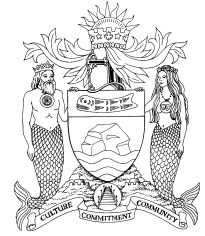


***Live Streaming/Telecast:** Please note that Public Meetings held in the Council Chamber are being recorded and broadcasted as well included on the City's website at: www.whiterockcity.ca

Corporate Administration (604) 541-2212
E-mail clerksoffice@whiterockcity.ca



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

ON TABLES see page 127

July 22, 2020

July 24: On Table materials regarding items 6.2.4 and 6.2.6 have were added to the website. Please click on the agenda item and it will take you to the document.

A **REGULAR MEETING** of CITY COUNCIL will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC**, on **MONDAY, JULY 27, 2020** to begin at **7:00 p.m.** for the transaction of business as listed below.

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 .

T. Arthur, Director of Corporate Administration

A G E N D A

1. CALL MEETING TO ORDER

1.1. FIRST NATIONS LAND ACKNOWLEDGEMENT

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

1.2 SPECIAL RECOGNITION: HEALTH CARE WORKERS AND FIRST RESPONDERS

Council to honour Health Care Workers and First Responders who are the heroes of this global pandemic.

2. ADOPTION OF AGENDA

RECOMMENDATION

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for July 27, 2020 as circulated.

3. ADOPTION OF MINUTES

a) July 13, 2020 – Regular Council meeting

Page 10

RECOMMENDATION

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

a) July 13, 2020 – Regular Council 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., July 22, 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., July 27, 2020, **including “On-Table”** information provided with staff responses that are available at the time.

Note: *Answers not provided at the meeting will be provided to the person who submitted the question and the information will be placed on the City website with a copy forwarded to City Council.*

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

5. **DELEGATIONS AND PETITIONS**

5.1 **DELEGATIONS (VIA ELECTRONIC MEANS)**

Due to the COVID-19 Global Pandemic, in-person Delegations will be temporarily postponed / suspended until further notice. **If you wish to appear as a delegation electronically in the future**, please continue to submit your application to ClerksOffice@whiterockcity.ca or call 604-541-2212 to register.

5.1a **JEAN-PAUL KAMAND, SANDCASTLE FITNESS, EQUAL OPPORTUNITY EMPLOYER PLAN SUPPORTING REOPENING DURING COVID-19–**

JP. Kamand, Sandcastle Fitness, to provide a delegation regarding Equal Opportunity Employer Plan supporting reopening during COVID-19.

5.1b **LORI MAYHEW, MOVEUPTOGETHER: DRIVING PUBLIC, LET’S FIX PUBLIC CAR INSURANCE**

L. Mayhew, MoveUPTogether, to provide a delegation and PowerPoint presentation titled “Driving Public, Let’s Fix Public Car Insurance”.

5.1c **GARY GUMLEY: WHITE ROCK PIER – WEST FLOATS REPLACEMENT**

G. Gumley, resident, to provide a delegation regarding White Rock Pier – West Floats Replacement.

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

6.1a ANGE CHEW & MARY ANN BELL: DISCOVER SURREY / EXPLORE WHITE ROCK

A. Chew & M. Bell to provide a presentation introducing themselves and to discuss tourism in White Rock.

6.2 CORPORATE REPORTS

6.2.1 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 receives the verbal report by the Chief Administrative Officer and Fire Chief regarding the COVID-19 Global Pandemic for information.

6.2.2 TRANSLINK DOUBLE DECKER BUS ROUTE #354 - TREE PRUNING **Page 22**

Corporate report dated July 27, 2020 from the Director of Engineering and Municipal Operations titled “TransLink Double Decker Bus Route #354 – Tree Pruning”.

RECOMMENDATION

THAT Council support TransLink’s use of double decker buses on bus route #354 by endorsing the pruning and tree replacement as outlined in this corporate report.

6.2.3 MEMORIAL PARK – VIEW FINDER LOCATION **Page 34**

Corporate report dated July 27, 2020 from the Director of Engineering and Municipal Operations titled “Memorial Park – View Finder Location”.

RECOMMENDATION

THAT Council approve the recommended location of the view finder as shown in Appendix B and the installation of interpretive signage on the Pier as outlined in the July 27, 2020 corporate report titled “Memorial Park – View Finder Location”.

6.2.4 RESIDENTIAL SOLID WASTE COLLECTION – PURCHASE OF TWO RECYCLING TRUCKS

Page 40

Corporate report dated July 27, 2020 from the Director of Engineering and Municipal Operations titled “Residential Solid Waste Collection – Purchase of Two Recycling Trucks”.

RECOMMENDATION

THAT Council:

1. Approve the purchase of two (2) recycling replacement vehicles from the 2020 Financial Plan in the amount of \$820K (excluding GST) from Rollins Machinery Ltd; and
2. Approve an increase of \$304K for the purchase of the two recommended vehicles that would be reallocated from funding that was to have been for the purchase of the three (3) residential collection vehicles.

Note: *Appendix A: Dillon Consulting Limited Solid Waste Options Report will be distributed “On-Table” and placed on the City website with the agenda package prior to the meeting.*

Update: Click here to read the On Table Appendix.

6.2.5 CONTRACT AWARD FOR MARINE DRIVE RETAINING WALL STABILIZATION

Page 46

Corporate report dated July 27, 2020 from the Director of Engineering and Municipal Operations titled “Contract Award for Marine Drive Retaining Wall Stabilization”.

RECOMMENDATION

THAT Council approve the award of the Marine Drive Retaining Wall Stabilization Contract to Greystone Design Management Construction Ltd. in the amount of \$1,065,846 (excluding GST).

6.2.6 AWARDING OF CONTRACT FOR CHILLER REPLACEMENT

- This report will be received ON TABLE at the Regular meeting and was posted to the City's website on Friday, July 24.

6.2.7 COUNCIL STRATEGIC PRIORITIES UPDATE

Page 61

Corporate report dated July 27, 2020 from the Chief Administrative Officer titled “Strategic Priorities Update”.

RECOMMENDATION

THAT Council direct staff to:

1. Report quarterly on strategic priorities utilizing the reporting tools presented in this meeting on the City of White Rock’s website; and
2. Add a “live” dashboard that shows overall progress of the current strategic priorities on the City of White Rock’s website.

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

- Grants-in-Aid Sub-Committee – July 13, 2020
- COVID-19 Recovery Task Force – July 14, 2020

Page 71

Page 74

RECOMMENDATION

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

- a. Grants-in-Aid Sub-Committee – July 13, 2020; and
- b. COVID-19 Recovery Task Force – July 14, 2020.

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

- a) The following recommendations have been brought forward from the **Grants-in-Aid Sub-Committee** meeting held on July 13, 2020. **Councillor Chesney** will introduce the recommendations as Chairperson of the subcommittee.

Referencing the meeting minutes (included in the agenda as Item 7.1a), staff have received the following updates from the White Rock Player's Club as well as Peninsula Productions Society for Council's information (relates to Recommendation #2: Arts and Culture):

- **2020 Camera Equipment Grant in Aid Peninsula Productions**

A late grant was submitted for \$3,500 and included a budget breakdown. The total cost for the equipment package is actually \$6,272.00. It would be unusual to include a holdback for part of the camera equipment package. Hopefully this is a moot point as the Society is thriving and pivoting in response to the COVID outbreak and is expected to continue in their current home for the long term.

- **White Rock Players** confirmed that at least two (2) of their galas have already not been held freeing up \$2,000. At this time they do not anticipate one being held this fall, which would release a further \$1,000.

- **Arts and Culture Grants-in-Aid Budget Status:** The Grants in Aid Budget is \$20,000. With the White Rock Players' Galas being cancelled to date, the remaining available budget in the fund is \$12,299. The Late Submissions total is \$11,500 and therefore is within the total grant allocation budget.

RECOMMENDATION #1: GENERAL FUND

THAT Council:

- Award a grant-in-aid to the White Rock Elks Lodge in the amount of \$2,000
- Continue to keep the six (6) pending grants open for confirmation of whether they can deliver on their original applications, as noted in the corporate report dated July 13, 2020.

RECOMMENDATION #2: ARTS AND CULTURE

THAT Council award the following additional grants-in-aid as follows:

Organization Name	2020 Event/Program	Amount
White Rock Museum and Archives	High's Historical Walking Tour Online	\$5,000
White Rock City Orchestra	White Rock City Orchestra Virtual Video	\$3,000
Peninsula Productions Society	Peninsula Productions Society Covid Accommodation Project	\$3,500

- b) The following recommendations from the **COVID-19 Recovery Task Force** meeting held July 14, 2020 are being presented for Council's consideration. **Councillor Johanson**, as the current Chairperson, will introduce the following recommendations:

RECOMMENDATION #1: REOPENING THE WEST BEACH PARKADE

THAT Council request staff to look at ways to reopen the parkade in a safe and responsible manner as quickly as possible.

RECOMMENDATION #2: SOCIAL DISTANCING REMINDERS

THAT Council consider temporary dividing markings on the pier and promenade to encourage social distancing.

RECOMMENDATION #3: SOCIAL DISTANCING REMINDERS

THAT Council consider ways to enhance and expand its guidance to residents and visitors using the waterfront so that they can maintain their social distancing. This could include, but not be limited to, visual cues and the use of volunteers.

RECOMMENDATION #4: ADVOCACY TO SENIOR LEVELS OF GOVERNMENT

THAT Council advocate to the Provincial and Federal governments by sending a letter requesting consideration of extending the Canada Emergency Commercial Rent Assistance (CECRA) program, expanding eligibility requirements and improving the funding delivery method for businesses.

- c) The following recommendation has been brought forward from the **Governance and Legislation Committee** meeting held earlier in the evening.

RECOMMENDATION: APPOINTMENT OF MEMBER OF COUNCIL AND ALTERNATE FOR CO-CHAIR POSITION

THAT Council appoint one member of Council and one alternate member of Council to the Healthier Community Partnership (HCP) Committee in the position as Co-Chair.

(Appointments to be discussed at the Governance and Legislation Committee meeting held earlier in the evening).

Note: Due to time constraints the recommendation regarding an appointment of a City Councillor and Alternate to the HCP Committee has been placed on the Council agenda for consideration at this time.

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.1 BYLAW 2350 - CITY OF WHITE ROCK PLANNING PROCEDURES BYLAW, 2017, NO. 2234, AMENDMENT (ELECTRONIC PUBLIC INFORMATION MEETINGS) BYLAW, 2020, NO. 2350 **Page 79**

Bylaw 2350 proposes to enable digital Public Information Meetings (PIM) for private property applicants, and also seeks support from Council to schedule limited, in-person, meetings through the implementation of measures that will ensure the health and safety of the public is upheld. This bylaw received three readings at the July 13, 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 (Electronic Public Information Meetings) Bylaw, 2020, No. 2350*”.

8.1.2 BYLAW 2351 – WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-63 – 15654/64/74 NORTH BLUFF ROAD / 1570/80 MAPLE STREET AND 1593 LEE STREET) BYLAW, 2020, NO. 2351 **Page 80**

Bylaw 2351 proposed multi-building development at 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street. This bylaw is presented for consideration of first and second reading.

This Bylaw was the subject of a Land Use and Planning Committee meeting held earlier in the evening. **Council may consider the recommendations this evening or defer them to the next Regular meeting.** As the next Regular meeting is scheduled for September, Council may wish to provide first and second reading, which would then permit staff to prepare for a Public Hearing over the summer break.

RECOMMENDATION #1: FIRST AND SECOND READING

THAT Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351*”.

RECOMMENDATION #2: PUBLIC HEARING

THAT Council direct staff to schedule the required Public Hearing regarding “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351*”.

RECOMMENDATION #3: CONDITIONS PRIOR TO THIRD AND FINAL READING

THAT Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2351 is given Third Reading after the Public Hearing:

- a. Ensure that all engineering requirements and issues, including registration of a 2.0 metre by 2.0 metre statutory right of way on each corner of the site at Maple Street and North Bluff Road and Lee Street and North Bluff Road, a 2.65 metre dedication to achieve a 15 metre road width from the centreline along the North Bluff Road property frontage, and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
- b. Preparation of an Affordable Home Ownership Program Memorandum of Understanding with the British Columbia Housing Management Commission generally as provided in Appendix G to Appendix A and the execution of a Project Partnering Agreement with the British Columbia Housing Management Commission and Bridgewater Development Corporation.

8.2 PERMITS

None

9. CORRESPONDENCE

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

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

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

RECOMMENDATION:

THAT Council receive the following correspondence for information:

- 9.1.1 Letter dated July 20, 2020 from C. Plagnol, Corporate Officer, Metro Vancouver regarding Best Management Practices for Invasive Species: Purple Loosestrife, Red Canarygrass, Wild Chervil, and Yellow Flag Iris; and **Page 92**
- 9.1.2 Carbon Copy of letter dated July 20, 2020 to the Provincial Government from S. Dhaliwal, Chair, Metro Vancouver Board, regarding Low Carbon Economic Stimulus Funding in Response to COVID-19. **Page 98**

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

10.2 COUNCILLORS REPORTS

10.2.1 METRO VANCOUVER BOARD IN BRIEF

None

11. MOTIONS AND NOTICES OF MOTION

11.1 COUNCILLOR TREVELYAN: WATERFRONT PARKING

Page 105

Councillor Trevelyan requested that the following resolution be brought forward for consideration at this time (attachment – draft bylaw is included on the agenda for reference/consideration):

WHEREAS to standardize summer season rates by eliminating the value priced zone (all lots and on-street waterfront parking locations west of Oxford Street) and thus making all lots and on-street parking West of Oxford Street the same \$3.75 hourly rate as found elsewhere on the Waterfront in the summer season;

RECOMMENDED THAT Council give first, second, and third reading to “*2020 Fees and Charges Bylaw, 2020, No. 2318, Amendment No. 2, 2020, No. 2353*”, which reflects this standardization in Schedule K as presented.

11.2 NOTICES OF MOTION

None

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

None

13. OTHER BUSINESS

14. CONCLUSION OF THE JULY 27, 2020 REGULAR COUNCIL MEETING

PRESENT: Mayor Walker
Councillor Chesney
Councillor Fathers
Councillor Johanson
Councillor Kristjanson (arrived at 7:03 p.m.)
Councillor Manning
Councillor Trevelyan

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
C. Ponzini, Director of Financial Services
E. Wolfe, Fire Chief
S. Lam, Deputy Corporate Officer (via electronic means)

The City of White Rock is committed to the health and safety of our community. In keeping with Ministerial Order No. M139 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.

-
- 1. CALL MEETING TO ORDER**
The meeting was called to order at 7:00 P.M.
- 1.1. FIRST NATIONS LAND ACKNOWLEDGEMENT**
We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.
- 1.2 SPECIAL RECOGNITION: HEALTH CARE WORKERS AND FIRST RESPONDERS**
Council honoured Health Care Workers and First Responders who are the heroes of this global pandemic.
- 1.3 MOTION TO HOLD THE REGULAR COUNCIL MEETINGS PUBLIC VIA ELECTRONIC MEANS**

2020-368

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 Council carry a motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT Council authorizes the City of White Rock to hold the Regular and Special Council meetings that are streamed on the City's website and held in the Council Chambers without allowing members of the public to attend in person, until the earlier of the following

- (a) the Province lifts the state of emergency regarding the COVID-19 Pandemic;
- (b) a change in the circumstances above, such that Council may allow the public to attend meetings at its Council Chambers, or at an alternative venue, while complying with applicable requirements or recommendations under the *Public Health Act*; or
- (c) Council resolves otherwise.

CARRIED

2. ADOPTION OF AGENDA

2020-369

It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council amends the July 13, 2020 regular agenda as follows:

- Adding to Item 4.1, On Table document titled "QA Update Report for July 13, 2020";

AND THAT the agenda be adopted as amended.

CARRIED

3. ADOPTION OF MINUTES

- a) June 29, 2020 – Regular Meeting

2020-370

It was MOVED and SECONDED

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

- a) June 29, 2020 – Regular Meeting

CARRIED

4. QUESTION AND ANSWER PERIOD

4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

Due to the COVID-19 global pandemic, Question and Answer Period in-person 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.

The following correspondence was received by 8:30 a.m., July 8, 2020, with respect to Question and Answer Period:

- a) F. Hern, question regarding social distancing at the waterfront
- b) Staff response to F. Hern regarding social distancing at the waterfront

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).

2020-371

It was MOVED and SECONDED

THAT Council receives for information the correspondence submitted for Question and Answer Period by 8:30 a.m., July 13, 2020 including “On-Table” information provided with staff responses that are available at the time.

CARRIED

Note: Answers not provided at the meeting will be provided to the person who submitted the question and the information will be placed on the City website with a copy forwarded to City Council.

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

Due to the COVID-19 Global Pandemic, in-person Delegations will be temporarily postponed/suspended until further notice. If you wish to appear as a delegation electronically in the future, please continue to submit your application to ClerksOffice@whiterockcity.ca or call 604-541-2212 to register.

**5.1a JEAN-PAUL KAMAND, SANDCASTLE FITNESS, EQUAL OPPORTUNITY EMPLOYER PLAN SUPPORTING REOPENING DURING COVID-19–
VIA ELECTRONIC MEANS**

This delegation has been rescheduled to July 27, 2020.

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

**6.1a JANET ANDREWS, NEW WESTMINSTER DISTRICT LABOUR COUNCIL
REGARDING EMERGENCY FUNDING FOR MUNICIPALITIES AND PUBLIC
TRANSIT – VIA ELECTRONIC MEANS**

Janet Andrews, New Westminster District Labour Council, presented a resolution regarding the Emergency Funding for Municipalities and Public Transit for Council's consideration.

The Presentation brought attention to the following points:

- A proposed motion for Council's consideration that supports emergency funding for municipalities and transit
- This motion was requested by both the New Westminster District Labour Council with the Canadian Labour Congress
- Municipalities in the region are facing financial hardship due to COVID-19, resulting in the potential reduction or cut of vital local services depended upon by the Community
- Public transit supports a livable and accessible community, and also supports the fight against climate change

2020-372

It was MOVED and SECONDED

THAT Council endorses the following:

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.

CARRIED

6.2 **CORPORATE REPORTS**

6.2.1 **COVID-19 GLOBAL PANDEMIC (VERBAL UPDATE)**

The Fire Chief provided a verbal update regarding the COVID-19 global pandemic and noted local and global statistics.

2020-373 **It was MOVED and SECONDED**

THAT Council refers for discussion/consideration the topic of the reopening the City's parkade to the City's COVID-19 Task Force who meet July 14, 2020.

CARRIED

Councillors Chesney, Johanson and Kristjanson voted in the negative

2020-374 **It was MOVED and SECONDED**

THAT Council receives the verbal report from the Fire Chief regarding the COVID-19 global pandemic including local and global statistics.

CARRIED

6.2.2 **REOPENING BEACH FRONT FOOD CART CONCESSIONS ON THE PROMENADE**

Corporate report dated July 13, 2020 from the Director of Recreation and Culture titled "Reopening Beach Front Food Cart Concessions on the Promenade".

The following discussion points were noted:

- It was confirmed that Fraser Health have been involved in the approval for these licences
- Council requested an update with respect to the Art Walk. Staff reported that they are meeting with the various artists and working through safety plans
- It was suggested that the Memorandum of Understanding could include a "rain or shine" vending opportunity clause

2020-375 **It was MOVED and SECONDED**

THAT Council approves issuing licenses for up to five (5) food cart operators to reopen at the White Rock Promenade effective Wednesday, July 15, 2020.

CARRIED

6.2.3 **PLANNING PROCEDURES BYLAW AMENDMENTS FOR ELECTRONIC PUBLIC INFORMATION MEETINGS, AND LIMITED IN-PERSON PUBLIC INFORMATION MEETINGS**

Corporate report dated July 13, 2020 from the Director of Planning and Development Services titled “Planning Procedures Bylaw Amendments for Electronic Public Information Meetings, and Limited In-Person Public Information Meetings”.

2020-376 **It was MOVED and SECONDED**
THAT Council:

1. Accepts and provides the following direction to staff regarding the use of digital/electronic Public Information Meetings during the COVID-19 pandemic; and
2. Supports the hosting of limited in-person Public Information Meetings subject to the implementation of measures that will uphold public safety and meet restrictions on public gatherings as established by the Province.

CARRIED

6.2.4 **CONSIDERATION OF LIQUOR CONSUMPTION AT MEMORIAL PARK PLAZA**

Corporate report dated July 13, 2020 from the Director of Planning and Development Services titled “Consideration of Liquor Consumption at Memorial Park Plaza”.

2020-377 **It was MOVED and SECONDED**

THAT Council endorses Option 3 of the report dated July 13, 2020 from the Director of Planning and Development Services titled “Consideration of Liquor Consumption at Memorial Park Plaza”, which is not proceed with allowing liquor consumption in at Memorial Park Plaza.

CARRIED

Councillor Johanson voted in the negative

Note: Council asked staff to ensure the decision was relayed to the White Rock BIA.

6.2.5 **15894 ROPER AVENUE – COMPLETION OF FINAL ADOPTION PRE-REQUISITES (ZON, MJP & DVP, 18-006)**

Corporate report dated July 13, 2020 from the Director of Planning and Development Services titled “15894 Roper Avenue – Completion of Final Adoption Pre-Requisites (ZON, MJP & DVP, 18-006)”.

2020-378 **It was MOVED and SECONDED**

THAT Council receives the July 13, 2020, corporate report from the Director of Planning and Development Services, titled “15894 Roper Avenue – Completion of Final Adoption Pre-Requisites (ZON, MJP & DVP, 18-006)”.

CARRIED

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

- Governance and Legislation Committee – June 29, 2020
- Covid-19 Recovery Task Force – June 30, 2020

2020-379 **It was MOVED and SECONDED**

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

- a) Governance and Legislation Committee – June 29, 2020; and
- b) COVID-19 Recovery Task Force – June 30, 2020.

CARRIED

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

None

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.1 BYLAW 2348 – WHITE ROCK DEFERRAL 2020 PROPERTY TAX SALE AND EXTENSION OF PROPERTY TAX SALE REDEMPTION DATE BYLAW, 2020, NO. 2348

Bylaw 2348 proposes to defer the 2020 Property Tax Sale ad to extend the Property Tax Sale Redemption date. This bylaw received first, second and third reading at the June 29, 2020 Regular meeting and was presented for consideration of final reading.

2020-380 **It was MOVED and SECONDED**

THAT Council gives final reading to “*Defer 2020 Property Tax Sale and Extend Property Tax Sale Redemption Date Bylaw, 2020, No. 2348*”.

CARRIED

8.1.2 BYLAW 2350 - CITY OF WHITE ROCK PLANNING PROCEDURES BYLAW, 2017, NO. 2234, AMENDMENT (ELECTRONIC PUBLIC INFORMATION MEETINGS) BYLAW, 2020, NO. 2350

Bylaw 2350 proposes to enable digital Public Information Meetings (PIM) for private property applicants, and also seeks support from Council to schedule limited, in-person, meetings through the implementation of measures that will ensure the health and safety of the public is upheld. This bylaw is presented for consideration of first, second, and third reading.

