parking Reserve Fund, together with interest on it, may only be used for the purposes of new and existing off-street parking spaces.

Use of the Alternative Transportation Reserve Fund

8. Monies in the Alternative Transportation Reserve Fund, together with interest on it, may only be used for the purposes of providing transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.

Severability

9. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then 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.

RECEIVED FIRST READING on the _____ day of _____, 2020
RECEIVED SECOND READING on the _____ day of _____, 2020
RECEIVED THIRD READING on the _____ day of _____, 2020
ADOPTED on the _____ day of _____, 2020

MAYOR

DIRECTOR OF CORPORATE ADMINISTRATION

Draft CR-3A Zone Bylaw No. 2344

**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2344**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. That Schedule A - Text of the "White Rock Zoning Bylaw, 2012, No. 2000" be amended:
 - (1) By adding to the Table of Contents for Schedule "A" (Text) a new section 6.19 named "CR-3A West Beach Business Area Commercial / Residential Small Lot Zone" and renumbering the following sections accordingly; and
 - (2) By adding a new zone as Section 6.19 "CR-3A West Beach Business Area Commercial / Residential Small Lot Zone," attached herein as Schedule "1" and forming part of this bylaw.

2. That Section 4.14 "Off-Street Parking Requirements" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended, be amended by adding a new section 4.14.10 following section 4.14.9, as follows:

4.14.10 Required parking spaces for commercial uses and the visitor parking required for any residential use may be reduced by up to 100% on lots located in the following zone(s) when payment of \$40,000 per space is made to the City for use in accordance with the Off-Street Parking and Alternative Transportation Reserve Funds Bylaw:

 - CR-3A West Beach Business Area Commercial / Residential Small Lot Zone

3. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-3A and Off-Street Parking) Bylaw, 2020, No. 2344".

PUBLIC INFORMATION MEETING HELD on the	day of
RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of

PUBLIC HEARING held on the
RECEIVED THIRD READING on the
ADOPTED on the

day of
day of
day of

Mayor

Director of Corporate Administration

SCHEDULE “1”

6.19 CR-3A West Beach Business Area Commercial / Residential Small Lot Zone

The intent of this zone is to accommodate commercial and multi-unit residential uses in the West Beach Business area on lots less than 12.5 metres in width, and to encourage the redevelopment of properties on Marine Drive with access and size constraints in a form that fits within the surrounding streetscape.

6.19.1 Permitted Uses:

The following uses are permitted in one (1) or more principal buildings:

- 1) *retail service group 1 uses*;
- 2) *licensed establishments*,
- 3) *hotel*;
- 4) *medical or dental clinic*;
- 5) *multi-unit residential use*,
- 6) a *one-unit residential use*, a *two-unit residential use*, or a *three-unit residential use* accessory to a *retail service group 1 use*, and limited to the storey or storeys above the portion of a building used for *retail service group 1 uses*; and
- 7) an *accessory home occupation use* in conjunction with a residential use and in accordance with the provisions of Section 5.3.

6.19.2 Lot Size:

- 1) Maximum *lot width*, in the CR-3 zone is 12.4m (40.7ft).

6.19.3 Maximum Base Density:

The following base density regulation applies generally for the zone:

The maximum *gross floor area* shall not exceed 1.75 times the lot area.