2020-381

It was MOVED and SECONDED

THAT Council amends “*City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Electronic Public Information Meetings) Bylaw, 2020, No. 2350*”, as presented, to strike the last sentence of provision “1a” which reads: The option to host an electronic meeting shall only be available in instances when the Province or another body of government has established restrictions on public gatherings as to protect the health and safety of the public”.

DEFEATED

Councillors Chesney, Fathers, Trevelyan and
Mayor Walker voted in the negative

2020-382

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 (Electronic Public Information Meetings) Bylaw, 2020, No. 2350*” as circulated.

CARRIED

Councillor Johanson voted in the negative

2020-383

It was MOVED and SECONDED

THAT Council directs staff to report back with information following a trial-period of the electronic Public Information Meeting processes at a future meeting.

CARRIED

8.1.3

BYLAW 2310 - WHITE ROCK ZONING BYLAW 2012, NO. 2000, AMENDMENT (RS-4 – 15894 ROPER AVENUE) BYLAW, 2019, NO. 2310

Bylaw 2310 was brought forward for consideration of final adoption as the conditions of the City have been met. The corporate report regarding Bylaw 2310 noted earlier in the agenda as item 6.2.5 confirms the satisfaction of issues necessary in order to advance final adoption of a zoning bylaw amendment and the issuance of a related development variance permit and a major development permit. The applications, if approved, will enable the construction of two single detached dwellings in place of a, recently demolished, duplex.

This bylaw received first and second reading at the September 30, 2019 Regular meeting, was the subject of a public hearing and received third reading at the October 21, 2019 Regular meeting, and was presented for consideration of final reading. This bylaw was the subject of a corporate report noted earlier in the agenda as Item 6.2.5.

2020-384

It was MOVED and SECONDED

THAT Council gives final reading to “*White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 15894 Roper Avenue) Bylaw, 2019, No. 2310*”.

CARRIED

8.2 **PERMITS**

PERMITS REGARDING 15894 ROPER AVENUE

The following permits are presented for consideration of approval pending Council's decision of Bylaw 2310 prior to this item. The permits were also subject to the corporate report noted as Item 6.2.5.

a. DEVELOPMENT VARIANCE PERMIT NO. 424

2020-385

It was MOVED and SECONDED

THAT Council approves Development Variance Permit No. 424 for 15894 Roper Avenue.

CARRIED

b. DEVELOPMENT PERMIT NO. 425

2020-386

It was MOVED and SECONDED

THAT Council approves Development Permit No. 425 for 15894 Roper Avenue.

CARRIED

9. CORRESPONDENCE

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

2020-387

It was MOVED and SECONDED

THAT Council receives the following correspondence for information (Items 9.1.1-9.1.2):

9.1.1

Carbon copy of letter dated June 30, 2020 from Mayor Elliott, District of Squamish, to the Provincial government and the Co-Chair of the Local Government Contract Management Committee, requesting action on reforming funding models for public safety and community health in the Province of B.C.; and

9.1.2

Letter dated July 2, 2020 from D. Grove, President of the Victoria Electric Vehicle (EV) Association, regarding the Right to Charge – Access to EV charging in multiple unit residential buildings (MURBs) and meeting municipal GHG reduction targets.

CARRIED

9.1.3

Email dated July 2, 2020 from J. Justason, UBCM, proposing revisions to streamline the City's submitted resolution submitted for the 2020 UBCM Conference regarding a proposed Vacancy Tax for commercial and residential spaces by the City of White Rock on June 30, 2020

2020-388

It was MOVED and SECONDED

THAT Council approves the proposed revisions to the City of White Rock's submitted resolution regarding a proposed vacancy tax for commercial and residential spaces, as suggested by UBCM in their email dated July 2, 2020:

WHEREAS the City of Vancouver has authority through the Vancouver Charter to implement an Annual Vacancy Tax;

*WHEREAS **other municipalities are** ~~the City of White Rock is~~ governed through the Community Charter where there is no current authority to implement a Vacancy Tax and it is believed that there are a number of vacant residential and commercial properties in the City of White Rock:*

*THEREFORE BE IT RESOLVED THAT UBCM work with the Province of British Columbia to amend the authority given to **municipalities** ~~Local Governments~~ through the Community Charter permitting municipalities the authority to impose, by 2 bylaw, an annual vacancy tax on taxable residential and commercial properties, and that the criteria and administrative requirements be similar to those of the Vancouver Charter.*

Amendment

2020-389

It was MOVED and SECONDED

THAT Council amends the resolution as presented to strike the last part of the final sentence of the THEREFORE clause following the word properties.

CARRIED

Note: The amendment is highlighted in yellow.

Question was called on the Main Motion as amended and it was

CARRIED

10.

MAYOR AND COUNCILLOR REPORTS

10.1

MAYOR'S REPORT

Mayor Walker noted the following community events / information:

- July 1, Virtual Canada Day by the Bay
- July 6, Bi-weekly meeting with Province and Municipal Mayors/Regional District Chairs regarding COVID-19 and Economic Recovery
- July 7, Group photo with Jim Davidson at the Mural “Tribute to Health Care Workers and First Responders” at the West Beach Parkade
- July 7, Closed Council meeting
- July 8, Metro Vancouver COVID-19 Response Task Force meeting
- July 8, Metro Vancouver Housing Committee Virtual meeting
- July 9, Metro Vancouver Performance and Audit Committee Virtual meeting
- July 9, South Surrey White Rock Chamber of Commerce and Political Representatives bi-weekly zoom meeting
- July 9, Finance and Audit/Governance and Legislation Committee meetings

10.2 COUNCILLORS REPORTS

Councillor Fathers noted the following community events / information:

- July 1, Virtual Canada Day by the Bay
- July 7, Group photo with Jim Davidson at the Mural “Tribute to Health Care Workers and First Responders” at the West Beach Parkade
- July 7, Closed Council meeting
- July 8, Public Information meeting for CR-3A
- July 9, Finance and Audit/Governance and Legislation Committee meetings

Councillor Trevelyan noted he attended many of the same events reported already.

Councillor Johanson noted the following community events / information:

- July 6, Conference call with Minister Robinson
- July 10, E-Democracy Virtual meeting

Councillor Chesney noted the following community events / information:

- Metro Vancouver Virtual meeting
- July 14, will be volunteering at the Free Lunch Program

Councillor Manning noted the following community events / information:

- July 1, Virtual Canada Day by the Bay
- July 6, Centennial Arena/Generations Playground for the Black Lives Matter Bake Sale
- July 7, Group photo with Jim Davidson at the Mural “Tribute to Health Care Workers and First Responders” at the West Beach Parkade
- July 8, Public Information Meeting for CR-3A
- July 9, Finance and Audit/Governance and Legislation Committee meetings

Councillor Kristjanson noted the following community events / information:

- June 30, Covid-19 Recovery Task Force meeting

10.2.1 METRO VANCOUVER BOARD IN BRIEF

METRO VANCOUVER BOARD IN BRIEF – JULY 3, 2020

2020-390

It was MOVED and SECONDED

THAT Council receives for information the July 3, 2020 Metro Vancouver Board in Brief document.

CARRIED

11. MOTIONS AND NOTICES OF MOTION

11.1 MOTIONS

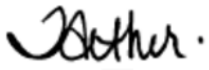
None

11.2 NOTICES OF MOTION

None

12. **RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**
None
13. **OTHER BUSINESS**
14. **CONCLUSION OF THE JULY 13, 2020 REGULAR COUNCIL MEETING**
The Chairperson declared the meeting concluded at 8:31 p.m.

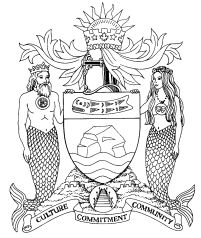
Mayor Walker



Tracey Arthur, Director of
Corporate Administration

UNAPPROVED

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020
TO: Mayor and Council
FROM: Jim Gordon, P. Eng., Director of Engineering and Municipal Operations
SUBJECT: TransLink Double Decker Bus Route #354 - Tree Pruning

RECOMMENDATION

That Council support TransLink’s use of double decker buses on bus route #354 by endorsing the pruning and tree replacement as outlined in this report.

EXECUTIVE SUMMARY

TransLink conducted a field survey (refer to Appendix A) on August 26, 2019, and found 16 locations that will impede the double decker bus service (route #354) planned for January, 2021. The purpose of this report is to inform Council about the tree pruning along bus route #354.

PREVIOUS COUNCIL DIRECTION

City Policy #611 - “Tree Management on City Lands” states that the City manages trees on City Lands “for the trimming or removal of trees for safety reasons” and “for the trimming or removal of trees and vegetation that interfere with visibility at intersections and driveway entrances.”

INTRODUCTION/BACKGROUND

TransLink completed a field survey and found 16 locations that will need tree pruning to support the implementation of double decker buses on route #354 (refer to Figure 1 below). TransLink also conducted a pilot project to test bus route #351 in 2017; feedback from the public was overwhelmingly positive.



Figure 1: Bus Route #354

The City retained Urban Gove Tree Care & Consulting to complete an assessment on the tree pruning required by TransLink. The report is included in Appendix B and summarized below.

Urban Grove Assessment Summary

The trees in 12 of the 16 locations identified by TransLink can be pruned without any negative impact to the trees. For the remaining 4 locations, 7 trees require pruning of more than 25% of the crown (heavy pruning) and 1 tree needs to be removed:

- 6 crabapple trees on Johnston Road require heavy pruning
- 1 honey locust tree on Pacific Avenue requires heavy pruning
- 1 honey locust tree on Pacific Avenue needs to be removed.

As a result of the shape of the crowns, these trees are not well suited for planting in urban boulevards; however, they do provide some amenity to the streetscape. The heavy pruning will result in asymmetrical crowns and the need for pruning on a 2-3 year cycle. This could potentially make the trees more susceptible to disease or decline.

Table 1 summarizes the recommended clearance pruning and replacement necessary to accommodate double decker bus route #354.

Table 1: Summary of Required Clearance Pruning for Trees along Bus Route #354

Field No.	Location	Tree Specimen	Current Health	Key Finding
#30-2	NB Johnston Road at Prospect Avenue	Crabapple	Moderate-Poor	Two trees with wide and low crown conflicts with required bus clearances. Pruning will leave asymmetrical crown on side of sidewalk. Stress on tree may lead to removal in the future.
#31	NB 1328 Johnston Road (NS Crosswalk)	Crabapple	Moderate	Wide and low crown conflicting with required bus clearances. Pruning will leave asymmetrical crown on side of sidewalk causing future maintenance issue.
#31b	SB 1333 Johnston Road (SS Crosswalk)	Crabapple	Moderate-Poor	Wide and low crown conflicting with required bus clearances. Pruning will leave asymmetrical crown on side of sidewalk causing future maintenance issue.
#33	SB Johnston Road at Prospect Avenue (NS Intersection)	Crabapple	Moderate	Wide and low crown conflicting with required bus clearances. Pruning will leave asymmetrical crown on side of sidewalk causing future maintenance issue.
#33b	SB Johnston Road at Prospect Avenue (SS Intersection)	Crabapple	Moderate-Poor	Wide and low crown conflicting with required bus clearances. Pruning will leave asymmetrical crown on side of sidewalk causing future maintenance issue. Current building clearance issue (see Figure 3)
#34	EB across from 15233 Pacific Avenue	Honey Locust	Moderate	Two trees with wide and low crown conflicting with required bus clearances. North tree will be left with <30% live crown. Electrical conduit embedded into tree trunk (see Figure 4).



Figure 2: Heavy Pruning Required – Johnston Road south of Roper Avenue.



Figure 3: Building Clearance Issue – Johnston Road south of Prospect Avenue.



Figure 4: Electrical Conduit in Tree Trunk – Johnston Road south of Prospect Avenue.

FINANCIAL IMPLICATIONS

The cost of this work is \$5,200.00 excluding taxes. Funds for this work are available in the Parks operating budget.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Double decker buses have double the capacity of the current highway buses allowing more passengers to travel at one time, reducing environmental impacts. Due to higher capacity, fewer buses are required per hour. The larger buses may also provide more space for social distancing. Without pruning, TransLink would not be able to provide double decker bus service to route #354.

The pruning of crabapple tree at location #33b will eliminate building clearance issues and impacts to private property.

Although one (1) honey locust tree will need to be removed, it will be replaced with a specimen that is suitable for the location and can provide an overall benefit to the neighborhood.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The contract arborist will be required to apply for a Road and Right of Way Highway Use Permit from the Engineering Department.

Staff will need to coordinate the use of parking stalls for pruning with the Parking Division, Financial Services Department.

Staff will need to notify residents and businesses in advance of the work through print media, website and social media and coordinate this with the Communications Department

CLIMATE CHANGE IMPLICATIONS

According to a Capital Regional District study, persons using double decker buses cause two-thirds (2/3) the Carbon Dioxide emissions of persons using conventional buses and about one-fifth (1/5) the emissions of those travelling by car.

ALIGNMENT WITH STRATEGIC PRIORITIES

The Official Community Plan Review, identified in the 2018-2022 Council Strategic Priorities, notes strengthening transit as a direction to be completed by December, 2020.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Support TransLink's use of double decker buses on bus route #354 by endorsing the pruning and tree replacement as outlined in this report.
2. Not support tree pruning along TransLink's bus route #354. This will result in less service along route #354 and increases in greenhouse gas emissions.

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

CONCLUSION

TransLink conducted a field study and found 16 locations that require tree pruning to accommodate double decker buses on route #354. Of those locations, seven (7) trees require heavy pruning and one (1) honey locust tree is recommended for replacement with a specimen suitable for this location.

Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendation of this report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: TransLink Field Notes

Appendix B: June 2, 2020 Urban Grove Tree Care & Consulting Field Review

APPENDIX A

TransLink Field Notes

#	BUS STOP #	DIR	ON STREET	POSITION	CROSS STREET	CITY	COMMENTS / RECOMMENDATIONS	ROUTE	DATE
23	56193	WB	Marine Dr	FS	Stevens St	White Rock	tree branches in bus stop need trimming	354	26-Aug
24	56194	WB	Marine Dr	FS	Keil St	White Rock	tree branches in bus stop need trimming	354	26-Aug
25		NB	Maple St	NS	Columbia Ave	White Rock	low hanging wires near Peach Arch Resource Centre contacted - min 14' clearance required	354	26-Aug
26	56276	WB	Columbia Ave	AT	Balsam St	White Rock	tree branches need trimming	354	26-Aug
27		NB	Center St	FS	Columbia Ave	White Rock	tree branches need trimming	354	26-Aug
28		WB	Pacific Ave	FS	Centre St	White Rock	tree branches in front of RCMP detachment need trimming	354	26-Aug
29		WB	Pacific Ave	FS	Fir St	White Rock	tree branches near 15223 Unit 2 need trimming	354	26-Aug
30		NB	Johnston Rd	AT	Prospect Ave	White Rock	tree branches need trimming	354	26-Aug
31		NB	Johnston Rd	AT	1328	White Rock	tree branches near Blue Frog need trimming	354	26-Aug
32	56281	WB	North Bluff Rd	FS	Martin Dr	Surrey	tree branches need trimming	354	26-Aug
33		SB	Johnston Rd	NS	Prospect Ave	White Rock	tree branches need trimming	354	26-Aug
34		EB	Pacific Ave	NS	Fir St	White Rock	tree branches across from 15233 need trimming	354	26-Aug
35		EB	Columbia Ave	FS	Centre St	White Rock	tree branches need trimming	354	26-Aug
36	56301	EB	Columbia Ave	FS	Cypress St	White Rock	low hanging wire far side ped crosswalk contacted - min 14' clearance required	354	26-Aug
37		EB	Columbia Ave	AT	15518	White Rock	low hanging wire contacted - min 14' clearance required	354	26-Aug
38		EB	Columbia Ave	AT	15540	White Rock	low hanging wire contacted - min 14' clearance required	354	26-Aug
39		EB	Columbia Ave	AT	15560	White Rock	low hanging wire is close - min 14' clearance required	354	26-Aug

Urban Grove Tree Care & Consulting

15720 Russell Ave, White Rock, BC V4B 2S1



To: Rosaline Choy-Manager of Engineering, City of White Rock

From: Lesley Gifford - Urban Grove Tree Care & Consulting

CC:

Date: June 2, 2020

Re: Consequences of Tree Clearance Pruning for Double Decker Bus Route

The Coast Mountain Bus Company conducted a field review of the Double Decker bus routes within White Rock and prepared a list of trees requiring clearance pruning. Double decker buses require 6 metres clearance on roadways. Urban Grove Tree Care and Consulting has been requested by the City of White Rock's Manager of Engineering Rosaline Choy to complete this tree pruning work. An excel spreadsheet containing 16 pruning locations was provided to Jason Stoppa for review.

12 of the 16 pruning locations can achieve pruning clearances with no negative impact to trees. 4 locations within the spreadsheet with a total of 8 trees were found to require heavy asymmetrical pruning to meet double decker bus clearance requirements. 6 trees along Johnston Rd. were identified as Crabapples and 2 along Pacific Ave. as Honey locusts. Two of the six trees along Johnston Rd. were missed by Coast Mountain Bus Company and therefore added to the pruning inventory. Crabapples have low and wide growing crowns that are not well suited as boulevard trees fronting main roads and sidewalks as branches are at eye level and overall mature heights are no more than 4-5 metres. Additional clearance requirements were noted for light standards, sidewalk and buildings.

Pruning shall be done in accordance with ISA's ANSI A300 Pruning Standards which requires no more than 25% of the crown's total foliage be pruned in one year. 6 Crabapples may require more than the 25% of the crown be pruned to meet bus clearances. If more than the 25% of the crown's foliage is required to be pruned to meet clearances the trees may become stressed. Tree stress can result in epicormic growth with increased pruning requirements, susceptibility to disease and tree decline over time. Where pruning results in the tree having less than 30% live crown, tree removal is recommended and warranted. Removal is recommended for only 1 of the 8 trees with < 30% live crown remaining.

Additional removals may be warranted for the 6 Crabapples where required pruning removes between 25% and 50% of the total foliage unless the City of White Rock requires tree retention with improper pruning be carried out to meet bus, pedestrian, and infrastructure clearances. In this case, Urban Grove cannot be held responsible for any tree stress, epicormic growth, decline or poor form caused from over pruning if the City chooses to retain and prune over 25% of the trees' foliage to meet required clearances. Crabapples within this assessment may be better suited for removal,

Memo

PHONE
604-219-9274

EMAIL
trees@urbangrove.ca

stump grinding and replacement with a narrow (fastigate) growing tree. Crabapple treatment of removal and replacement versus retention and pruning shall be determined by the City of White Rock.

The following table and photographs document the 8 tree species, required clearances, and severity of pruning outcomes, other findings and recommendations.

Table 1. Arborist assessment of required pruning clearances on trees.

Field no. & Tree tag #	Direct	Address	Tree Name	Health	New Findings (prev. notes)	Recommend
#30-2 trees Tag 2902 & Tag 2903	NB	Johnston Rd. @ Prospect Ave.	Crabapple (<i>Malus spp.</i>)	Moderate -poor	Wide and low growing crowns in conflict with required road (bus) clearances. Pruning will leave asymmetrical crown on side of sidewalk. North tree will be left with low live crown. Stress leads to increased pruning (epicormics) and decline may lead to removal in future. Light standard is blocked by crown requiring clearance pruning.	-Prune to required bus clearance. Prune for light standard. -Roadway will require pruning on 2-3 year cycle. -Potential removal of north tree in future.
#31 Tag 2860	NB	Johnston Rd. @ 1328 (NS crosswalk)	Crabapple (<i>Malus spp.</i>)	Moderate	Wide and low growing crown in conflict with required road (bus) clearances. Pruning will leave asymmetrical crown, heavy on side of sidewalk. Future maintenance issue on sidewalk.	-Prune to required bus clearance. -Roadway will require pruning on 2-3 year cycle.
#31b (added tree) Tag 2941	SB	Johnston Rd. @ 1333 (SS crosswalk)	Crabapple (<i>Malus spp.</i>)	Moderate -poor	Wide and low growing crown in conflict with required road (bus) clearances. Pruning will leave asymmetrical crown, heavy on side of sidewalk. Future maintenance issue on sidewalk.	-Prune to required bus clearance. -Roadway will require pruning on 2-3 year cycle.
33 Tag 2904	SB	Johnston Rd. @ Prospect Ave. (NS intersection)	Crabapple (<i>Malus spp.</i>)	Moderate	Wide and low growing crown in conflict with required road (bus) clearances. Pruning will leave asymmetrical crown, heavy and low on sidewalk side, only 6' vertical clearance currently. Future maintenance issue on sidewalk side.	-Prune to required bus clearance. -Roadway will require pruning on 2-3 year cycle. -Prune to 9' for sidewalk & bench

<p>33b (added tree) Tag 2900</p>	<p>SB</p>	<p>Johnston Rd. @ Prospect Ave. (SS intersection)</p>	<p>Crabapple (<i>Malus spp.</i>)</p>	<p>Moderate -poor</p>	<p>Wide and low growing crown in conflict with required road (bus) clearances. Pruning will leave asymmetrical crown, heavy on side of sidewalk. Building clearance issue currently.</p>	<p>-Prune to required bus clearance. -Roadway will require pruning on 2-3 year cycle. -Prune for building clearance</p>
<p>34- 2 trees Tag 3102 & tag 3103</p>	<p>EB</p>	<p>Pacific Ave across from 15233</p>	<p>Honey locust (<i>Gleditsia triacanthos</i>)</p>	<p>Moderate</p>	<p>Wide and low growing crowns in conflict with required road (bus) clearances. Pruning of northern tree will leave trunk with <30% live crown. South tree will be minimally affected.</p>	<p>-Remove north tree that is suppressed by larger growing better situated tree at south. -Prune to required bus clearance. -Roadway will require pruning on 2-3 year cycle.</p>

The following photographs document the 8 trees with required clearances (for bus and building) showing pruning outcomes (crown asymmetry).