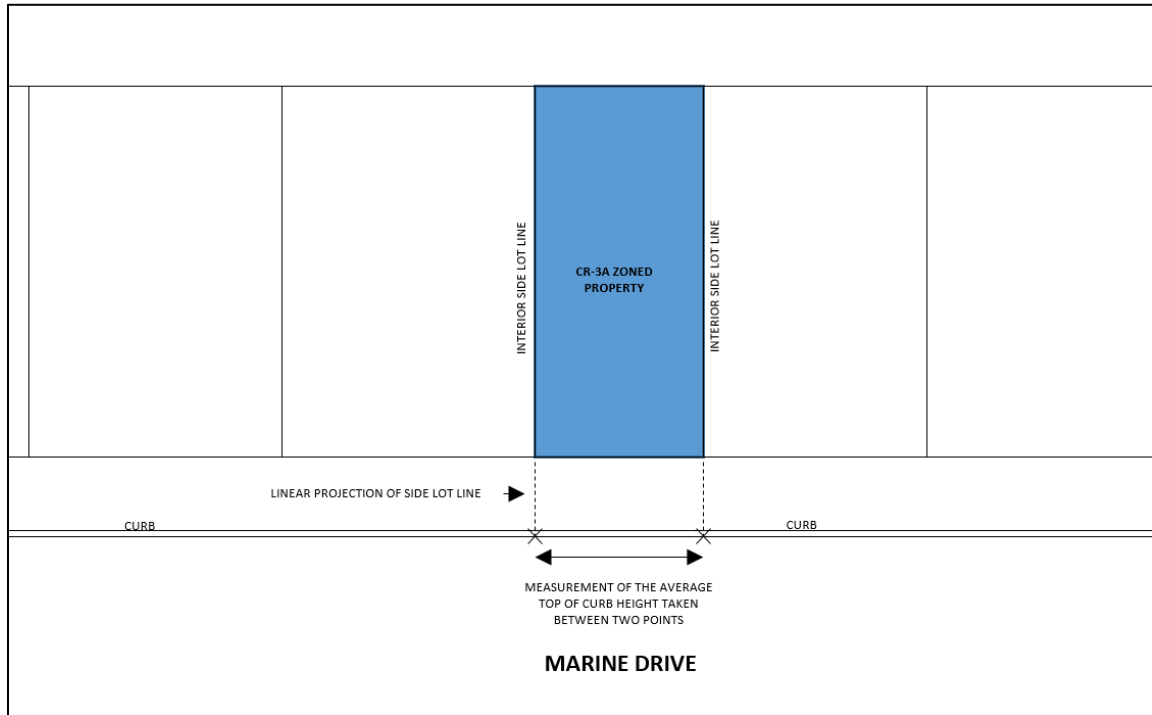
6.19.4 Maximum Increased Density:

Despite section 6.19.3, the reference to “maximum *gross floor area* shall not exceed 1.75 times the lot area” is increased to a higher density of a maximum *gross floor area* that shall not exceed 2.0 times the lot area, with a minimum *commercial floor area* equaling 25% of the total *gross floor area*, where a contribution of \$645 per square metre of *gross floor area* above 1.75 times the lot area has been provided to the Community Amenity Reserve Fund to assist with the provision of amenities as defined in accordance with the *Community Amenity Reserve Fund Bylaw, 2017, No. 2190*, as amended.

The amenity contribution must be provided in accordance with an amenity agreement and a section 219 covenant delivered by the owner of the subject real property to secure the amenity.

6.19.4 Building Heights:

- 1) *Principal buildings* shall not exceed a *height* of 11.3 metres (37.1 feet) measured as the vertical distance between the highest point of the *building* and the average grade of the top of the curb on the Marine Drive side of the property. A linear projection of the side or exterior side lot line to the curb along Marine Drive will be used to define the points from which to measure the average curb height, as illustrated below.



- 2) *Structures* shall not exceed a *height* of 4.0m.

6.19.5 Minimum Setback Requirements:

- 1) *Principal buildings* and *structures* in the CR-3A zone shall be sited in accordance with the following minimum *setback* requirements:

Setback	Principal Building	Structures
Front lot line	2.5m (8.2ft)	Not permitted *
Exterior side lot line	1.5m (4.92ft)	3.0m (9.84ft)
Rear lot line	1.5m (4.92ft)	3.0m (9.84ft)

- 2) notwithstanding the foregoing, patios, awnings, and weather protection structures are permitted in the front and exterior side yard areas in accordance with White Rock License Agreement (Sidewalk Café / Business License) Bylaw requirements.

6.19.6 Ancillary Buildings and Structures:

Except as otherwise provided in Section 4.13 and in addition to the provisions of subsection 6.19.5 above, the following also applies:

- 1) *ancillary buildings* shall not be permitted.
- 2) *structures* shall not be sited less than 3.0m from a *principal building* on the same *lot*.

6.19.7 Except as indicated on the table below, accessory off-street parking shall be provided in accordance with the provisions of Section 4.14:

Development Type or Use	Required Parking Spaces
RESIDENTIAL USES	
One-unit residential Two-unit residential Three-unit residential	1 per dwelling unit, plus 1 for visitor parking

6.19.8 Notwithstanding Section 4.15, off-street loading spaces are not required in this zone.

**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2345**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. That Schedule "C" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended is further amended by rezoning the following lands:

Legal Description: LOT 25 BLOCK 9 SECTION 10 TOWNSHIP 1 NEW
WESTMINSTER DISTRICT PLAN 525
PID: 000-855-863
(15081 Marine Drive)

as shown on Schedule "1" attached hereto, from the 'CR-3 West Beach Business Area Commercial / Residential Zone' to the 'CR-3A West Beach Business Area Commercial / Residential Small Lot Zone.'