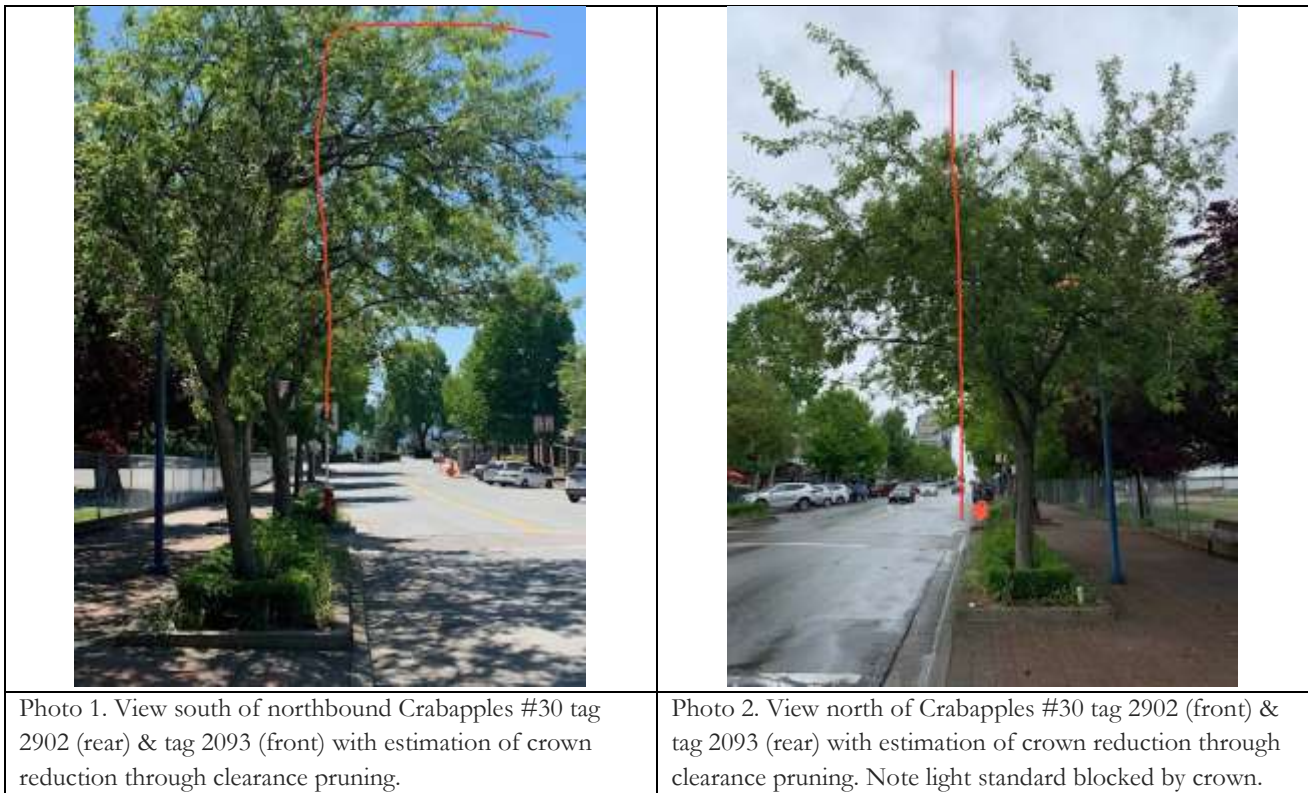




Photo 3. View north of northbound Crabapple #31 tag 2860 with estimation of crown reduction through clearance pruning.



Photo 4. View south of added southbound Crabapple #31b (SS crosswalk) tag 2941 with estimation of crown reduction through clearance pruning.



Photo 5. View south of southbound Crabapple #33 (NS intersection) tag 2904 with estimation of crown reduction through clearance pruning.



Photo 6. View south of added southbound Crabapple #33b (SS intersection) tag 2900 with estimation of crown reduction through clearance pruning.



Photo 7. View south of added southbound Crabapple #33b (SS intersection) tag 2900 with building clearance pruning recommended on side of sidewalk.



Photo 8. View east of Honeylocust #34 (across from 15233) tag 3102 (left) & tag 3103 (right) with estimation of crown reduction through clearance pruning.



Photo 9. View of Honey Locust #34 tag 3103 with electrical conduit being encompassed by tree trunk. Majority of lights within crown require removal prior to pruning.

If you require any additional information please feel free to contact the undersigned.

Sincerely,

Jason Stoppa
ISA Certified Arborist PN-6172A
Qualified Tree Risk Assessor
BCFSC Certified Tree Faller



Lesley Gifford 778-772-2597
B.App.Sc.
ISA Certified Arborist: PN-5432-A
Qualified Tree Risk Assessor
Qualified Tree Appraiser

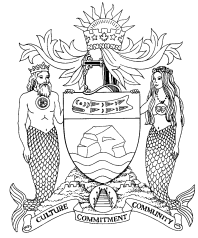


White Rock Business License #19697
Professional Liability (Errors & Omissions): Intact 5A5764177- 5 Million
Commercial General Liability: Intact 5A1042772- 5 Million

Assumptions & Limiting Conditions

This arboriculture assessment report is based on site observations on the dates noted. Effort has been made to ensure that the opinions expressed are a reasonable and accurate representation of the condition of the trees reviewed. All trees or groups of trees have the potential to fail. No guarantees are offered or implied by Urban Grove Tree Care & Consulting that the trees are safe given all conditions. The inspection is limited to visual examination without excavation, probing, coring or climbing, unless specified. The findings and opinions within this report are representative of the conditions found on the day of the review only. Any trees retained should be reviewed on a regular basis. This assessment does not estimate the cost to perform the work prescribed.

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020
TO: Mayor and Council
FROM: Jim Gordon, Director of Engineering & Operations
SUBJECT: Memorial Park – View Finder Location

RECOMMENDATION

THAT Council approve the recommended location of the view finder as shown in Appendix B and the installation of interpretive signage on the Pier.

EXECUTIVE SUMMARY

The previous view finder was removed during the Memorial Park and Pier Washroom Upgrades Project. This report is to obtain Council approval on the recommended location of the new view finder.

PREVIOUS COUNCIL DIRECTION

At the September 13, 2019 Council meeting, Council discussed the railings at Memorial Park, where Council noted that they would like to see the metal binoculars (view finders) and signage on the viewing deck.

INTRODUCTION/BACKGROUND

View Finders

Pinnacle Scopes Inc., manufactures view finders out of Ontario, Canada. Their products are available for purchase immediately. Their view finders are being used in locations such as Niagara Falls.

Their view finder unit is called Vistaviewer. Refer to Appendix A for photo.

The unit is:

- All-aluminum (rust-proof)
- Optics are nitrogen-filled (waterproof)
- Cleaned with soap and water to remove salt rime

Staff reviewed possible locations based on maximum viewing opportunities and minimal obstruction to businesses. It is proposed that one unit be installed on the viewing deck above the washrooms. Refer to Appendix B for photos.

Staff obtained a quote for the purchase of one new Vistaviewer and the total cost including shipping is \$2,890 excluding GST.

Interpretive Signage

Viewing deck handrails are brushed stainless steel and are lit. These handrails cannot support interpretive signage without damaging the handrails. There is also concern that the interpretive signage may obstruct views. It is proposed that the interpretive signage be relocated along the Pier's wooden handrails.

FINANCIAL IMPLICATIONS

The cost of the viewfinder purchase and installation and the installation of the interpretive signage is estimated to be \$10,000. Funds are available in the Financial Plan.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The purchase of the view finder will provide a unique experience for residents and visitors to White Rock.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Staff has been coordinating with the Communications Department to update the layout and design of the interpretive signs.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This purchase aligns with the Waterfront Enhancement Priority that is included as part of the Strategic Priority of Official Community Plan Review.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Approve the recommended location of the Vistaviewer in the location shown in Appendix B and approve the installation of the interpretive signage along the Pier.
2. Not approve the location of the Vistaviewer view finder and installation of the interpretive signage along the Pier.

Staff recommend Option 1.

CONCLUSION

Staff reviewed Memorial Park and selected a location for the view finder based on maximum viewing opportunities while minimizing view obstruction to Marine Drive businesses.

It is recommended Council approve the proposed installation locations of the new view finder unit on the viewing deck.

Respectfully submitted,



Jim Gordon
Director of Engineering and Municipal Operations Department

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Image of Vistaviewer Unit
- Appendix B: View Finder Proposed Location

APPENDIX A

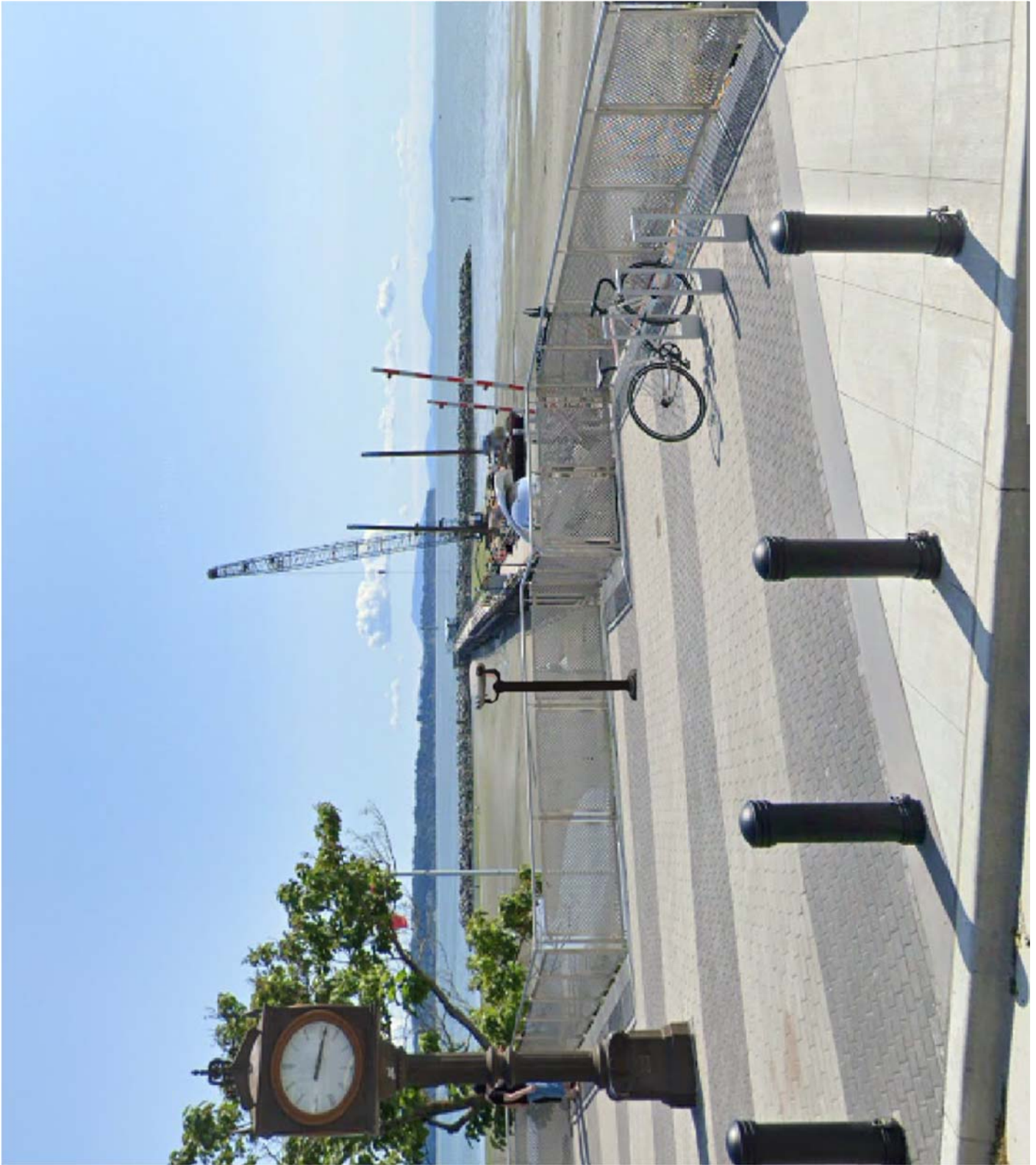
Vistaviewer Unit



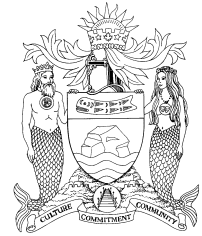
APPENDIX B

View Finder Location





THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020

TO: Mayor and Council

FROM: Jim Gordon, Director of Engineering & Municipal Operations Department

SUBJECT: Residential Solid Waste Collection – Purchase of Two Recycling Trucks

RECOMMENDATIONS

THAT Council:

1. Approve the purchase of two (2) recycling replacement vehicles from the 2020 Financial Plan in the amount of \$820K (excluding GST) from Rollins Machinery Ltd; and
 2. Approve an increase of \$304K for the purchase of the two recommended vehicles that would be reallocated from funding that was to have been for the purchase of the three (3) residential collection vehicles.
-

EXECUTIVE SUMMARY

One of Council's Strategic Priorities is the review of multi-family and commercial waste Pickup. Dillon Consulting (Dillon) was hired to carry out this review and conducted an open house and detailed study. Although the review is delayed due to the COVID-19 pandemic, it is anticipated that a final report to Council will be presented late this year.

Dillon also reviewed single family waste pickup as per Appendix A. It was found that while the collection of garbage, greenwaste and recycling by City forces is efficient and service forward, the transfer of materials at the Operations Yard is costly and problematic as it attracts birds and rodents, pest issues, and complaints from neighbouring residents.

The review is timely as the City's two greenwaste trucks, two recycling trucks and single garbage truck are all overdue for replacement. It is proposed that replacement trucks be equipped with onboard compaction to facilitate direct transfer to external disposal facilities and eliminate the need for Operations Yard transfer.

A Request for Proposal (RFP) was issued for the two recycling trucks and is addressed in this report. Staff will issue an RFP for the other three (3) residential collection vehicles within the next two weeks. Once the bids prices for the three (3) residential collection vehicles are known, it will be necessary to come forward to Council with a Financial Plan Amendment prior to awarding the contract.

PREVIOUS COUNCIL DIRECTION

- The Council Policy #301 – “Procurement Policy” requires Council approval for contracts with values exceeding \$250K.
- Past practice is to replace the recycling vehicles every seven (7) years as per the City of White Rock Replacement Reserve Fund.

INTRODUCTION/BACKGROUND

A request for proposal (RFP) for two recycling vehicles was posted on both BC Bid and the City’s website July 3, 2020. Six (6) submissions from two companies were received in response to the RFP.

FINANCIAL IMPLICATIONS

A summary of the submissions received and bid prices (includes PST and environmental taxes, excludes GST) is as follows:

Proponent	Vehicle Type	Cost Per Vehicle	Total for 2 Vehicles
Shu-Pak Equipment Inc. *	2021 Peterbilt	\$398,361	\$796,722
Shu-Pak Equipment Inc. *	2021 Mack	\$399,431	\$798,862
Rollins Machinery Ltd.	2021 Mack	\$409,712	\$819,423
Rollins Machinery Ltd.	2021 Autocar	\$436,854	\$873,709
Rollins Machinery Ltd.	2021 Peterbilt	\$405,750	\$811,501
Rollins Machinery Ltd.**	2021 International	\$367,483	\$734,966

*does not meet service and parts specification

**does not meet cab over specification

Staff evaluated the proposals for accuracy, completeness, availability, delivery schedule, suitability, service, warranty, parts availability, and unit price evaluation and deemed the 2021 Mack LR model with dual steer and stand up right hand drive proposed by Rollins Machinery Ltd. to provide the best value.

Attached to the Rollins Machinery Ltd. Mack LR model vehicle chassis will be the Labrie Expert co-mingle compacting, side loader body that is manufactured in Canada. The two Shu-Pak Equipment Inc. proposals include a Shu-Pak body that is manufactured in the US.

Although the Rollins Machinery Ltd. proposal is approximately \$10K more than the Shu-Pak Equipment Inc. proposal, Rollins Machinery Ltd. is a local dealer located in Langley and fully meets the specification. Rollins has a large inventory of parts based on the sales and service of close to 200 Labrie boxes in BC. Rollins has a good record of service for other City vehicles and equipment.

Given the increased amount of recycling taking place in the City, the models which will be replaced are no longer practical as they do not compact and therefore limited in their capacity.

Staff recommend purchasing two (2) of the 2021 Mack LR model recycling trucks from Rollins Machinery Ltd to replace the current recycling vehicles, which have reached the end of their useful life.

Cost of putting the vehicles into service is projected to be an additional \$1,000 for decals, radios, lights, etc.

Summary of Vehicle Costs (includes PST, enviro taxes, excludes GST)	Rounded
Purchase price of vehicles	\$819,000
Decals, radios, lights, etc.	\$ 1,000
Total	\$820,000

Budget

The current Financial Plan includes \$966K for the replacement of five (5) vehicles in the Solid Waste Fund, two (2) for recycling (\$516K) and three (3) for residential collections (\$450K). As the costs have come in higher than budgeted, it is necessary to reallocate funding from the residential vehicles to the recycling vehicles. If the purchase of two new recycling vehicles is approved, the existing recycling vehicles will be disposed of in the most financially beneficial means.

Given this increase in equipment costs, it is estimated that the three (3) residential collection vehicles soon to be put out to RFP will also exceed previous estimates. It will be necessary to address the expected overage through a Financial Plan Amendment that will be required prior to awarding the contract. Note that although some of the costs will be recovered through lower operating expenses due to transfer elimination at the Operations Yard, the full impact of these vehicle replacements will need to be addressed in the 2021 budget process.

The option of further extending the lives of these five (5) vehicles is not viable given that one of the vehicles is scrapped due to safety concerns and the other four are becoming increasingly difficult to keep operational and safe. A contract vehicle is currently hired to replace the scrapped vehicle and is increasing current costs considerably.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

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

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Director of Finance has reviewed this report.

CLIMATE CHANGE IMPLICATIONS

Purchasing vehicles with compaction that can direct haul to external disposal facilities will reduce greenhouse gas emissions.

The two new recycling trucks will enable the continuation of White Rock's three stream recyclable collection program that results in cleaner recyclables and better recycling than other systems such as those using totes. Improved recycling has positive climate change implications, including less materials transported to landfills.

ALIGNMENT WITH STRATEGIC PRIORITIES

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

If Council decides that the City should provide multifamily and commercial solid waste pickup by City forces, additional and different vehicles will need to be purchased because multifamily and commercial pickup requires units that can pick up overhead bins. Single family residential collection operations do not use the same vehicles as large multifamily or commercial pick up operations.

These two replacement recycling units are necessary to support ongoing single family pickup operations. They will provide more capacity and less trips to the facility as well as produce less greenhouse gas emissions.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Purchase Two New Recycling Replacement Vehicles and Reallocate Current Year Funding to Cover the Shortfall

Replacing vehicles on time in their lifecycle is beneficial for many reasons, including improved resale value. Newer vehicles produce less emissions and can carry up to three times the materials due to compaction. However, the cost is \$304K more than currently budgeted for these vehicles which requires reallocation of funding within the solid waste vehicles budget.

2. Continue with Existing Recycling Vehicles

The cost to maintain the recycling vehicles increases as the vehicles get older. Any down time with the current vehicles negatively affects service levels. This option will need to take into consideration higher maintenance costs and more frequent breakdowns of the existing vehicles. When a truck is out of service a contractor must be hired to perform the work and residents may experience delays in service.

3. Contract Out Residential Recycling Collection

There is an option to have RecycleBC take on residential recycling pickup, but it is not clear that this would improve residential service.

Staff recommend option 1.

CONCLUSION

The recycling program is an integral component of the services provided by the City and these two recycling vehicles are used every day for curbside collection. It is recommended that Council direct staff to proceed with option one, as noted above, to purchase two new recycling replacement vehicles and award the contract to Rollins Machinery Ltd.

Respectfully submitted,



Jim Gordon
Director, Engineering and Municipal Operations Department

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

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

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Dillon Consulting Limited Solid Waste Options Report

Appendix A

Dillon Consulting Limited Solid Waste Options Report

Memo



To: Rosaline Choy, Manager of Engineering, City of White Rock
From: Heidi Gerlach, Project Manager
Date: July 17, 2020
Subject: Solid Waste Options Development and Evaluation for Implementation
Our File: File #19-1382

Dillon Consulting Limited (Dillon) is pleased to submit this memorandum to the City of White Rock (City) as part of the Solid Waste Operations Review initiated August 2019. City staff edits and comments to draft report sections sent previously under alternate cover have been considered and/or revised and form part of the finalized report.

Previously sent report sections included the following:

- the current waste management system,
- relevant policies, strategies and bylaws,
- results of the City's solid waste audit, and,
- the best practices jurisdictional review.

The final report section (sent June 2019) included:

- performance requirements and improvement opportunities (including future waste generation trends and practices),
- initial solid waste management options for consideration (based on the results of the stakeholder engagement survey and public open house), and,
- costing and implementation considerations for priority options, as identified in collaboration with the City.

Under direction from City staff, Dillon is providing this memorandum detailing highest priority solid waste collections options for the single-family (SF) sector (i.e. homes for which the City currently offers waste collection services). These options are focused specifically on the need to replace aging SF collection trucks, and remove double handling of material at the Works Yard.

High-Level Candidate Solid Waste Management Service Options

Dillon team members prepared service scenarios (including status quo) for consideration, based on comments gathered from initial conversations with Staff, research findings and following the community consultation. **Table 1** details these service scenarios and program attributes for single-family (SF) homes. As no double handling of recyclable material occurs, the current collection model for recycling was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority.

Table 1: High-Level Summary of Service Scenarios for Single-Family Sector (Multi-family and Commercial Properties Status Quo)

Scenario	Sub-Scenario	Description and Considerations	New Equipment Required	Fleet Size	Staffing Requirements	Waste Stream	Estimated Weekly Tonnage	Weekly Number of Stops ¹	Daily Number of Stops ¹	Disposal Facility							
Status Quo		<p>City waste management services (garbage, recycling and organics collection) are provided to 4,038 SF households and 67 MF locations.</p> <p>Collection for City facilities (museum, library, City Hall, Operations Yard, Community Centre, Kent Street Activity Centre, Centennial Arena and Centre for Active Living) is contracted to GFL Environmental Inc. (formally Smithrite), while MF locations not serviced by the City and all ICI facilities must employ private waste collection services.</p>	<p>Replace existing vehicles with similar non-compacting units</p>	<p>Currently 5 non-compaction units (1x garbage, 2x organics, 2x recycling)</p>	<p>5 current staff (1x garbage, 2x organics, 2x recycling)</p>	SF Garbage	22.73	2053	513	Hauled to City Works Yard for storage then transferred to Surrey Transfer Station							
						SF Recycling	15.37	4105	1026	Direct hauled to Urban Impact in Richmond							
						SF Organics	31.63	4105	1026	Hauled to City Works Yard for storage then transferred to a GFL Facility in Delta							
						MF Garbage	39.45	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						MF Recycling	8.84	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						MF Organics	9.52	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						ICI Garbage	52.51	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						ICI Recycling	11.55	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						ICI Organics	12.60	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice							
						SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station							
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact							
						SF Organics	31.63	4105	1026	Direct haul to GFL							
						1	A	<p>Collection Optimization and Reduction of Double Handling of Materials - No Toters</p> <ul style="list-style-type: none"> SF garbage and organics collected using new compacting waste collection vehicles; Recycling collected same as status quo; No addition of toters; MF and ICI remain as status quo 	<p>2 new compacting organics trucks 1 new compacting garbage truck</p>	<p>5 units (3 new compacting trucks, 2 trucks recycling)</p>	<p>No additional staff</p>	MF Garbage	39.45	N/A	N/A	Status Quo	
MF Recycling	8.84	N/A	N/A														
MF Organics	9.52	N/A	N/A														
ICI Garbage	52.51	N/A	N/A														
ICI Recycling	11.55	N/A	N/A														
ICI Organics	12.60	N/A	N/A														
SF Garbage	22.73	2053	513														
SF Recycling	15.37	4105	1026														
SF Organics	31.63	4105	1026														
1	B	<p>Collection Optimization and Reduction of Double Handling of Materials - Standardized Toters</p> <ul style="list-style-type: none"> SF garbage and organics collected using new compacting waste collection vehicles with semi-automated rear load; Recycling collected same as status quo; Purchase of toters for garbage and organics collection for all SF households and eligible MF buildings; MF and ICI remain as status quo 	<p>2 new compacting organics trucks with rear-load semi-automated lifter 1 new compacting garbage truck - with rear-load semi-automated lifter toters for garbage and organics for all SF homes</p>	<p>5 units (3 new compacting trucks, 2 trucks recycling)</p>	<p>Additional 3 staff to act as swampers (2 for new organics trucks, 1 for new garbage truck)</p>							SF Garbage	22.73	2053	513		Direct haul to Surrey Transfer Station
												SF Recycling	15.37	4105	1026		Direct haul to Urban Impact
												SF Organics	31.63	4105	1026		Direct haul to GFL
												MF Garbage	39.45	252	50		Status Quo
						MF Recycling	8.84	252	50								
						MF Organics	9.52	252	50								
						ICI Garbage	52.51	96	19								
						ICI Recycling	11.55	96	19								
						ICI Organics	12.60	96	19								

¹ 'Stops' refers the number of homes requiring collection services.

First Priority Solid Waste Management Collection Options

Based on immediate City staff priorities (i.e. the need to replace SF collection trucks), the following four options (status quo plus three alternatives to allow for compaction and remove double handling of material) were determined **First Priority** and the focus for immediate consideration. Consideration for all these options is based on **Table 2** below, specifically for single family (SF) garbage and green waste currently being amalgamated and transferred from the works yard. As no double handling of recyclable material occurs, the current collection model for recycling was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority.

Table 2. SF Residential Waste Quantity Projections for 20 Year Planning Period

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

¹ 2018 values are actual generation numbers by waste stream provided by the City.

Option 1: Current Situation/Status Quo

Option 1 is a continuation of the current solid waste management program in the City. This provides a basis for status quo comparison with the proposed changes under Options 2-4.

Public Education and Awareness:

- Public Education and Awareness are discussed in **Section 4.5** of the solid waste management operations review report.

Collection and Transfer:

- Collection programs for the City are provided in **Section 4.2** solid waste management operations review report.
- The City offers waste collection services for SF residential garbage, organics and three stream recycling.
- Garbage and organics are hauled to the works yard and stored for transfer to their processing and disposal facilities. SF recyclables are directly hauled to the Urban Impact recycling depot.

Garbage and organics collection is completed using: three F450 Haul All vehicles, each with a capacity of 10.7 cubic meters and hoist capacity of 4.5 tons.

- Recycling is collected using two Peterbilt Single Axle Labrie Top Select Box trucks with a capacity of 32 cubic meters and a hoist capacity of 2.5 tons. All five current collection vehicles are non-compacting units.
- 5 staff currently complete all SF collection (2 organics, 2 recycling, 1 garbage).

Reduction, Reuse and Recycling:

- The City collects three streams of recycling curbside, this includes paper, containers and glass recycling.
- Residents are encouraged to divert other recyclable materials at recycling depots.

Composting:

- The City currently collects mixed organics (food waste and leaf and yard waste) curbside for SF homes in green carts.

Special Wastes:

- Residents are encouraged to divert hazardous waste and other extended producer responsibility (EPR) materials at acceptable depots.

Disposal:

- SF garbage is stored at the works yard and full loads transferred via compactor to the Surrey Transfer Station (STS) for disposal.
- SF organics is stored at the works yard and transferred to the GFL organics processing facility for processing.
- SF recycling is brought to the Richmond Urban Impact Material Recycling Facility (MRF) for processing.

Program Components Common to All New Options

The three new options (Options 2, 3 and 4) contain several common program components that are included for each of the options. **Table 3** provides these components. Program components that are exclusive and unique to each of the new options are described in their respective sections below.

Table 3: Program Components Common to all New Options

Program Component	Description
Public Education and Awareness	<ul style="list-style-type: none"> SF Public Education and Awareness will remain the same as status quo.
Collection and Transfer	<ul style="list-style-type: none"> Through procurement of one new waste collection vehicle capable of compaction, garbage will be collected and direct hauled to the Surrey Transfer Station. Through the procurement of two new waste collection vehicles capable of compaction, organics will be collected and direct hauled to the GLF Organics Processing Facility in Delta, BC. All options include the removal of using the works yard as a transfer area and therefore the elimination of double handing the SF garbage and organics.
Reduction, Reuse and Recycling	<ul style="list-style-type: none"> SF recycling collection will continue to be collected manually in three streams to maintain low contamination rates.
Composting	<ul style="list-style-type: none"> SF compost collection and diversion programs will remain the same as status quo.
Special Wastes	<ul style="list-style-type: none"> Special wastes programs will remain the same as status quo.
Disposal	<ul style="list-style-type: none"> New waste collection vehicles will be purchased. Garbage will be collected curbside for SF homes and direct hauled to the STS. Organics will be collected curbside for SF homes and direct hauled to GFL.

Option 2 – Collection Optimization Using Sideload Compaction Vehicles

Program components for this option are identical to those described in **Table 3**. The following features for Option 2 using side-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Same collection by one staff member per truck, 3 trucks total (one waste, two organics); and,
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



Option 3 – Collection Optimization Using Rearload Compaction Vehicles

Similar program components for this option are identical to those described in **Table 3**. The following features for Option 3 using rear-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Collection by two staff members per truck (requires 3 additional staff), 3 trucks total (one waste, two organics); and,
- Capacity: 25 cubic yard / 19.1 cubic meter with a 3:1 compaction ratio, equating to 57.3 loose yards.



Option 4 – Collection Optimization Using Fully-automated Sideload

Similar program components for this option are identical to those described in **Table 3**. The following features for Option 4 using fully-automated side-load compaction vehicles are:

- Only compatible with toters.
- Fully-automated and does not require staff to exit vehicle;
- Does not require additional hydraulic lift assist equipment purchases;
- Requires one-way collection (i.e. vehicle must collect one side at a time for streets and laneways); and,
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



Financials for Options 1 through 4

Financials for the three new options (Options 2, 3 and 4) were calculated using the operational service statistics to determine ***the truck hours per day required for each service***. A summary of the operation service statistics are shown in **Attachment A** for SF garbage collection and SF organics collection. The estimated operational service statistics are founded on professional experience and comprise average times for an urban environment. Estimated monthly labour costs were based on reduced hours due to equipment optimization. A time study of the City’s actual garbage and organics collection service times will provide more conclusive truck hours per day. As noted previously, no double handling of recyclable material occurs, and the current collection model for recycling (status quo) was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority. Cost for pre-market estimates to replace trucks and annual operations are provided below.

The total overall costs for each of the options is provided in **Table 4**. A breakdown of the capital and operating costs for garbage and organics is included in **Attachment B**. Under status quo, the City has indicated five additional trucks are required to replace the existing garbage, recycling and organics collection vehicles. Annual operating costs for the City include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance). Depreciation is not included in the overall cost. Costs are presented in 2020 dollars (except status quo annual operating cost).

Table 4: Total Capital and Operating Costs for SF Collection of Garbage, Recycling and Organics Collection

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 One-man Sideload	Option 3 Two-man Rearload	Option 4 One-Man Automated Sideload
Initial Capital Trucks	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091

Totals (Recycling Collection)				
	Option 1	Option 2	Option 3	Option 4
Initial Capital Trucks ¹	\$516,000	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total Capital	\$516,000	\$516,000	\$516,000	\$516,000
Annual Overall Operation	\$251,253	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total 7 Yr Operational	\$1,758,771	\$1,758,771	\$1,758,771	\$1,758,771
Total 7 Yr Lifecycle Overall (Recycling)	\$2,274,771	\$2,274,771	\$2,274,771	\$2,274,771

¹Pre-market cost estimate

Totals (Garbage, Organics and Recycling)				
	Option 1	Direct Haul		
	Status Quo	Option 2	Option 3	Option 4
	(Continued transfer at works yard)	One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Total Garbage, Organics and Recycling - 7 Yr Lifecycle¹	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862

¹Excludes Tipping Fees, Advertising, Administrative, and Supplies

Evaluation of Candidate Options

Building on the information compiled in above, our team has developed an evaluation matrix for each of the options to establish which ones are worthwhile for the City to pursue. This included the following activities:

- Creating a final evaluation matrix for cost, ease of implementation, risks and time;
- Rank the programs based on their weighted assessment scores complete with an explanation of scoring decisions; and,
- Complete a qualitative review of the costs and benefits of each candidate options including identified economic benefits.

Dillon has provided a qualitative evaluation of the optional options. The qualitative evaluation of the options has been provided in **Table 5** under the heading of the seven identified criteria and is founded on the professional experience of the technical team. Where appropriate, positive and negative attributes have been identified with green checkmarks and red X's. It is noted that **Table 5** also includes results of the cost estimation component of this assignment, as detailed in **Table 4**. While the selected evaluation approach does not identify one specific option that the City should select, it does provide enough information to discuss and confirm a preferred course of action for the community.

Table 5: Qualitative Evaluation of Options

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

¹Based on estimates provided in Table 4

Capital Cost Offsets

Available funds to offset the proposed capital costs include the money available in reserves and set aside for new collection vehicles. As per communication with the City, approximately \$1.1 million is currently available to purchase new SF collection trucks. Of the \$1.1 million, \$485,000 is available for the purchase of garbage and organics collection vehicles. The estimated cost for the new vehicles are \$450,000 for three garbage and organics trucks, \$516,000 for two recycling trucks and \$135,000 in reserves.

Based on additional information received from the City, it is estimated half of the SF households (about 2,000 households) place two additional bags out per week over a recommended five bag limit (current is ten bags) for four months (sixteen weeks) in the summer. This would equate to approximately 64,000 extra bags. A more conservative estimate of four weeks of over-limit bags would equate to 16,000 extra bags and approximately \$32,000 in revenue if Tag-a-Bag stickers were required at \$2 each. However, additional review is required to confirm accuracy of over-limit bags before Tag-a-Bag sticker revenue of this amount can be considered as a capital offset.

Additional Considerations - City Collection/Management of Multi-Family and ICI Waste Collection Services

In mid-2015, the City of White Rock made changes to its delivery of solid waste services. The changes included the privatization of MF and commercial solid waste pickup, as well as a transition from cost recovery through property taxes to a user-fee model for SF homes. Since the transition, public feedback suggested a desire to return to City collection for the MF and commercial sectors. This sentiment is largely founded on the misconception that City collection was more affordable than private. We note here that previous MF waste collection by the City was based on cost recovery through property taxes and was not based on a transparent user fee cost recovery model.

When estimating the Garbage, Recycling and Organics storage containers required for MF and ICI properties, garbage is typically collected in front-end collection dumpsters or 'overhead bins' (2yd³ – 6 yd³). If this service is internalized (City staff collect), additional trucks and staffing would be required to support (over and above those currently used for SF collection services). If MF recycling and/or organics collection was to be internalized without 'overhead' bins, toters (wheeled carts) would be required. Capital costs for the toters (approximately \$150 each) would be purchased by the City and amortized over a period to be determined by the City's finance department (typically 7-10 years) and offset by a user rate per year per MF unit. The truck hydraulic lift assists required to transfer material from a wheeled cart into a truck would be purchased by the City. This is at a cost of \$10,000 per unit installed and can be added on to compaction trucks at any time.

Dillon recommends that in order to get accurate comparative costs regarding MF and ICI collection, and potentially implementing this as a city-managed program performed either internally or by the private

sector, a Request for Proposals should be developed. The objective of the selection process would be to choose the most cost-effective and operationally sound arrangement, regardless of whether the collection is done by an external Proponent or internal (in-house) group.

ATTACHMENT A

Operational Service Statistics for Garbage and Organics

Operational Service Statistics to Determine Truck Hours Per Day, Single Family Garbage

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	513	2052
Quantity Collected (tonnes)	5.68	22.73
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	141	-
Service Minutes per Day ² 'One-Way Collection' ⁴	180	-
One-Way Disposal Trip Distance to STS (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	82	-
Pre-trip/Post Trip STS (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day 'Main-lining'	5.22	20.87
Truck Hours Per Day 'One-Way Collection'	5.86	23.44

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop and include one disposal trip per day for one truck.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

Operational Service Statistics to Determine Truck Hours per Day, Single Family Organics

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	1026	4105
Quantity Collected (tonnes)	7.91	31.63
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	282	-
Service Minutes per Day ² 'One-Way Collection' ⁴	359	-
One-Way Disposal Trip Distance to GFL (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	164	-
Pre-trip/Post Trip GFL (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day (for two trucks) 'Main-lining'	8.93	35.73
Truck Hours Per Day (for two trucks) 'One-Way Collection'	10.22	40.88

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop seconds per stop and include one disposal trip per day for two trucks.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

ATTACHMENT B

Capital and Operating Costs for SF Collection of Garbage and Organics Collection

Capital and Operating Costs for SF Collection of Garbage, Organics and Recycling Collection

Garbage Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
One-man Sideload		Two-man Rearload	One-Man Automated Sideload	
Capital Costs				
Vehicle ³	\$180,000	\$295,000	\$240,000	\$385,000
Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$2,499	\$4,998	\$2,808
Tax and Benefits @ 40 %	See note ¹	\$1,000	\$1,999	\$1,123
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$1,300	\$1,300	\$1,460
Insurance and Maintenance	See note ¹	\$1,948	\$1,948	\$2,154
Total Costs				
Monthly Operating Cost	See note ¹	\$6,747	\$10,245	\$7,544
Statutory Holiday Coverage	See note ¹	\$2,463	\$2,463	\$2,463
Annual Operating Cost	\$167,721	\$83,422	\$125,405	\$92,995

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in **Attachment A**. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Organics Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
One-man Sideload		Two-man Rearload	One-Man Automated Sideload	
		(2 trucks, 2 staff)	(2 trucks, 4 staff)	(2 trucks, 2 staff)
Capital Costs				
Vehicle ³	\$360,000	\$590,000	\$480,000	\$770,000

Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$4,278	\$8,557	\$4,896
Tax and Benefits @ 40 %	See note ¹	\$1,711	\$3,423	\$1,958
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$4,450	\$4,450	\$5,092
Insurance and Maintenance	See note ¹	\$5,705	\$5,705	\$6,528
Total Costs				
Monthly Operating Cost	See note ¹	\$16,144	\$22,134	\$18,474
Statutory Holiday Coverage	See note ¹	\$7,211	\$7,211	\$7,211
Total Annual Operating Cost	\$246,283	\$200,937	\$272,814	\$228,904

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in **Attachment A**. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Works Yard				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Capital Costs				
Rebuild Compactor and Compactor Container	\$87,000	0	0	0
Monthly Operating Costs				
WCC costs garbage transfer	\$4,305	0	0	0
WCC costs organics transfer	\$5,445	0	0	0
Total Costs¹				
Monthly Operating Cost	\$9,750.42	0	0	0
Total Annual Operating Cost	\$117,005	0	0	0

¹ Total works yard operating costs are included in the total annual operating cost for garbage collection and organics collection, respectively.

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Initial Capital Trucks	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091

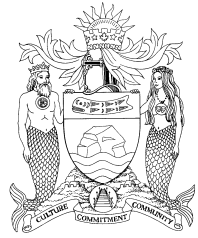
Totals (Recycling Collection)				
	Option 1	Option 2	Option 3	Option 4
Initial Capital Trucks ¹	\$516,000	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total Capital	\$516,000	\$516,000	\$516,000	\$516,000
Annual Overall Operation	\$251,253	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total 7 Yr Operational	\$1,758,771	\$1,758,771	\$1,758,771	\$1,758,771
Total 7 Yr Lifecycle Overall (Recycling)	\$2,274,771	\$2,274,771	\$2,274,771	\$2,274,771

¹Pre-market cost estimate

Totals (Garbage, Organics and Recycling)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Total Garbage, Organics and Recycling - 7 Yr Lifecycle¹	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862

¹Excludes Tipping Fees, Advertising, Administrative, and Supplies

THE CORPORATION OF THE
CITY OF WHITE ROCK
 CORPORATE REPORT



DATE: July 27, 2020

TO: Mayor and Council

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

SUBJECT: Contract Award for Marine Drive Retaining Wall Stabilization

RECOMMENDATION

THAT Council approve the award of the Marine Drive Retaining Wall Stabilization Contract to Greystone Design Management Construction Ltd. in the amount of \$1,065,846 (excluding GST).

EXECUTIVE SUMMARY

The purpose of this report is obtain Council approval to award the Marine Drive Retaining Wall Stabilization contract. Subject to Council award, work is scheduled to start in October 2020.

PREVIOUS COUNCIL DIRECTION

Council considered the corporate report, titled “Contract Award for Marine Drive Retaining Wall Stabilization” on May 4, 2020 and on May 11, 2020. Council approved the two resolutions as noted below:

Resolution # and Date	Resolution Details
May 4, 2020 2020-258	That Council defers to the next Council meeting consideration of the corporate report dated May 4, 2020, from the Director of Engineering and Municipal Operations, titled "Contract Award for Marine Drive Retaining Wall Stabilization; and That staff bring forward at this meeting additional information regarding the location of BNSF lands and documentation of the City's lease with BNSF that was carried over when the City of White Rock separated from the City of Surrey.
May 11, 2020 2020-281	That Council again defers the corporate report dated May 4, 2020 from the Director of Engineering and Municipal Operations titled "Contract Award for Marine Drive Retaining Wall Stabilization" until further legal information can be provided

INTRODUCTION/BACKGROUND

Retaining walls on the south side of Marine Drive, above the BNSF railway tracks, located between approximately Johnston Road and Cypress Street (refer to Appendix A for the project location) are in need of stabilization. These retaining walls consist of galvanized steel bin walls and wood retaining walls reinforced with shotcrete soil anchors and small diameter grouted piles. Pavement cracking and sidewalk displacement are observed along this section of Marine Drive illustrating the necessity for repairs.

The City retained a geotechnical engineering consultant, GeoWest Engineering (GeoWest), to assess the retaining walls supporting Marine Drive, and provide design and construction management services. GeoWest observed indications of settlement and lateral movement and found that the extent of the cracking suggests geotechnical global instability. As the retaining walls could potentially fail under seismic loading, stabilization work is required to protect Marine Drive and its underground utilities.

The recommended stabilization work involves two sections along Marine Drive between Johnston Road and Cypress Street as shown in Appendix A. The West Stabilization Area is approximately 50 m long and the East Stabilization Area is approximately 70 m long.

1. **West Stabilization Area** – Remove existing sidewalk and curb, construct reinforced concrete grade beam complete with 31 steel pipe piles, full-depth road reconstruction in distressed areas, asphalt mill and overlay in non-distressed areas, install new sidewalk and curb to reinstate site conditions as per City requirements.
2. **East Stabilization Area** – Remove existing sidewalk and curb, construct reinforced concrete grade beam complete with 42 steel pipe piles, full-depth road reconstruction in distressed areas, asphalt mill and overlay in non-distressed areas, install new sidewalk, curb, and handrail to reinstate site conditions

FINANCIAL IMPLICATIONS

The City posted a Request for Proposal on BC Bid and City of White Rock’s website on February 3, 2020. Option A includes asphalt paving for the eastbound travel lane only and Option B includes asphalt paving for both westbound and eastbound travel lanes. A summary of the submissions received and bid prices (excluding GST) is as follows:

Proponent	Option A	Option B
Greystone Design Management Construction Ltd.	*\$1,065,846	*\$1,165,620
Wilco Civil Inc.	\$1,109,454	\$1,183,572
Industra Construction Corp.	\$1,153,796	\$1,233,644
Peter Kiewit Sons ULC	\$1,793,917	\$1,885,148

*alternate design price shown

Greystone Design Management Construction Ltd. submitted for the base bid and provided an alternate added value design and price. This alternate proposal provides a cost savings of \$102,651 and reduces the project schedule by eight (8) working days. Their alternate design was reviewed by GeoWest and found to meet the overall design criteria.

City staff and the consulting team evaluated the proposals for proponent’s experience, qualifications, references, proposed work plan and methodology, proposed schedule and price. Greystone Design Management Construction Ltd. received the highest overall score.

Option B (full width paving) is not viable due to project funding.

Summary of Project Costs	Rounded
Construction	\$1,100,000
Design	\$ 70,000
Contingency	\$ 50,000
Total	\$1,200,000

The 2020 Financial Plan identifies funding for this project.

LEGAL IMPLICATIONS

Staff reviewed survey plans, legal documents and a legal opinion prepared by the City Solicitor and conclude that it is the City’s responsibility to stabilize the Marine Drive roadway and sidewalk between Johnston Road and Cypress Street. The stabilization repairs are needed to protect City infrastructure and to reduce risk to the travelling public.

Staff will notify BNSF Railway before starting the repairs.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The construction will affect traffic along Marine Drive both during and after working hours (Appendix B). The intent is to have construction for this project begin in October 2020 to minimize effects on local businesses during the busy summer season. The construction duration is anticipated to be three (3) months.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

Staff reviewed the risks for this project. A detailed risk matrix is outlined as follows:

Risk	Mitigation
Impacts to pedestrians	<ul style="list-style-type: none"> • The existing westbound parking lane will be reallocated as a pedestrian walkway • Temporary wooden ramps will be installed for accessibility • Temporary traffic barriers will be installed to delineate the pathway per Appendix B • Detour and signage will be at existing crosswalks at Cypress Street and at Johnston Road
Impacts to traffic	<ul style="list-style-type: none"> • Refer to Appendix B • Eastbound traffic will be detoured to Buena Vista Avenue or Victoria/Columbia Avenues 24/7. • Westbound traffic will continue on the existing westbound travel lane • Detour signage and digital signage boards will be installed

	<ul style="list-style-type: none"> • Traffic control persons will be at the project site to assist residents and pedestrians during construction hours
Impacts to street parking	<ul style="list-style-type: none"> • Temporary accommodations for residential street parking along Marine Drive will be at the Cypress Street parking lot • Parking passes will be provided to the affected homes
Schedule	<ul style="list-style-type: none"> • The contractor will work 10 hour days and any Saturday required at no extra charge to the City • It is proposed that the contractor start work in October 2020.

Alternatively, Council could choose to not approve the award of the contract in the amount of \$1,065,846.40 (excluding GST) to Greystone Design Management Construction Ltd. for construction start in October 2020.

Potential Risks of Retaining Wall Failure

The existing cracks and depressions in the roadway are evidence of the onset of retaining wall failure. If this failure continues to progress relatively slowly, there will likely be increased water ponding in the roadway and less overall serviceability.

However, the ongoing slippage of the roadway and retaining walls could potentially accelerate, resulting in failure carrying portions of the roadway, sidewalk and underground utilities below onto the BNSF railway tracks. A failure of this type could result in:

- Potential injury or loss of life.
- Storm sewer damage leading to rapid erosion of the resultant slope.
- Potential damage to the sanitary sewer adjacent to the railway tracks and consequent pollution of the waterfront.
- Loss of the use of the roadway for many months.
- The requirement for extensive repairs costing considerably more than the \$1.2M proposed contract award. Estimates of less complicated repairs not involving roadways or utilities in Ruth Johnson Park are \$4M. These repairs would easily exceed \$5M.
- Compensation could be sought by BNSF if the failure affects railway operations.