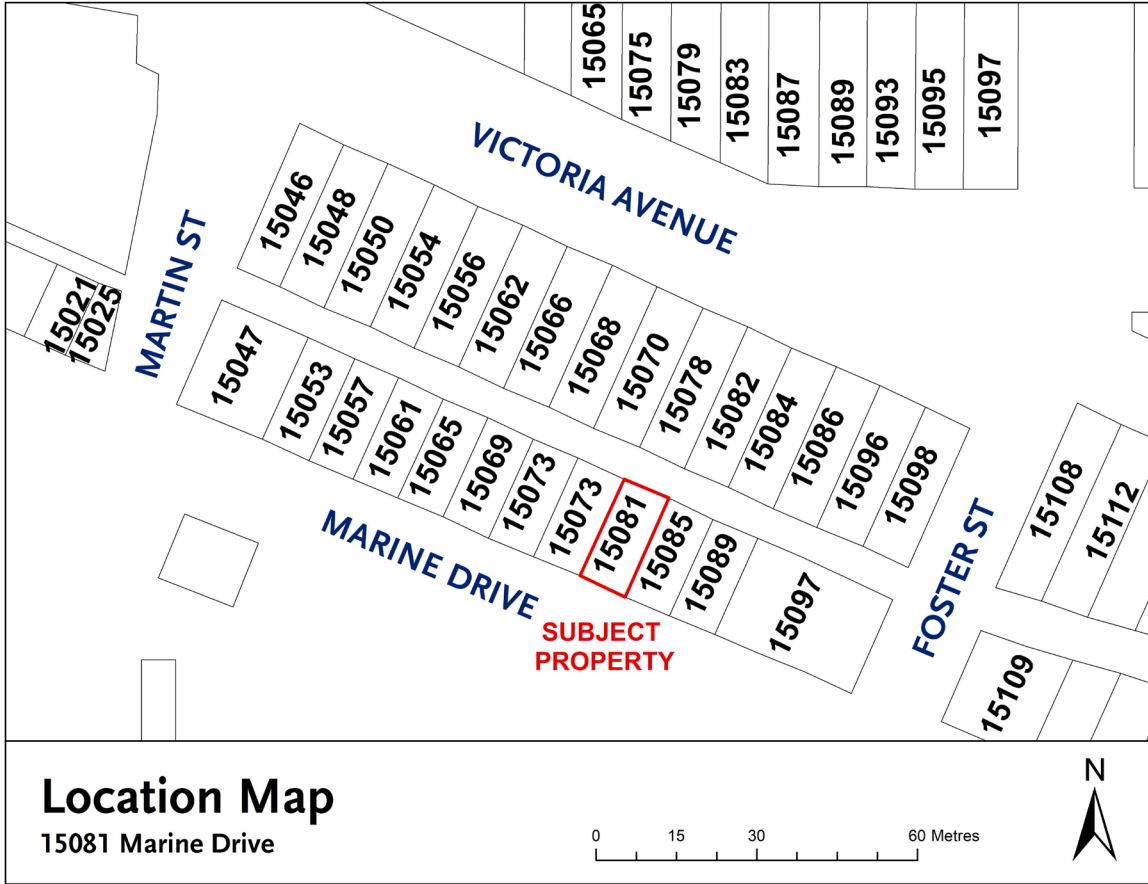
3. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-3A – 15081 Marine Drive) Bylaw, 2020, No. 2345".

PUBLIC INFORMATION MEETING HELD on the day of
RECEIVED FIRST READING on the day of
RECEIVED SECOND READING on the day of
PUBLIC HEARING held on the day of
RECEIVED THIRD READING on the day of
ADOPTED on the day of

Mayor

Director of Corporate Administration

SCHEDULE "1"



**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2346**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. That Schedule "C" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended is further amended by rezoning the following lands:

Legal Description: LOT 6 SECTION 10 TOWNSHIP 1 NEW WESTMINSTER
DISTRICT PLAN 14057
PID: 009-886-991
(14945 Marine Drive)

as shown on Schedule "1" attached hereto, from the 'CR-3 West Beach Business Area Commercial / Residential Zone' to the 'CR-3A West Beach Business Area Commercial / Residential Small Lot Zone.'

3. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-3A – 14945 Marine Drive) Bylaw, 2020, No. 2346".

PUBLIC INFORMATION MEETING HELD on the	day of
RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
PUBLIC HEARING held on the	day of
RECEIVED THIRD READING on the	day of
ADOPTED on the	day of

Mayor

Director of Corporate Administration

SCHEDULE "1"