Given that the City is responsible for the cost of stabilizing the hump and that stabilization repairs to the hump are needed to protect City infrastructure, it would be prudent to award a contract now to complete these works.

CONCLUSION

The retaining walls that support Marine Drive above the BNSF railway tracks, and located approximately between Johnston Road and Cypress Street could potentially fail under seismic loading. Stabilization work is required to protect Marine Drive and its underground utilities.

The City retained a geotechnical engineering consultant to provide a design for slope stabilization. The City posted an RFP for slope stabilization works and received proposals for repairs from four (4) proponents. Based on overall best value to the City, staff recommends that

Greystone Design Management Construction Ltd. be awarded the contract in the amount of \$1,065,846.40 (excluding GST) for construction start in October 2020.

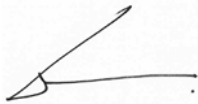
Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Overall Site Plan for Marine Drive Retaining Wall Stabilization Area, West Stabilization Area, East Stabilization Area

Appendix B: Traffic Control and Management Plan

APPENDIX A

**Overall Site Plan for Marine Drive Retaining Wall Stabilization Area,
West Stabilization Area, East Stabilization Area**



**ISSUED FOR CLIENT REVIEW
NOT FOR CONSTRUCTION**

Table 1. Summary of Micropile Quantities

Stabilization Area	Grade Beam Length (m)	Pile #	Steel Pile Type	Outside Diameter	Inside Diameter	Pile Length (m)	Pile Spacing (m)	Number of Piles	Total Length (m)
West	46.5	P1	4" Schedule 80 Steel Pipe	114 mm (4.50")	97 mm (3.83")	15.0	1.5	31	465
		A1	#10 Threadbar DCP Anchor	32 mm (1.25")	-	15.0	1.5	31	465
East	63.0	P2	6" Schedule 80 Steel Pipe	168 mm (6.625")	146 mm (5.76")	9.0	1.5	42	378

LEGEND

ASPHALT CRACKING OBSERVED ON DEC. 17, 2019 (APPROXIMATE)

BH18-01
BH18-02

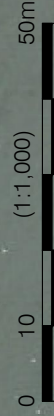
BOREHOLE (GEOWEST 2018)

BH11-01
BH11-03

BOREHOLE WITH INCLINOMETER (LEVELTON 2011)

BH11-02

BOREHOLE (LEVELTON 2011)



REVISIONS	REV	Revision Date	Revision Description	CHK
	29 April 2020	Issued for Construction	CS	DJ
	31 January 2020	Issued for Tender	CS	DJ
	24 January 2020	Issued for Client Review	BO	DJ
			DWN	CHK

DRAWING TITLE: **OVERALL SITE PLAN**

PROJECT: HUMP RETAINING WALL STABILIZATION

ADDRESS: MARINE DRIVE, WHITE ROCK, BC

CLIENT: CITY OF WHITE ROCK

ADAPTED FROM: WROMS

PROJECT / DWG.NO: N/A

DATE: JUNE 2018

This drawing is the sole property of GeoWest Engineering Ltd. and cannot be used or duplicated in any way without the expressed written consent of GeoWest.

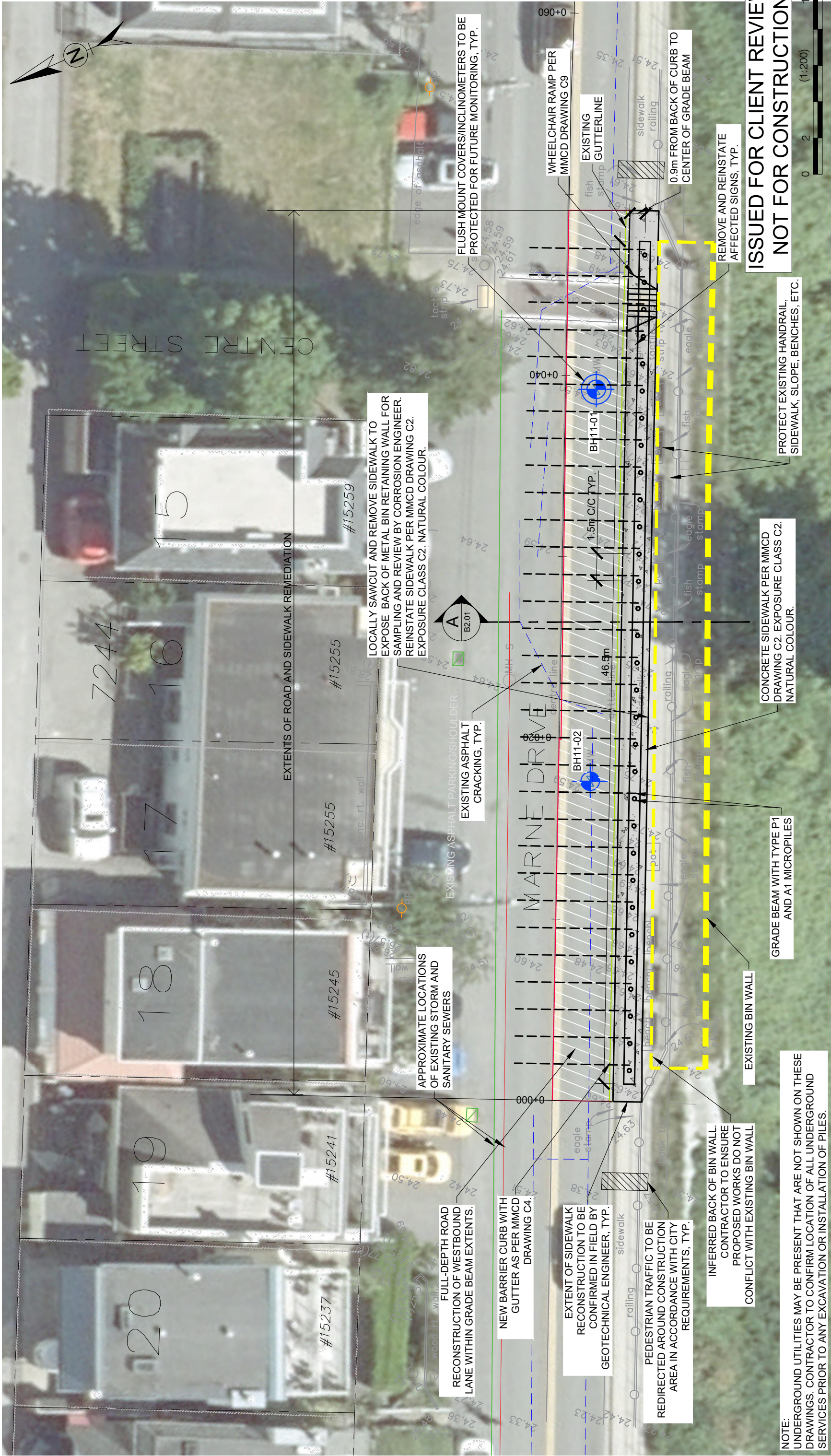


DESIGN BY: **GeoWest ENGINEERING**

200 - 34425 MCCONNELL ROAD
ABBOTSFORD, BC V2S 7P1
TEL: 604-852-9088

SEAL:

DATE	JAN 2020	DWN:	BO
SCALE:	1:1000	DSN:	CB
GEOWEST FILE:	GA17-1167-01	CHK:	DJ
DRAWING NO:	B1.01	REV:	0



**ISSUED FOR CLIENT REVIEW
NOT FOR CONSTRUCTION**



DATE	JAN 2020
SCALE	1:200
GEOWEST FILE	GA17-1167-01
DRAWING NO.	B1.02

DWN:	BO
DSN:	CB
CHK:	DJ
REV:	0

DESIGN BY:

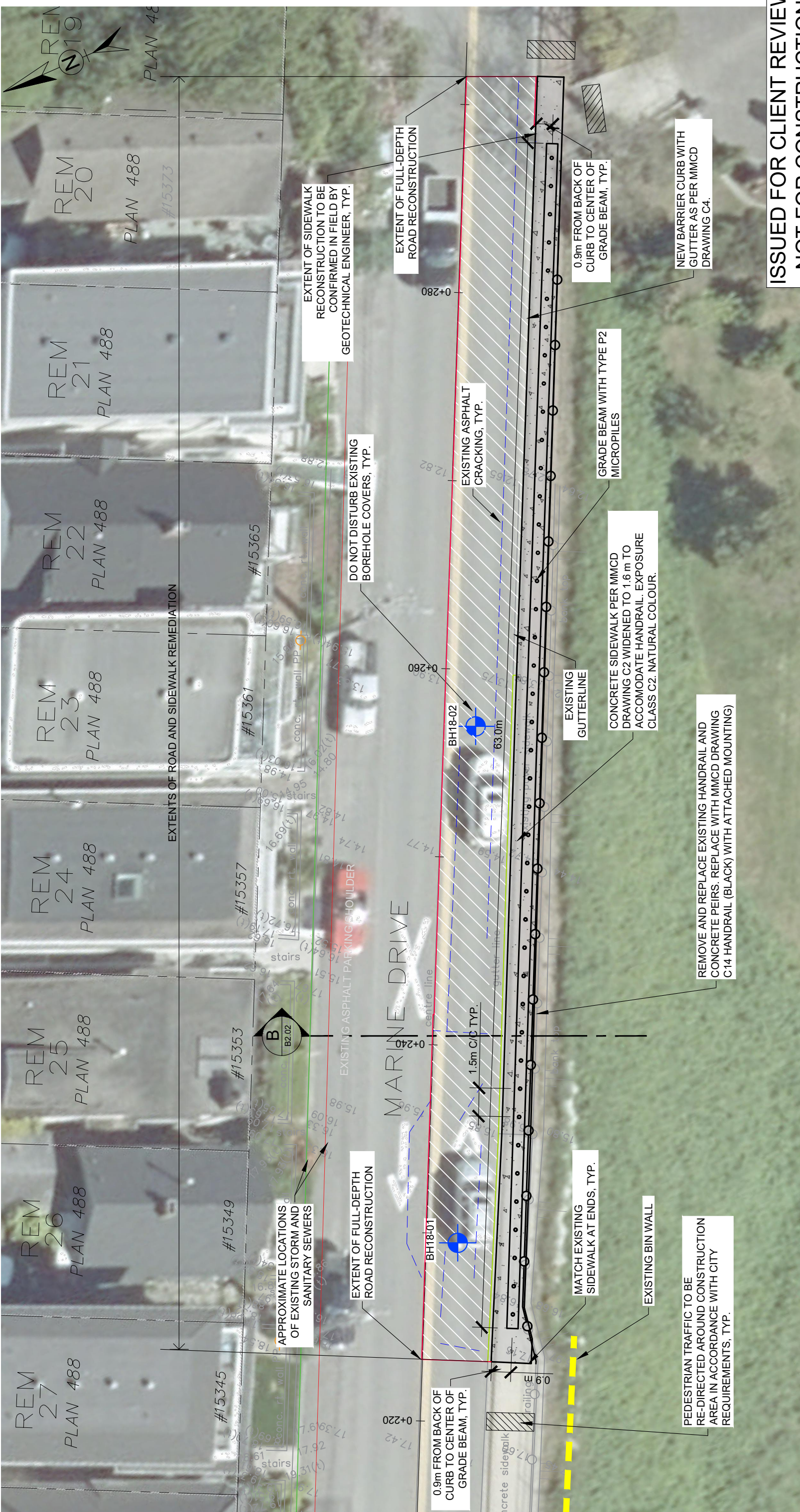
200 - 34425 MCCONNELL ROAD
ABBOTSFORD, BC V2S 7P1
TEL: 604-852-9088

CLIENT:

DRAWING TITLE:	WEST STABILIZATION AREA
PROJECT:	HUMP RETAINING WALL STABILIZATION
ADDRESS:	MARINE DRIVE, WHITE ROCK, BC
CLIENT:	CITY OF WHITE ROCK

ADAPTED FROM:	TARGET LAND SURVEYING / WROMS
PROJECT / DWG NO.:	9212-C-SITE / N/A
DATE:	N/A / NOV. 2019



REV	Revision Date	Revision Description	DWN	CHK
29 April 2020	Issued for Construction		CS	DJ
31 January 2020	Issued for Tender		CS	DJ
24 January 2020	Issued for Client Review		BO	DJ



NOTE: UNDERGROUND UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THESE DRAWINGS. CONTRACTOR TO CONFIRM LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION OR INSTALLATION OF PILES.

**ISSUED FOR CLIENT REVIEW
NOT FOR CONSTRUCTION**



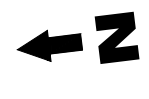
REVISIONS	ADAPTED FROM:	TARGET LAND SURVEYING / WROMS	DRAWING TITLE:			CLIENT:	DESIGN BY:	SEAL:	DATE:	DWN:	BO:	DSN:	CB:	CHK:	DI:	REV:
	PROJECT / DWG NO:	9212-C-SITE / N/A	EAST STABILIZATION AREA													
	DATE:	N/A / NOV. 2019	PROJECT:	HUMP RETAINING WALL STABILIZATION			 White Rock Engineering 200 - 34425 MCCONNELL ROAD ABBOTSFORD, BC V2S 7P1 TEL: 604-852-9088	DATE: JAN 2020 SCALE: 1:200 GEOWEST FILE: GA17-1167-01 DRAWING NO: B1.03	 PLAN 488 PLAN 488 PLAN 488 PLAN 488 PLAN 488 PLAN 488 PLAN 488	REM 27 REM 26 REM 25 REM 24 REM 23 REM 22 REM 21 REM 20						
29 April 2020	Issued for Construction	CS	DJ	ADDRESS: MARINE DRIVE, WHITE ROCK, BC CLIENT: CITY OF WHITE ROCK												
31 January 2020	Issued for Tender	CS	DJ													
24 January 2020	Issued for Client Review	BO	DJ													
	Revision Date	DWN	CHK	Revision Description												

APPENDIX B

Traffic Control and Management Plan

TRAFFIC CONTROL SYMBOL LEGEND

- CLASS 1 BARRICADES
- CLOSURE AREA
- TRAFFIC CONTROL PERSONNEL
- TYPE-D TUBULAR MARKER
- TRAFFIC SIGNAGE
- BUS STOP
- VIDAL DETOUR ROUTE



GENERAL INFORMATION	
TUBULAR MARKING SEPARATION 10 (MAX)	
BARREL SEPARATION	NA
MINIMUM LANE WIDTH	3.3m
EXISTING POSTED SPEED	50km/h
CONSTRUCTION POSTED SPEED	50km/h
DESIGN VEHICLE	WB-20

GENERAL NOTES

1. Closure to be implemented on a 24hr basis
2. Traffic Specifications based on the MOTI Traffic Management Manual for Work on Roadways 2020
3. Active Hours of work: 7:00am to 5:30pm
4. TCP's to assist with pedestrians as required
5. Site Contact: Brent Loates 604-807-6665
6. Completion of Road Side Stabilization
7. Duration of work: 2 month
8. CMBC to be contacted a minimum 5 days prior to implementation








REV	DESCRIPTION	DATE	INITIAL	CITY OF WHITE ROCK	DWG No.	1A - NOC Signs
0	ISSUED FOR INFORMATION	04.16.20	SAK	HUMP RETAINING WALL STABILIZATION	SCALE:	N.T.S
1	ISSUED FOR INFORMATION	04.27.20	AME			
2	ISSUED FOR INFORMATION	04.28.20	AME			
3	ISSUED FOR INFORMATION	04.28.20	AME			

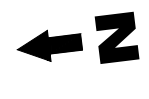


UNIT 8 - 20195 68 AVENUE

KOPER & COMPANY
TRAFFIC SERVICES

TRAFFIC CONTROL SYMBOL LEGEND

- CLASS 1 BARRICADES 
- CLOSURE AREA 
- TRAFFIC CONTROL PERSONNEL 
- TYPE-D TUBULAR MARKER 
- TRAFFIC SIGNAGE 
- BUS STOP 
- VIDAL DETOUR ROUTE 



GENERAL INFORMATION	
TUBULAR MARKING SEPARATION 10 (MAX)	
BARREL SEPARATION - NA	
MINIMUM LANE WIDTH - 3.3m	
EXISTING POSTED SPEED - 50km/h	
CONSTRUCTION POSTED SPEED - 50km/h	
DESIGN VEHICLE - WB-20	

GENERAL NOTES

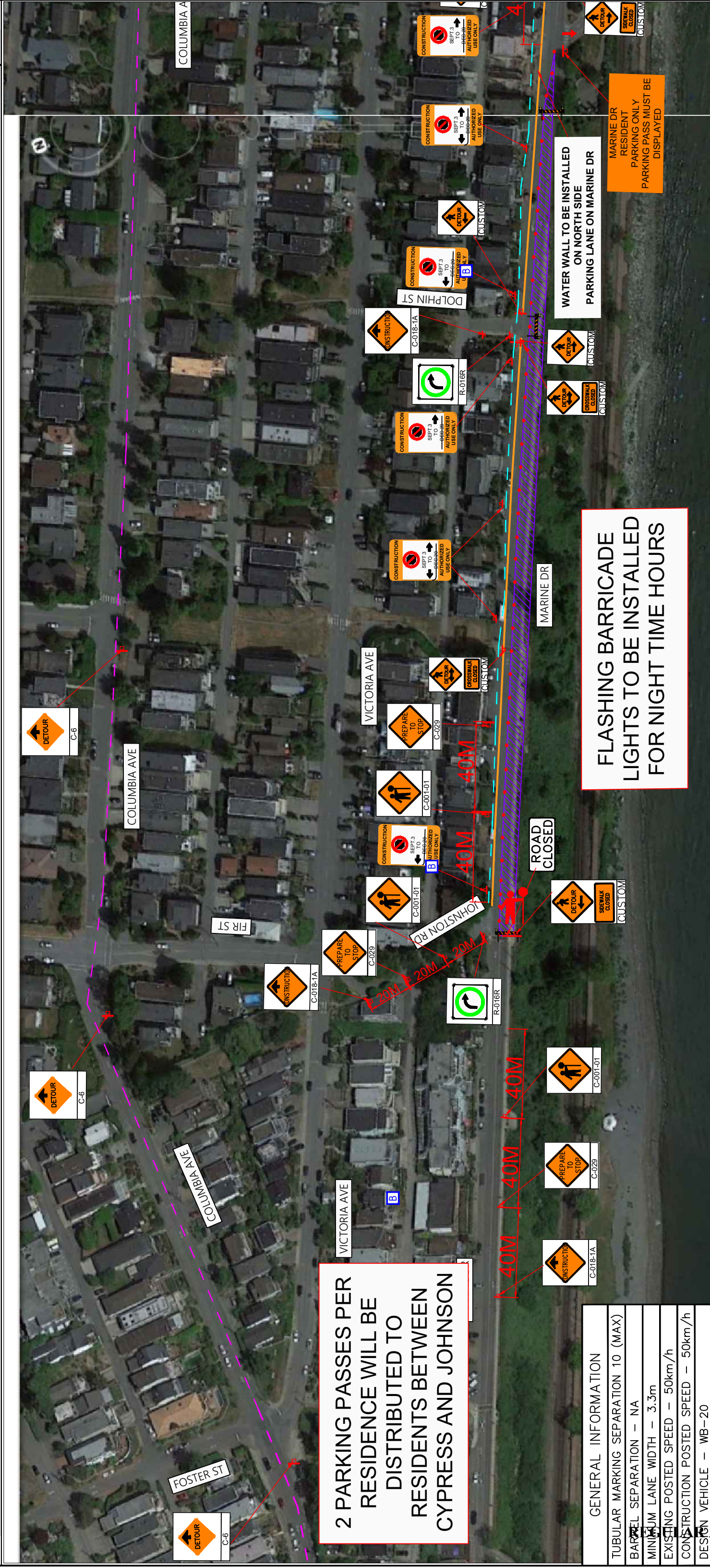
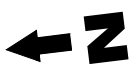
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5. Site Contact: Brent Loates 604-807-6665
6. Completion of Road Side Stabilization
7. Duration of work: 2 month
8. CMBC to be contacted a minimum 5 days prior to implementation

REV	DESCRIPTION	DATE	INITIAL	CITY OF WHITE ROCK	DWG No.
0	ISSUED FOR INFORMATION	04.16.20	SAK	HUMP RETAINING WALL STABILIZATION	1B - EB ROAD CLOSURE MARINE DR (Oxford to Martin St)
1	ISSUED FOR INFORMATION	04.27.20	AME	CLIENT:	SCALE: N.T.S
2	ISSUED FOR INFORMATION	04.28.20	AME		UNIT 8 - 20195 68 AVENUE
3	ISSUED FOR INFORMATION	04.28.20	AME		KOPER & COMPANY TRAFFIC SERVICES



TRAFFIC CONTROL SYMBOL LEGEND

- CLASS 1 BARRICADES CLOSURE AREA
- TYPE-D TUBULAR MARKER TRAFFIC SIGNAGE
- TRAFFIC CONTROL PERSONNEL
- BUS STOP
- PEDESTRIAN DETOUR ROUTE
- WATER-FILLED BARRIER
- VIDAL DETOUR ROUTE
- LAYDOWN AREA



2 PARKING PASSES PER RESIDENCE WILL BE DISTRIBUTED TO RESIDENTS BETWEEN CYPRESS AND JOHNSON

GENERAL INFORMATION	
TUBULAR MARKING SEPARATION 10 (MAX)	
BARREL SEPARATION - NA	
MINIMUM LANE WIDTH - 3.3m	
EXISTING POSTED SPEED - 50km/h	
CONSTRUCTION POSTED SPEED - 50km/h	
DESIGN VEHICLE - WB-20	

FLASHING BARRICADE LIGHTS TO BE INSTALLED FOR NIGHT TIME HOURS

MARINE DR
RESIDENT
PARKING ONLY
PARKING PASS MUST BE
DISPLAYED

WATER WALL TO BE INSTALLED
ON NORTH SIDE
PARKING LANE ON MARINE DR

GENERAL NOTES		REV	DESCRIPTION	DATE	INITIAL	CITY OF WHITE ROCK	DWG No.
1. Closure to be implemented on a 24hr basis 2. Traffic Specifications based on the MOTI Traffic Management Manual for Work on Roadways 2020 3. Active Hours of work: 7:00am to 5:30pm 4. TCP's to assist with pedestrians as required 5. Site Contact: Brent Locates 604-807-6665 6. Completion of Road Side Stabilization 7. Duration of work: 2 month 8. CMBC to be contacted a minimum 5 days prior to implementation 9. Prepare to Stop (C-029) and TCP Ahead (C-001-01) signage to be covered or removed		0	ISSUED FOR INFORMATION	04.27.20	SAK	HUMP RETAINING WALL STABILIZATION	02A - EB ROAD CLOSURE MARINE DR (Johnston to Balsam St)
		1	ISSUED FOR INFORMATION	04.28.20	AME		N.T.S
		2	ISSUED FOR INFORMATION	04.28.20	AME		
		3	ISSUED FOR INFORMATION	04.29.20	AME		

KOPER & COMPANY
TRAFFIC SERVICES

UNIT 8 - 20195 68 AVENUE



SCALE: N.T.S

PROJECT: HUMP RETAINING WALL STABILIZATION

CLIENT: AME

SAC

AME

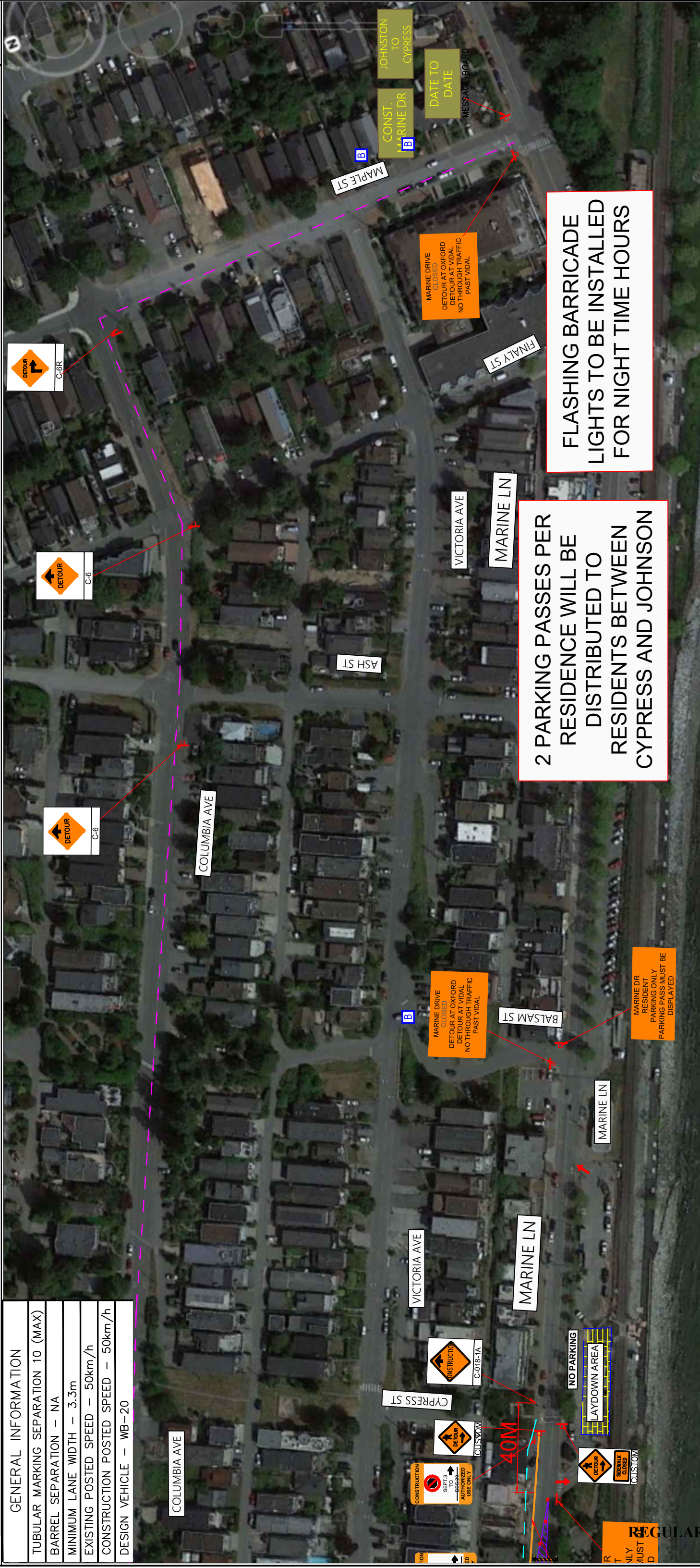
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AME

TRAFFIC CONTROL SYMBOL LEGEND

- CLASS 1 BARRICADES CLOSURE AREA
- TRAFFIC CONTROL PERSONNEL
- PEDESTRIAN DETOUR ROUTE
- WATER-FILLED BARRIER
- TYPE-D TUBULAR MARKER
- TRAFFIC SIGNAGE
- VIDAL DETOUR ROUTE
- BUS STOP
- LAYDOWN AREA

GENERAL INFORMATION	
TUBULAR MARKING SEPARATION 10 (MAX)	
BARREL SEPARATION - NA	
MINIMUM LANE WIDTH - 3.3m	
EXISTING POSTED SPEED - 50km/h	
CONSTRUCTION POSTED SPEED - 50km/h	
DESIGN VEHICLE - WB-20	



FLASHING BARRICADE LIGHTS TO BE INSTALLED FOR NIGHT TIME HOURS

2 PARKING PASSES PER RESIDENCE WILL BE DISTRIBUTED TO RESIDENTS BETWEEN CYPRESS AND JOHNSON

MARINE DRIVE
DETOUR AT OXFORD
DETOUR AT VIDAL
NO THROUGH TRAFFIC
PAST VIDAL

MARINE DRIVE
CLOSED
DETOUR AT OXFORD
DETOUR AT VIDAL
NO THROUGH TRAFFIC
PAST VIDAL

MARINE DR
RESIDENT
PARKING ONLY
PARKING PASS MUST BE
DISPLAYED

JOHNSON TO
CYPRESS

CONST.
MARINE DR

DATE TO
DATE
MESSAGE BOARD

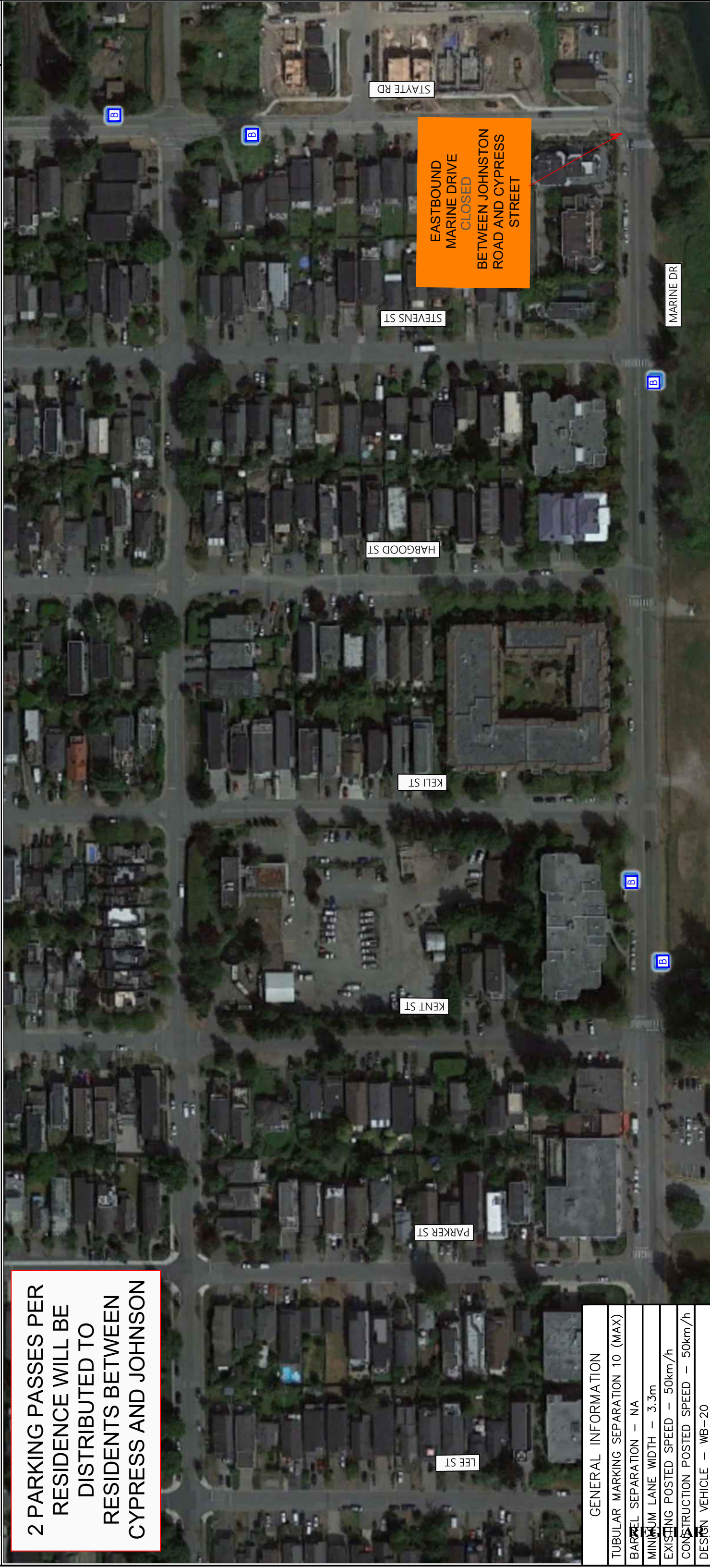
GENERAL NOTES		REV	DESCRIPTION	DATE	INITIAL	CITY OF WHITE ROCK	DWG No.	02B - EB ROAD CLOSURE MARINE DR (Cypress to Maple St)	
1. Closure to be implemented on a 24hr basis		0	ISSUED FOR INFORMATION	04.27.20	SAK	HUMP RETAINING WALL STABILIZATION	SCALE:	N.T.S	
2. Traffic Specifications based on the MOTI Traffic Management Manual for Work on Roadways 2020		1	ISSUED FOR INFORMATION	04.28.20	AME				
3. Active Hours of work: 7:00am to 5:30pm		2	ISSUED FOR INFORMATION	04.28.20	AME				
4. TCP's to assist with pedestrians as required		3	ISSUED FOR INFORMATION	04.29.20	AME				
5. Site Contact: Brent Locates 604-807-6665									
6. Completion of Road Side Stabilization									
7. Duration of work: 2 month									
8. CMBC to be contacted a minimum 5 days prior to implementation									
9. Prepare to Stop (C-029) and TCP Ahead (C-001-01) signage to be covered or removed									
								KOPER & COMPANY TRAFFIC SERVICES	
								UNIT 8 - 20195 68 AVENUE	

TRAFFIC CONTROL SYMBOL LEGEND

- CLASS 1 BARRICADES  CLOSURE AREA  TRAFFIC CONTROL PERSONNEL 
- TYPE-D TUBULAR MARKER  TRAFFIC SIGNAGE  VIDAL DETOUR ROUTE 
- PEDESTRIAN DETOUR ROUTE  WATER-FILLED BARRIER 
- LAYDOWN AREA 



2 PARKING PASSES PER
RESIDENCE WILL BE
DISTRIBUTED TO
RESIDENTS BETWEEN
CYPRESS AND JOHNSON



EASTBOUND
MARINE DRIVE
CLOSED
BETWEEN JOHNSTON
ROAD AND CYPRESS
STREET

GENERAL INFORMATION

- TUBULAR MARKING SEPARATION 10 (MAX)
- BARREL SEPARATION - NA
- MINIMUM LANE WIDTH - 3.3m
- EXISTING POSTED SPEED - 50km/h
- CONSTRUCTION POSTED SPEED - 50km/h
- DESIGN VEHICLE - WB-20

GENERAL NOTES

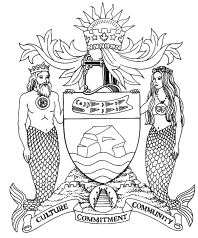
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8. CMBC to be contacted a minimum 5 days prior to implementation
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REV	DESCRIPTION	DATE	INITIAL
0	ISSUED FOR INFORMATION	04.27.20	SAK
1	ISSUED FOR INFORMATION	04.28.20	AME
2	ISSUED FOR INFORMATION	04.28.20	AME
3	ISSUED FOR INFORMATION	04.29.20	AME

CITY OF WHITE ROCK	
PROJECT:	HUMP RETAINING WALL STABILIZATION
CLIENT:	

DWG No.	04 - STAYTE RD & MARINE DR
SCALE:	N.T.S
UNIT 8 - 20195 68 AVENUE	KOPER & COMPANY TRAFFIC SERVICES

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020
TO: Mayor and Council
FROM: Eric Stepura, Director Recreation & Culture
SUBJECT Awarding of Contract for Chiller Replacement

RECOMMENDATION

THAT Council acknowledge the award of the Chiller Replacement Contract to Fraser Valley Refrigeration Ltd.

EXECUTIVE SUMMARY

Fraser Valley Refrigeration Ltd was the successful proponent to replace the arena chiller, following a competitive bidding process in May 2020. The final contract was \$263K. Staff had incorrectly assumed that the contract could be signed by the new Chief Administrative Officer, which occurred. However, as per the City's procurement policy, contracts greater than \$250K are to be approved by Council. Following review, staff determined that the error did not cause any risk to the City, as the funds are budgeted. At this time, staff are seeking Council's acknowledgment of the approved contract.

INTRODUCTION/BACKGROUND

The City's 2020 Financial Plan includes \$225K for the replacement of the arena chiller. A competitive bidding process took place and all three bids came in over budget. The bids were: \$263K (Fraser Valley Refrigeration), \$286K and \$396K. Staff were able to reallocate funds from other arena projects in order to award the arena chiller project in a timely manner.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Director of Financial Services has reviewed the circumstances of the oversight in the procurement process and has no concerns about financial risks. Staff have been reminded of the policy requirements and process.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

While an oversight occurred and the signing the contract without Council's approval took place outside the procurement policy practice, it has not created a financial risk for the City, as the funds are included in the Financial Plan.

CONCLUSION

The contract for Fraser Valley Refrigeration Ltd. of \$263K was signed by the Chief Administrative Officer in May, 2020, but was to have received advance approval by Council. At this time, following review, staff are seeking Council's acknowledgment of the approved contract.

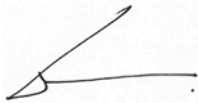
Respectfully submitted,



Eric Stepura
Director, Recreation & Culture

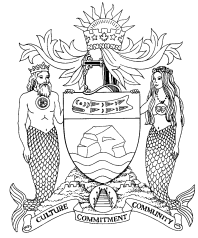
Comments from the Chief Administrative Officer

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: Monday, July 27, 2020

TO: Mayor and Council

FROM: Guillermo Ferrero, Chief Administrative Officer

SUBJECT: Council Strategic Priorities Update

RECOMMENDATIONS

THAT Council direct staff to:

1. Report quarterly on strategic priorities utilizing the reporting tools presented in this meeting on the City of White Rock’s website; and
2. Add a “live” dashboard that shows overall progress of the current strategic priorities on the City of White Rock’s website.

EXECUTIVE SUMMARY

Staff has been working on a new tool for tracking and reporting on the status of Council’s strategic priorities. Strategic projects and all other projects that may not have an alignment to Council’s strategic priorities are also imputed into the tracking system to provide a clear picture of the City’s overall capacity to deliver on projects that are high priority for Council. This new tracking system provides on-demand reporting and regular updates. Staff are proposing to start providing this information and utilizing this tool immediately.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2019-181	<p><i>THAT Council:</i></p> <ol style="list-style-type: none"> 1. <i>Receives for information the corporate report dated May 13, 2019 from the Acting Chief Administrative Officer and Director of Corporate Administration titled “2018 – 2022 Council Strategic Priorities”; and</i> 2. <i>Endorses the 2018 – 2022 Council Strategic Priorities as amended.</i>
2019-180	<p><i>THAT Council directs the 2018 - 2022 Council Strategic Priorities as presented be amended as follows:</i></p> <ul style="list-style-type: none"> • <i>Passenger Train Stop topic noted under ADVOCACY also include rail safety and whistle cessation</i>

Motion # & Meeting Date	Motion Details (cont'd)
2019-179	<p><i>THAT Council directs the 2018 - 2022 Council Strategic Priorities as presented be amended as follows:</i></p> <ul style="list-style-type: none"> • <i>City Hall and Civic Precinct topic be moved under the NEXT category</i>

INTRODUCTION/BACKGROUND

Early in 2018, Council worked to adopt the 2018-2022 Council Strategic Priorities document. The document, which is posted on the City’s website, has provided the community with a road map of priorities that Council wishes to accomplish before the end of their current term in 2022.

Early this year an unprecedented global pandemic, COVID-19 hit. This has created substantial challenges to all residents and businesses. Municipalities have also been negatively impacted. As a result of the pandemic, the City of White Rock shifted their focus to protecting and keeping the residents, businesses and employees safe in the early days of the pandemic. We have moved into a phased recovery mode at the present time following the direction of the provincial government. This shift in operations has added substantial overhead to the City’s operations and has been reported in a variety of ways to Council, however, status of projects related to Council’s Strategic Priorities have also been impacted and not yet addressed with Council. Although staff has continued to work on many of these projects, the COVID-19 pandemic related constraints have affected timelines and budgets substantially.

In mid-May, a new Chief Administrative Officer joined the organization and has worked with the Senior Leadership Team (SLT) in implementing a new reporting tool. This tool incorporates Council’s strategic priorities and provides an overview of internal capacity to deliver not only strategic projects, but additional projects added to staff’s work plan from other directives. These additional projects arrive in the form of Council directed resolutions and from Council committee recommendations, delegation requests, etc. These tasks aren’t necessarily aligned to the documented Council’s strategic priorities, however, they are priorities or directions of Council.

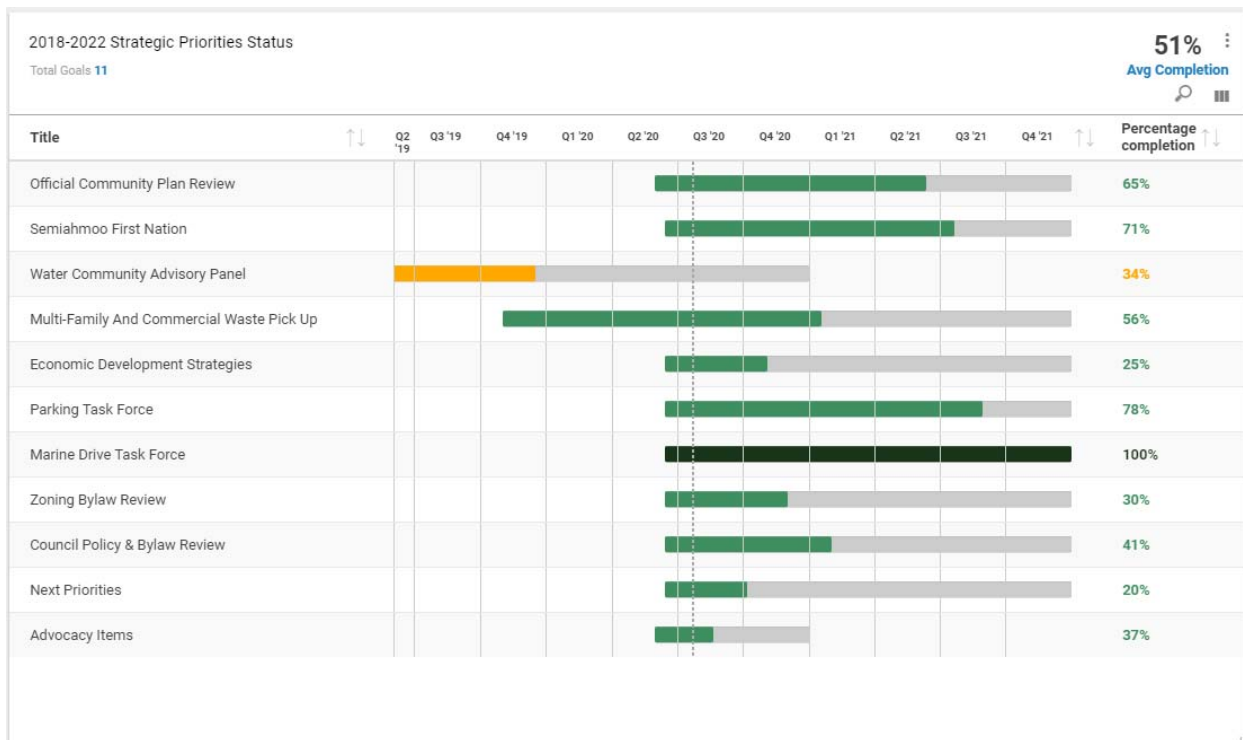
The first task for SLT, was to identify all Council priority projects and align them to Council’s current strategic priorities. If alignment was not found, they still remain tracked in the reporting system. This information is now easily available for review and discussion by Council during strategic planning sessions when considering and realigning priorities. This is timely, as it is best practice for Council to review priorities on a regular basis. It also provides an opportunity to analyze how the pandemic has affected, or could potentially affect future projects and organizational focus. The next strategic planning sessions are currently being scheduled for September 3 and 4, and will be recorded and made available on the City’s website for residents to view.

At this time, we are presenting an update to Council on the status of the current strategic priorities (pre-COVID). Staff worked on identifying the current projects in their work plans, including those related to the pandemic, and providing a realistic timeline for completion for each currently. As the future of the pandemic is uncertain, there may be further adjustments to timelines that would have to be considered. These adjustments, if Council supports the resolutions included in this report, will be then be reported quarterly to Council and the community. The new reporting system allows staff to stay connected to projects and timelines and is quickly adaptable to potential changes following Council’ direction.

The following graphic presents a snapshot of the current status of the 2018-2022 Council Strategic Priorities. It should be noted that in addition to having to address the impacts of a major global pandemic, Council is about 51% average completion on those priorities set pre-COVID. A full detailed document showing the contents of each priority and individual timelines is provided and attached as Appendix A to this report.

Staff is recommending that Council give direction to incorporate the snapshot below on the City’s website. This graphic will be updated ‘live’ which means that as staff records progress on any project, the snapshot will update automatically. The information contained in the new tracking system is currently updated by staff on a weekly basis. Staff propose a detailed quarterly update to be included on the website as presented and attached as Appendix A.

It is also important to note that typically municipalities have approximately a 20% to 30% capacity to deliver new projects beyond day-to-day operations. Most of staff time spent is allocated to “run” the organization and the current service delivery model supported by Council. This is an important deliberation for Council when considering new requests that aren’t necessarily aligned to strategic priorities. To this extent, a new Council report format has been incorporated and a new heading and section, titled “Alignment with Strategic Priorities.” This section of the report will be used to identify alignments to priorities or where there is no alignment. It is to be noted that a project showing no alignment could affect the overall execution and completion of the strategic priorities, and if this is the case, it will be highlighted in this section.



FINANCIAL IMPLICATIONS

The tracking system implemented, Cascade Executive Strategy, has a cost of \$4,600 annually for ten users and has been included in operational budget. More users may be considered in the future based on operational needs.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Council has worked with members of the community to establish and adopt the current set of strategic priorities. This update provides an overview of the current status of priorities and provides a realistic timelines for plan completion. Council, based on the feedback received during the first two years in office, will have an opportunity to reassess and re-prioritize the plan based on new developments and the current pandemic situation. The public will have an opportunity to view the sessions on-line on the City's website.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Departments update the tracking system on a regular basis and they maintain information about the status of each project as well as adjust timelines based on new Council priorities or direction. Departments discuss alignment to projects monthly and provide regular weekly updates to the tracking system.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Providing regular updates to Council and the community are aligned to all strategic priorities.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Modify the tracking system to provide updates in a different way, and/or incorporate additional information as directed by Council.
2. Not provide updates on Strategic Priorities.

CONCLUSION

Council Strategic Priorities provide a high level road map to the community and guides Council towards major policy direction to be achieved during a term. It is noted that the success of completing these projects is directly related to the level of available capacity beyond the day-to-day City operations. Regular and accurate reporting with realistic timelines offers valuable information for Council's consideration when setting priorities and staff's action plans. The tracking tool introduced in this report provides a high degree of ongoing reporting which is proposed to be made available quarterly to the community on the City's website, in addition to sharing an informative dashboard showing "live" progress for the various projects.

Respectfully submitted,



Guillermo Ferrero
Chief Administrative Officer

APPENDIX A
2018-2022 Council's Strategic Priorities Update

● Draft ● Not started ● On Track ● Behind ● Overdue ● Complete → Direct Alignment ----> Indirect Alignment

CITY OF WHITE ROCK PLAN
STRATEGIC PRIORITIES

Goal	2019	2020	2021	2022	Curr...	Latest Update
Official Community Plan Review						<i>No updates recorded</i>
→ Develop and recommend a Waterfront Enhancement Strategy (WES)					65%	Phase 2 Engagement Summary (Mar. 9 2020)
→ Patio Enclosures on Marine Drive					75%	Report with Draft Criteria for enclosed patios received by Council April 27, 2020, and a letter inviting proposals from current sidewalk use licence holders was sent.
→ Waterfront Wayfinding Signage					0%	Council endorsed this project on December 16, 2019.
→ Waterfront Facade Facelift Program					0%	Council endorsed this project on March 9, 2020.
→ ATM Kiosk Removal at Martin Street					10%	Council endorsed this project on March 9, 2020. Engineering and Municipal Operations are determining costs for the removal of the structure once the ATMs are removed.
→ Marine Drive Sidewalk Walkability Improvements					0%	Council endorsed staff investigating ways to improve walkability of Marine Drive on March 9, 2020.
→ Outdoor Seating and Table Area on East Beach					100%	Tables were installed on the 15400 block of Marine Drive on June 26, 2020 as part of the response to the COVID-19 pandemic to allow for outdoor dining spaces. Funding for the overall picnic table installation, including tables at Memorial Park Plaza and Five Corners, was provided from operating contingency (\$10,000) and a donation from the White Rock BIA (\$2,500).
→ Review of Waterfront Design Guidelines for East Beach and West Beach					0%	Council endorsed this project on March 9, 2020.
→ Miscellaneous Waterfront Enhancement Strategy Projects					5%	The Marine Drive Task Force recommended several waterfront-area projects, primarily as described in the draft Waterfront Enhancement Strategy. These include a Playground, Covered Multi-Use Area, Cultural Facility, and Synthetic Ice Rink. Consideration of these conceptual projects were deferred by Council on April 20, 2020 due to the financial uncertainties related to the ongoing COVID-19 pandemic.
→ Review the Official Community Plan (OCP)					54%	Phase 1 Engagement Summary (Nov. 4, 2019)
→ Town Centre Review (with DIALOG)					75%	Phase 2 Engagement Summary and Recommendations Report provided to Land Use and Planning Committee on July 27, 2020.
→ Non-consultant topics (6) OCP Review					33%	Phase 1 Engagement Summary (Nov. 4, 2019)
→ Seaside First Nation					71%	<i>No updates recorded</i>

→ Communication Protocol - Memorandum of Understanding		55%	Discussions have taken place between the City of White Rock and the Semiahmoo First Nation during the months of March to July 2020. The meeting process is beginning again electronically. Both parties will review the draft Communications Protocol document and establish a process for next steps.
→ Drainage Memorandum of Understanding		59%	Discussions are in progress regarding the first draft of the MOU
→ Water Service Agreements		95%	Updates discussed in Council to Council meetings earlier this year were incorporated in the Agreement and sent to the lawyer for SFN on June 15th
→ Sanitary Sewer Service Agreement		95%	Updates discussed in Council to Council meetings earlier this year were incorporated in the Agreement and sent to the lawyer for SFN on June 15th
→ Relationship Rebuilding / Partnership		53%	No updates recorded
Water Community Advisory Panel		34%	No updates recorded
→ Examine water quality results from Water Treatment Plant		60%	Water quality results are reviewed throughout the year by the Water Community Advisory Committee
→ Review water supply business case		8%	The Water Community Advisory Panel (WCAP) discussed testing results, the Fire Underwriters Survey and the water rate structure before meetings were cancelled due to COVID. The water rate structure is still under review. The business case review priority is diminished.
Multi-Family And Commercial Waste Pick Up		56%	No updates recorded
→ Conduct multi-family and commercial waste pick up review and analysis		60%	Consultant hired and public open house concluded. Staff are currently reviewing the draft report and providing feedback to the consultant.
→ Consultant to prepare a report providing implications of waste pick up resulting from the analysis		52%	First part of the report, dealing with residential waste collection, will be presented to Council shortly along with recommendations to replace the two residential recycling vehicles.
Economic Development Strategies		25%	No updates recorded
→ Hire a temporary Economic Development Officer or Consultant to update Economic Development Plan		75%	New temporary position created and finalized June 22, 2020. Position has been posted with a closing date of July 19, 2020
→ Review and update Economic Development Work Plan		0%	No updates recorded
→ Implement current and subsequent revised Economic Strategy		0%	No updates recorded
Parking Task Force		78%	No updates recorded
→ Establish Terms of Reference for Parking Task Force		100%	Council Policy #156. Last amended in June 2019.
→ Appointment of Task Force members		100%	Task force members approved by Council in 2019
→ Task Force to review and recommend waterfront parking rates		100%	Waterfront parking rates were endorsed by Council on May 13, 2019
→ Task Force to review permit parking and pay parking decal programs		10%	Decals are used in a variety of complex ways in the City. Staff have recommended the City take a holistic look at Parking, including the use of decals, through a city wide parking review.
→ Task Force to review other remaining items in the Terms of Reference		80%	Some of the tasks identified in the terms of reference will need to involve other departments such as Engineering. Staff have recommended the City take a holistic look at Parking, that would include reviewing street use in the city, through a city wide parking review.

Item	Progress	Percentage	Notes
Marine Drive Task Force			
→ Establish Terms of Reference for Marine Drive Task Force		100%	No updates recorded
→ Appointment of Task Force members		100%	Task Force members were appointed in June 2019.
→ Review Waterfront Enhancement Strategy (WES) and Official Community Plan (OCP)		100%	The Marine Drive Task Force concluded its review of the draft Waterfront Enhancement Strategy at its final meeting on March 11, 2020. Several recommendations from the Task Force relate to projects proposed in the Strategy, which would be future projects should Council approve moving forward with them. As the Strategy is intended to be a long-term road map, projects may also wait until the resources are available for implementation.
→ Patio Enclosures on Marine Drive		75%	Report with Draft Criteria for enclosed patios received by Council April 27, 2020, and a letter inviting proposals for current sidewalk use licence holders was sent.
→ Waterfront Wayfinding Signage		0%	Council endorsed this project on December 16, 2019.
→ Waterfront Facade Facelift Program		0%	Council endorsed this project on March 9, 2020.
→ ATM Kiosk Removal at Martin Street		10%	Council endorsed this project on March 9, 2020. Engineering and Municipal Operations are determining costs for the removal of the structure once the ATMs are removed.
→ Marine Drive Sidewalk Walkability Improvements		0%	Council endorsed staff investigating ways to improve walkability of Marine Drive on March 9, 2020.
→ Outdoor Seating and Table Area on East Beach		100%	Tables were installed on the 15400 block of Marine Drive on June 26, 2020 as part of the response to the COVID-19 pandemic to allow for outdoor dining spaces. Funding for the overall picnic table installation, including tables at Memorial Park Plaza and Five Corners, was provided from operating contingency (\$10,000) and a donation from the White Rock BIA (\$2,500).
→ Review of Waterfront Design Guidelines for East Beach and West Beach		0%	Council endorsed this project on March 9, 2020.
→ Miscellaneous Waterfront Enhancement Strategy Projects		5%	The Marine Drive Task Force recommended several waterfront-area projects, primarily as described in the draft Waterfront Enhancement Strategy. These include a Playground, Covered Multi-Use Area, Cultural Facility, and Synthetic Ice Rink. Consideration of these conceptual projects were deferred by Council on April 20, 2020 due to the financial uncertainties related to the ongoing COVID-19 pandemic.
Zoning Bylaw Review			
→ Accessory Vacation Rentals (i.e. AirBnB) regulation		30%	No updates recorded
→ Waterfront Commercial Zones (CR-3, CR-4)		50%	Review Requested Feb. 24, 2020 / Previous Amendment Nov. 18, 2019
→ Coach House/ Secondary Suites in duplexes/ triplexes		66%	An electronic Public Information Meeting for the draft West Beach 'small lot' commercial / residential zone (CR-3A) was held via Microsoft Teams on July 8, 2020.
→ Single Family Home zones		0%	No updates recorded
Council Policy & Bylaw Review			
→ Staff to provide recommendations to Council regarding amendments to be made		5%	Strategic Priorities - scheduled Sept 2020 (also Council resolution Jan. 14/Mar 11, 2019)
		41%	No updates recorded
		42%	No updates recorded

→ Business Licensing Fees and Fines Review		0%	In Strategic Priorities as Bylaw to Be Reviewed. New licensing clerk starting Jun. 2020
→ Energy Step Code Implementation		5%	Building Official III position will be filled in July 2020, and will assist the Manager of Building and Bylaws in moving this forward.
→ Sign Bylaw Review		0%	No updates recorded
→ Massage-based Business Regulation		100%	Council approved bylaw amendments in November 2019. Enforcement of violations is ongoing on a complaint basis.
→ Parks Bylaw Updates		90%	No updates recorded
→ Street and Traffic Bylaw Update		10%	A consultant was hired and did some work updating the Bylaw consistent with updates done in other Cities. This project should be continued as priorities permit.
→ Encroachments on City Right of Way		90%	Staff continue to administer the Bylaw. Most new encroachments are removed after discussion with City staff; however, a few residents resist removal and appeal for exemption.
→ Governance and Legislative Committee to continue to review all Council policies		71%	No updates recorded
→ City Operations Policies		95%	Two outstanding items from the Policy review are the recommendation for the reconstruction of the curb letdowns at Russell Avenue and Johnston Road (project scheduled for late 2020) and a report on timelines for remediation of identified construction issues. Three policies concerning trees are under review at the EAC, the Traffic Calming Policy will be reviewed as part of the ongoing ITIMP and the Latecomers Policy will be reviewed in conjunction with DCC Bylaw update in 2021.
→ Finance Policies		17%	No updates recorded
→ Human Resources Policies		41%	No updates recorded
→ Information Technology Policies		100%	No updates recorded
→ Planning & Development Policies		78%	No updates recorded
→ Recreation & Culture Policies		100%	No updates recorded
→ Corporate Administration Policies		60%	No updates recorded
→ Council Policies		79%	No updates recorded
→ Staff to provide proposed priority listing of City bylaws and topics requiring amendments		9%	No updates recorded
→ Tree Management Bylaw Review		50%	The EAC worked to make many proposed modifications to the Tree Management Bylaw and Tree Policies; however, the review is on hold pending resumption of EAC meetings. Ultimately, proposed changes will be presented to Council for approval
→ Development Cost Charges Update		10%	A key part of the updated material needed for the DCC review is the Integrated Transportation & Infrastructure Master Plan (ITIMP) that is currently in progress, albeit delayed due to COVID related consultation challenges. Likely that the detailed DCC work will start following completion of the ITIMP in Spring 2021
→ Reserve Fund		0%	No updates recorded
→ Fees and Charges Bylaw (increase for highway use violations)		0%	No updates recorded
→ Sidewalk Use Agreements		0%	No updates recorded
→ Sewer Connection and Rental Charges		0%	No updates recorded

Item	Percentage	Notes
Water Services		
Next Priorities		
→ Sign Bylaw Review	20%	No updates recorded
→ Policing Service Review	30%	Confirmed White Rock Detachment telephone landlines will need to be reassigned from Surrey RCMP to Shared Services Canada. Project to transfer is scheduled to occur between December 2020 to March 2021 and will result in the White Rock Detachment having to assume new phone numbers.
→ Funicular Feasibility	5%	Council received a high-level preliminary analysis of people movement technology, including funiculars that could be used to move people from the waterfront to Uptown, at the Regular Council meeting on September 19, 2016.
→ Community Amenity Contributions Review	50%	Report with Engagement Results - Mar. 30, 2020
→ City Hall and Civic Precinct	14%	A number of reports were presented to Council in 2019. An updated seismic review was completed and report presented to Council in 2019.
Advocacy Items		
→ Rail Safety/Whistle Cessation/Passenger Train Stop	37%	No updates recorded
→ Rail Safety Whistle Cessation	100%	Whistle Cessation, implemented in January 2020, is a success and the eight new pedestrian railway crossings are working well.
→ Homeless Reduction Strategy	100%	Seven months after implementation, Whistle Cessation is a success.
→ Protection of Semiahmoo Bay	50%	No updates recorded
→ Vacant Property Tax	25%	Council report for June 29th for a new sweeper discusses the importance of the sweeping program in reducing the amount of oil, grit and other deleterious materials entering the Bay
→ Totem Pole (House Post) Restoration at White Rock Elementary School Grounds	12%	Council has sent a letter to UBCM (June 2019) and is requesting that UBCM bring forward a resolution that would provide for the authority for a vacant property tax that would be inclusive of both residential and commercial properties.
→ Peace Arch Hospital Expansion	33%	Totem Pole (house post) located on grounds at White Rock Elementary School is badly in need of repair. Staff have discussed this project with the former principal and have been told to discuss this project with the Surrey School District. Some research has been done to identify the artist. The artist along with SFN Band Council would need to be consulted before restoration work is done.
		Further expansions to the services provided by Peace Arch Hospital are anticipated in the coming years. Staff will continue to work with Fraser Health Authority and the Peace Arch Hospital Foundation as needed to support growth in hospital capacity in a way that is compatible with the surrounding neighbourhood and the City's infrastructure.

PRESENT: Councillor Chesney, Chairperson
Councillor Johanson
Councillor Trevelyan

STAFF: T. Arthur, Director of Corporate Administration
J. Brierly-Greene, Acting Director of Financial Services
E. Stepura, Director of Recreation and Culture
E. Keurvorst, Manager of Cultural Services
S. Lam, Deputy Corporate Officer (via electronic means)

The City of White Rock is committed to the health and safety of our community. In keeping with Ministerial Order No. M083 from the Province of British Columbia, City Council meetings will take place without the public in attendance at this time until further notice.

The meeting was called to order at 6:18 p.m.

1. MOTION TO HOLD THE GRANTS-IN-AID SUB-COMMITTEE MEETING PUBLIC VIA ELECTRONIC MEANS

2020-GIA-007

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 Council carry a 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 City's Grants In Aid Sub Committee authorizes the City of White Rock to hold the meeting today that will be streamed on the City's website, and without the public present in the Council Chambers.

CARRIED

2. AGENDA APPROVAL

2020-GIA-008

It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee amends the agenda by:

- Adding to Item 4, email received July 13, 2020 from the Semiahmoo Bay Society; and

The agenda for the meeting scheduled for July 13, 2020 be adopted as amended.

CARRIED

3. PREVIOUS MINUTES

a) Grants-In-Aid Sub-Committee Meeting – May 11 & 12, 2020

2020-GIA-009

It was MOVED and SECONDED

THAT the Grants-In-Aid Sub-Committee adopts the minutes of the May 11 & 12, 2020 meeting as circulated.

CARRIED

4. 2020 GRANTS-IN-AID FOLLOW-UP

Corporate report dated July 13, 2020 from the Acting Director of Financial Services titled “2020 Grants-in-Aid Follow-up”.

Staff advised that the City received a late submission as part of the second intake of applications for a grant-in-aid.

2020-GIA-010

It was MOVED and SECONDED

THAT the Grants-in-Aid Sub-Committee recommends that Council:

- Award a grant-in-aid to the White Rock Elks Lodge in the amount of \$2,000; and
- Continue to keep the six (6) pending grants open for confirmation of whether they can deliver on their original applications, as noted in the corporate report dated July 13, 2020.

CARRIED

5. 2020 GRANTS-IN-AID LATE SUBMISSIONS | ARTS AND CULTURE EVENT

Corporate report dated July 13, 2020 from the Manager of Cultural Development titled “2020 Grants-in-Aid Late Submissions Arts and Culture Events”.

2020-GIA-010

It was MOVED and SECONDED

THAT the Grants-in-Aid Sub-Committee recommends the following for the 2020 Arts and Culture Late Submission allocation of grant funding:

Organization Name	2020 Event/Program	Amount
White Rock Museum and Archives	High's Historical Walking Tour Online	\$5,000
White Rock City Orchestra	White Rock City Orchestra Virtual Video	\$3,000
Peninsula Productions Society	Peninsula Productions Society COVID Accommodation Project	\$3,500

CARRIED

Staff advised that they will reach out to the White Rock Players' Club with regards to the Opening Night Galas to see what their plans are with the scheduled events. If the events do not move forward, the funds would not be needed (released).

Staff also advised that they would seek clarification as to who would have ownership of the \$3,500 camera used for the project (belongs to the City, or the Applicant). Information will be brought forward when the recommendations are considered by Council.

6.

CONCLUSION OF THE JULY 13, 2020 GRANTS-IN-AID SUB-COMMITTEE MEETING

The Chairperson declared the meeting concluded at 6:41 p.m.

Councillor Chesney
Chairperson

S. Alam

Stephanie Lam
Deputy Corporate Officer

PRESENT: S. Crozier, Community Member
T.J. Dhillon, Community Member
B. Hagerman, Community Member
D. Northam, Community Member
K. Bjerke-Lisle, Representative from White Rock Museum and Archives
A. Chew, Representative from White Rock Tourism/ Explore White Rock
E. Daly, Representative from Fraser Health Authority
A. Nixon, Representative from White Rock Business Improvement Association
D. Young, Representative from Sources Community Resource Society

COUNCIL: Councillor E. Johanson (Chairperson)
Councillor C. Trevelyan (Vice-Chairperson)

ABSENT: E. Klassen, Community Member
R. Khanna, Representative from SS/WR Chamber of Commerce

STAFF: G. Ferrero, Chief Administrative Officer
C. Isaak, Director of Planning and Development Services
D. Johnstone, Committee Clerk
E. Tuson, Committee Clerk

1. CALL TO ORDER
The meeting was called to order at 4:00 p.m.

2. ADOPTION OF AGENDA

2020-CRTF-02

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force amends the July 14, 2020 agenda by:

- Removing Item 5 – Liquor Consumption in Public Places (as it was not referred to the Task Force by Council);
- Adding to Other Business Item 7.1 – Reopening the City’s Parkade (referred to the Task Force by Council);
- Amend the Agenda Order to discuss Item 6 – Discussion of Items from Previous Meeting following Item 3 – Adoption of Minutes; and,

THAT the agenda be adopted as amended.

CARRIED

3. ADOPTION OF MINUTES
a) June 30, 2020

2020-CRTF-03

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force adopts the meeting minutes for June 30, 2020 as circulated.

CARRIED

6. DISCUSSION OF ITEMS FROM PREVIOUS MEETING

Chairperson Johanson and the Director of Planning and Development Services provided an “On-Table” document summarizing discussion points from the June 30, 2020 meeting. Potential topics for the Task Force were discussed in relation to COVID-19 and the Task Force Terms of Reference.

Note: Further discussion on this item took place following Item 7.1

4. REVIEW OF TERMS OF REFERENCE

The Director of Planning and Development Services discussed the Task Force Terms of Reference. It was noted that rather than establishing a work plan the Task Force would be responsive to feedback requested from Council.

7. OTHER BUSINESS

7.1 REOPENING THE CITY’S PARKADE

Chairperson Johanson reported that this item was referred to the Task Force by Council at their June 13, 2020 meeting.

The following discussion points were noted:

- Reopened at reduced capacity – every other space for example, or closing off the third and fourth level.
- Not enough parking is a concern for businesses
- Traffic issues on Marine Drive may be alleviated by reopening the parkade.
- Reopening the parkade will increase the number of people coming to the Waterfront, which has both positive and negative implications.
- Sidewalks on Marine Drive are full, not everyone is observing social distancing in the area.
- Establishing one-way sidewalks for pedestrians was suggested.
- Bylaw Officers or community ambassadors could be considered to encourage social distancing.
- Visual reminders to encourage space and distancing were discussed for the Promenade and Pier.

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

- Reopening only a portion of the parkade could affect traffic flow.
- Discussion on the possibility for a one-way Marine Drive it was noted that this road serves as a main access for emergency crews to the waterfront. The RCMP and Fire Services have expressed safety concerns with this idea.
- Bylaw staff in the Marine Drive/ promenade area are dividing their time between social distancing reminders and dog enforcement on the promenade.

Action Item: Staff to look into the status of the Community Centre parkade and provide an update to the Task Force at a future meeting.

2020-CRTF-03 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force recommends that Council consider requesting staff look at ways to reopen the parkade in a safe and responsible manner as quickly as possible. **CARRIED**

2020-CRTF-04 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force recommends that Council consider temporary dividing markings on the pier and promenade to encourage social distancing. **CARRIED**

2020-CRTF-05 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force recommends that Council consider ways to enhance and expand its guidance to residents and visitors using the waterfront so that they can maintain their social distancing. This could include, but not be limited to, visual cues and the use of volunteers. **CARRIED**

6. DISCUSSION OF ITEMS FROM PREVIOUS MEETING

The Task Force continued their discussion of items previously identified as top priorities at the June 30 meeting. Comments were provided on the following topics:

Affordability for Housing and Commercial Space:

- The housing crisis predates the COVID-19 pandemic and could be considered out of the scope of the Task Force.
- Housing Advisory Committee has been established by Council to consider this matter.
- Advocacy roles were discussed in relation to:
 - Working with BC Housing to find housing options that may be more needed now due to the pandemic;
 - Working to support the Coldest Night of the Year campaign – discuss ways in which this event could take place during COVID-19 (with fundraising efforts all going towards homelessness)
 - Community Action Team in South Surrey / White Rock working on overdose prevention (potential exacerbation of this due to COVID-19).

Economic Recovery:

- The decrease in business revenues was discussed. It was noted many White Rock businesses rely on busier summer months to supplement slower winter months. Operating at a reduced capacity in the summer months due to COVID-19 will impact many businesses.
- Affordability for businesses and commercial rent continues to be an issue.
- The Canadian Emergency Rent Program (CERP) was discussed. Advocating for the expansion and extension of the program was suggested.

- In order to see economic recovery businesses need to be able to stay open in White Rock.
- The potential to look at offering free parking on the waterfront in the winter months was suggested.

The Task Force questioned how the City could work to assist local businesses during this time. Staff provided the following comments:

- Financial support for businesses is not permitted in accordance with the *Community Charter*.
- Council has the authority to determine taxation and where it is applied across the City.
- Unlike the Federal Government, Municipalities are not able to run with a deficit therefore any sort of ‘break’ offered to businesses (i.e. reduced patio fees, free parking) would need to be made up through taxation.
- Community Amenity Contributions (CACs) can’t be used to support taxation and are typically amenity-specific.
- Patio fees for businesses that had to close their patios from March to June were provided credits from the City.

A. Nixon, Executive Director of the White Rock Business Improvement Association, reported that the Canada Emergency Commercial Rent Assistance (CECRA) program is currently being offered until the end of July. Concerns with eligibility requirements were noted which makes it challenging for businesses to qualify.

Discussion ensued, and the Task Force noted that if the City is unable to provide financial support to businesses, attention should be focused on ways to increase business in the slower months (fall/ winter). Developing and communicating a plan to assist businesses in the winter months was identified as an item for further discussion.

Action Item: Staff to provide the “On-Table” spreadsheet document to the Task Force for information.

8. **ACTION TRACKING**
This item was provided for information.

9. **2020 MEETING SCHEDULE**

2020-CRTF-06 **It was MOVED and SECONDED**
THAT the COVID-19 Recovery Task Force approves the following 2020 meeting schedule:

- July 28;
- August 11;
- August 25;
- September 22;
- October 20; and,
- November 17.

CARRIED

Note: Agenda Item 6 was revisited by the Task Force.

6. DISCUSSION OF ITEMS FROM PREVIOUS MEETING

2020-CRTF-07

It was MOVED and SECONDED

THAT the COVID-19 Recovery Task Force recommends that Council advocate to the Provincial and Federal governments by sending a letter requesting consideration of extending the Canada Emergency Commercial Rent Assistance (CECRA) program, expanding eligibility requirements and improving the funding delivery method for businesses.

CARRIED

10. CONCLUSION OF THE JULY 14, 2020 MEETING

The Chairperson declared the meeting concluded at 5:54 p.m.



Councillor Johanson, Chairperson

D. Johnstone, Committee Clerk

**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2350**



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 amending subsection a) of Schedule E to read:
 - a) The meeting is to be conducted by City staff in a public venue and all costs related to the meeting are to be assumed by the Applicant. Alternative to hosting the meeting in a public venue, the meeting may be conducted as an electronic meeting or one reliant on other communication facilities. The option to host an electronic meeting shall only be available in instances when the Province or another body of government has established restrictions on public gatherings so as to protect the health and safety of the public.
2. This Bylaw may be cited for all purposes as the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Electronic Public Information Meetings) Bylaw, 2020, No. 2350".

RECEIVED FIRST READING on the	13 th day of July, 2020
RECEIVED SECOND READING on the	13 th day of July, 2020
RECEIVED THIRD READING on the	13 th day of July, 2020
ADOPTED on the	day of

Mayor

Director of Corporate Administration

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2351**



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:

Lot 1 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-265
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-273
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-290
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-303
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-320
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-338
(1570 Maple Street)

as shown on Schedule “1” attached hereto, from the ‘RS-1 One Unit Residential Zone’ to the ‘CD-63 Comprehensive Development Zone (Maple/North Bluff Road).’

2. THAT *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended:

(1) by adding to the Table of Contents for ‘Schedule B (Comprehensive Development Zones)’, Section 7.63 CD-63 Comprehensive Development Zone’;

(2) by adding the attached Schedule “2” to ‘Schedule B (Comprehensive Development Zones)’ Section 7.63 CD-63 Comprehensive Development Zone’.

3. This bylaw may be cited for all purposes as “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 – 15654/64/74 North Bluff Road, 1570/80 Maple Street, and 1593 Lee Street) Bylaw, 2020, No. 2351*”.

Public Information Meeting held this 6th day of March, 2019

Second Public Information Meeting held this 28th day of March, 2019

Read a first time this day of , 2020

Read a second time this day of , 2020

Considered at a Public Hearing this day of , 2020

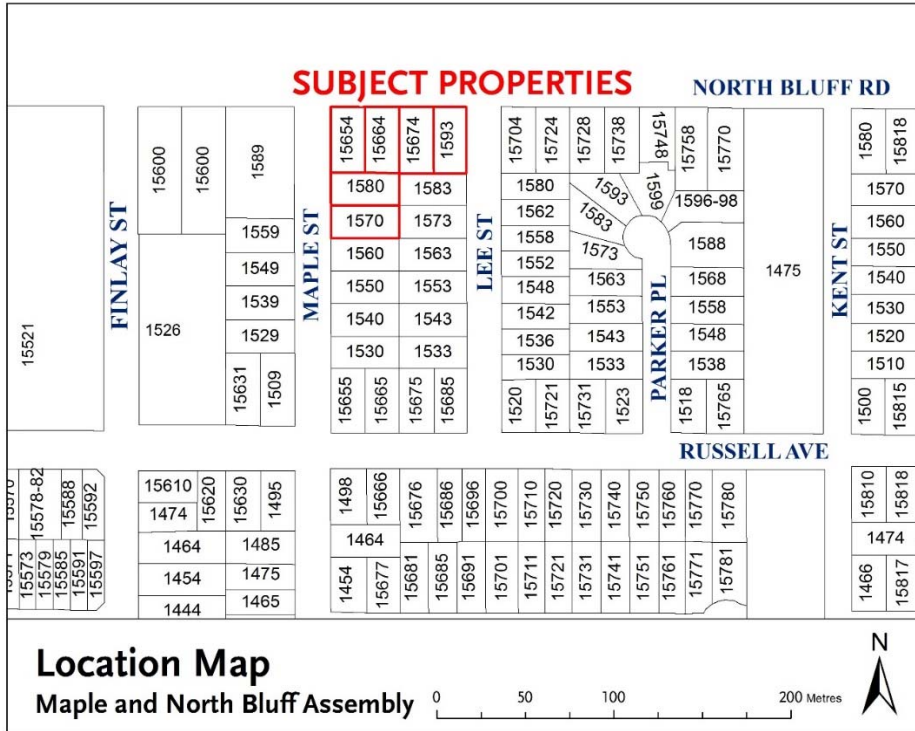
Read a third time this day of , 2020

Adopted this day of , 2020

Mayor

Director of Corporate Administration

Schedule "1"



DRAFT

7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

The intent of this zone is to accommodate the development of multi-unit residential buildings on two adjacent sites of approximately 2,850 square metres (Site 1) and 1,465 square metres (Site 2), with the provision of affordable housing and a housing agreement bylaw in accordance with section 482 of the *Local Government Act*, or alternately to permit the development of one-unit residential uses on six lots.

1. Permitted Uses:

- (1) *multi-unit residential use*
- (2) *accessory home occupation* use in accordance with the provisions of section 5.3 and that does not involve clients directly accessing the *principal building*
- (3) a *one-unit residential use* in conjunction with not more than one (1) of the following accessory uses:
 - a) an *accessory child care centre* in accordance with the provisions of Section 5.1.
 - b) an *accessory boarding use* in accordance with the provisions of Section 5.4.
 - c) an *accessory registered secondary suite* in accordance with the provisions of Section 5.5.
 - d) an *accessory bed & breakfast use* in accordance with the provisions of Section 5.7.
 - e) an accessory vacation rental in accordance with the provisions of Section 5.8.

2. Lot Coverage:

- (a) For *one-unit residential uses*, lot coverage shall not exceed 40%
- (b) For *multi-unit residential uses*, lot coverage shall not exceed 52% (Site 1) and 54% (Site 2)

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

Maximum *residential gross floor area* shall not exceed 0.5 times the lot area, and one (1) *one-unit residential* unit and one (1) *accessory registered secondary suite* per lot.

4. Maximum Increased Density:

Despite section 7.63.3, the reference to the maximum *residential gross floor area* of “0.5 times the lot area” is increased to a higher density of a maximum of 7,117 m² (76,606 ft²) of *gross floor area* and 74 apartment dwelling units for Site 1, and a maximum of 2,045 m² (22,012 square ft²) and 14 dwelling units for Site 2; where and a housing agreement has been entered into and filed with the Land Title Office on the subject real property to secure twenty-five (25) dwelling units in Site 1 as rental tenure for the life of the building, owned

or managed by a non-profit group and designed to be affordable for low and moderate income households.

5. Building Height:

- (a) The *principal buildings* for *one-unit residential uses* shall not exceed a *height* of 7.7 metres, and ancillary buildings and structures for one-unit residential uses shall not exceed a *height* of 5.0 metres.
- (b) The *principal buildings* for *multi-unit residential uses* on Site 1, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 111.0 metres geodetic
- (c) The *principal buildings* for *multi-unit residential uses* on Site 2, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 105.1 metres geodetic
- (d) *Ancillary buildings* and *structures* for *multi-unit residential uses* shall not exceed a height of 5.0 metres from *finished grade*

6. Siting Requirements:

- (a) Minimum setbacks for *one-unit residential uses* shall be in accordance with the minimum setbacks in the RS-1 zone
- (b) Minimum setbacks for *multi-unit residential uses* are as follows:
 - (i) Setback from north lot line = 1.0 metres
 - (ii) Setback from south lot line = 2.1 metres
 - (iii) Setback from west lot line = 2.0 metres
 - (iv) Setback from east lot line = 2.0 metres
 - (v) *Ancillary structures* may be located on the subject property in accordance with the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock, with the exception that no *ancillary buildings* or *structures* are permitted within a 1.0 metre distance from a lot line

7. Parking:

Accessory off-street parking for *one-unit residential uses* shall be provided in accordance with the provisions of Section 4.14.

Parking for *multi-unit residential uses* shall be provided in accordance with Sections 4.14 and 4.17, with the minimum number of spaces required as follows:

- (a) A minimum of eighty-nine (89) spaces shall be provided for the *multi-unit residential use*
- (b) A minimum of twenty-two (22) spaces shall be provided for visitors and marked as “visitor”
- (c) A minimum of five (5) of the required one hundred and thirty nine (139) spaces shall be provided as accessible parking spaces and shall be clearly marked, and shall have a minimum length of 5.5 metres. Of the five accessible parking spaces, one space shall be provided as a van-accessible loading space with a minimum width of 2.8

metres, and the other four spaces shall have a minimum width of 2.5 metres, provided that the four parking spaces have a shared or non-shared access aisle with a minimum width of 1.5 metres.

- (d) The minimum height clearance at the accessible parking spaces and along the vehicle access and egress routes from the accessible parking spaces must be at least 2.3 metres to accommodate over-height vehicles equipped with a wheelchair lift or ramp.

8. Bicycle Parking:

Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

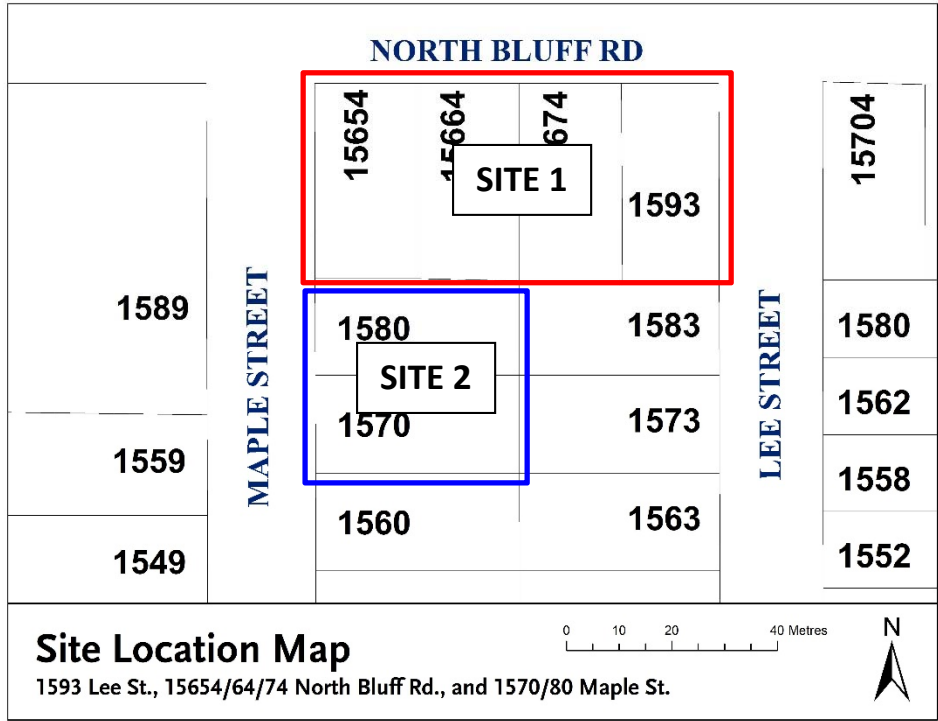
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

9. Loading:

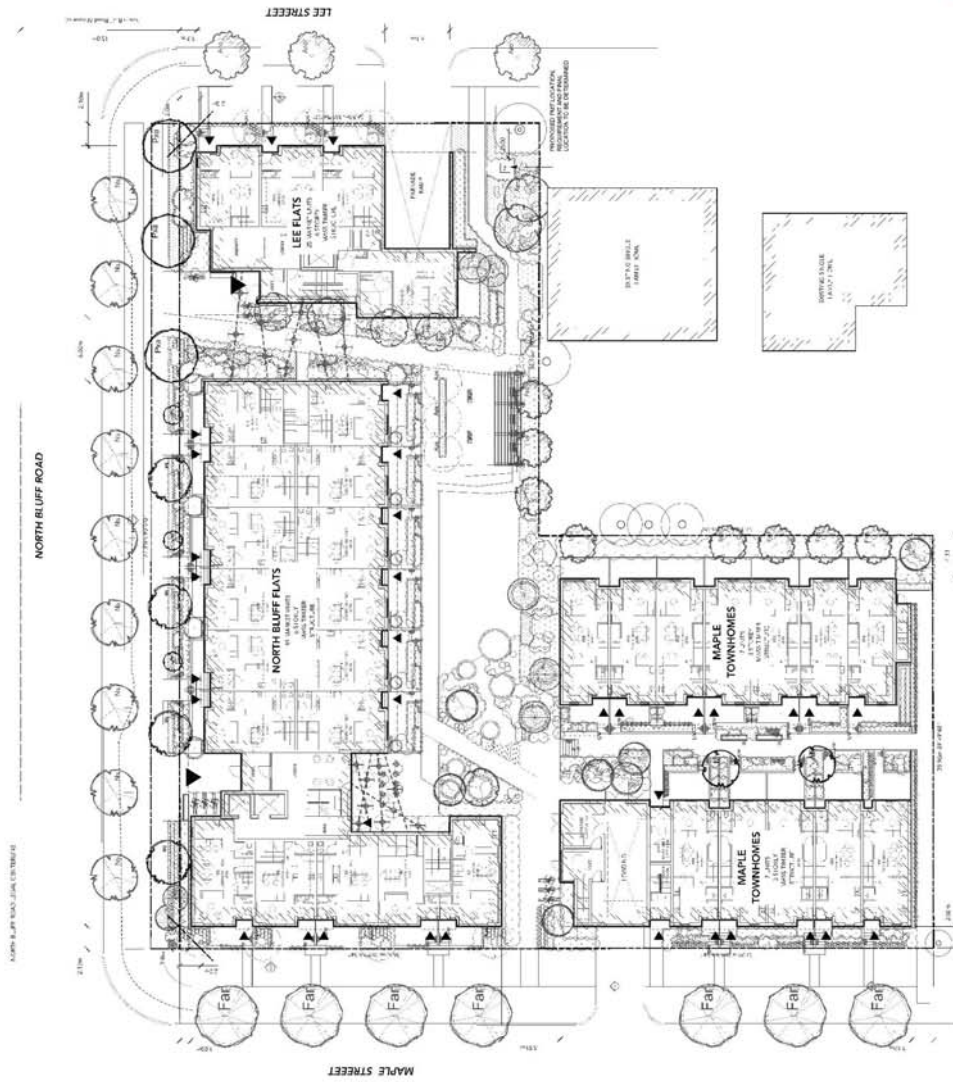
- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

Development in this zone that includes the additional (bonus) density referred to in Section 4 shall substantially conform to the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock



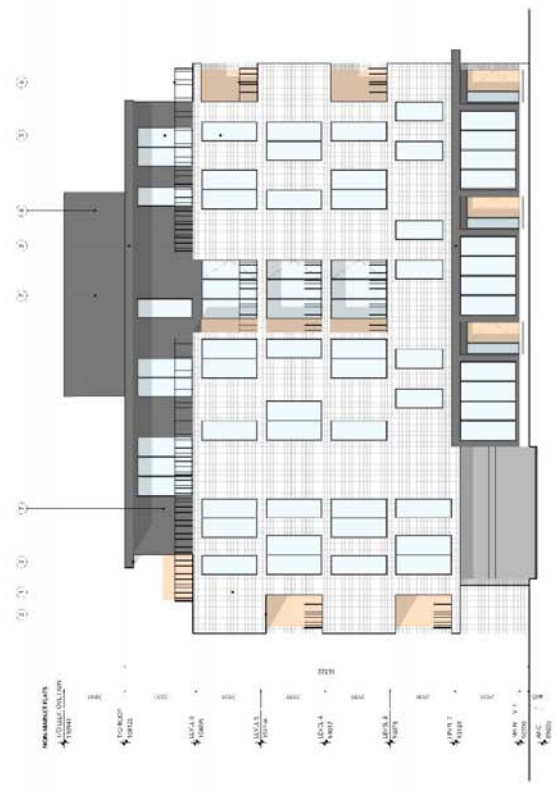
DRAFT



Issued for DP
REV: 2020/01/24
Beachway
White River, NC
SITE PLAN
A010



- LEGEND**
- 1. MAIN FLOOR CLADDING (CLADDING)
 - 2. GLASS CURTAIN WALL
 - 3. CONCRETE CURTAIN WALL
 - 4. CONCRETE CURTAIN WALL (WITH FINISH)
 - 5. DARK FINISH CLADDING
 - 6. LIGHT FINISH CLADDING
 - 7. ALUMINUM CURTAIN WALL (WITH FINISH)
 - 8. FINISH FLOORING (SEE PLAN)



Revised for 2017
REVISED 03/24
Beachway
White Rock, BC
ELEVATION
LEE STREET
A201

Urban Arts
ARCHITECTURAL DESIGN
1100 WEST 10TH STREET
VANCOUVER, BC V6H 2T6
604.681.8114





- LEGEND**
- 1) WINDOW GLAZING (SHOWN WITH AN OVERLAP)
 - 2) GLASS CURTAIN WALL
 - 3) WINDOW FRAME MATERIAL
 - 4) WINDOW FRAME MATERIAL (SHOWN WITH AN OVERLAP)
 - 5) WINDOW FRAME MATERIAL (SHOWN WITH AN OVERLAP)
 - 6) WINDOW FRAME MATERIAL (SHOWN WITH AN OVERLAP)
 - 7) WINDOW FRAME MATERIAL (SHOWN WITH AN OVERLAP)
 - 8) WINDOW FRAME MATERIAL (SHOWN WITH AN OVERLAP)

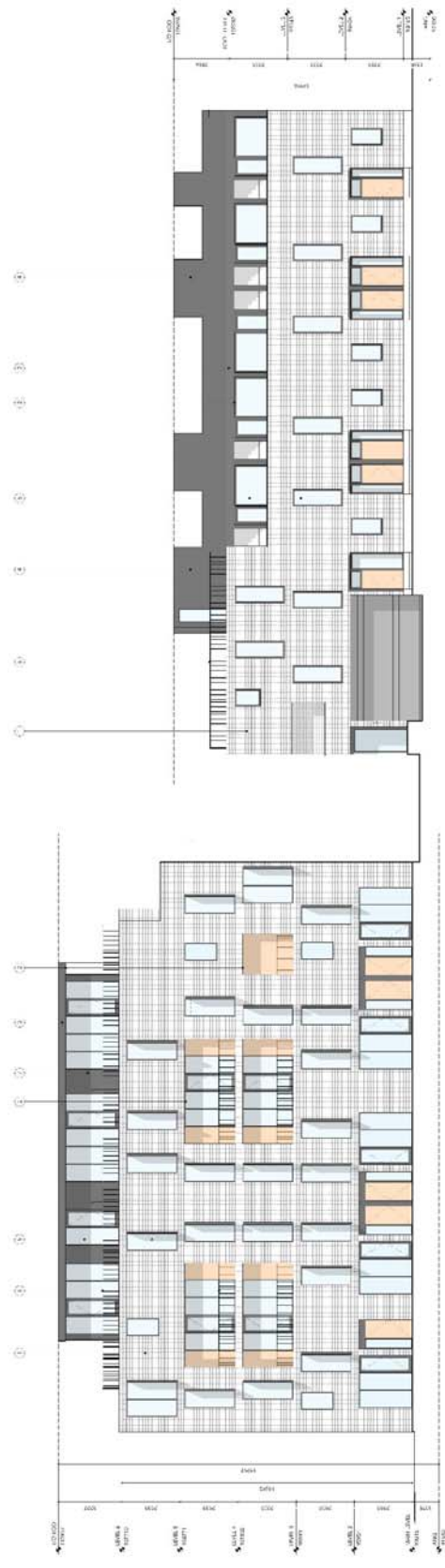



BEACHWAY
 ARCHITECTURE
 1000 N. BEACHWAY
 WILMINGTON, DE 19801
 TEL: 302.441.1111
 WWW.BEACHWAYARCHITECTURE.COM


Urban Arts
 ARCHITECTURE + INTERIOR DESIGN
 1000 N. BEACHWAY
 WILMINGTON, DE 19801
 TEL: 302.441.1111
 WWW.URBANARTSARCHITECTURE.COM

ELEVATION
 NORTH BLUFF
A202

REVISED: 01/18
 REV: 2019.10.18
 Working
 WILMINGTON, DE



LEGEND

- 1 OFFICE
- 2 CONFERENCE
- 3 STAIR
- 4 ELEVATOR
- 5 RECEPTION
- 6 MEETING
- 7 RESTROOM
- 8 STORAGE
- 9 MECHANICAL
- 10 ROOF



PROJECT NO. 102-2022-01-24
 DATE: 10/20/2022
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 PROJECT: ELEVATION
 MAPLE STREET
 A203





Legend	Symbol	Description
—	—	Proposed Building
—	—	Proposed Deck
—	—	Proposed Patio
—	—	Proposed Fencing
—	—	Proposed Planting

Plant	Code	Plant Name
1	P001	Plant 1
2	P002	Plant 2
3	P003	Plant 3
4	P004	Plant 4
5	P005	Plant 5
6	P006	Plant 6

eta ENVIRONMENTAL TERRACE ARCHITECTURE

1885 West 2nd Avenue
 Northbrook, IL 60062
 Phone: 847.540.1100
 Fax: 847.540.1101
 Website: www.etaarch.com

© 2011 eta

Beachway Development
 North Bluff Road
 White Rock, IL

Project	Client
Beachway Development	White Rock, IL
Phase	Final
Date	11/15/11
Scale	1/8" = 1'-0"
Sheet	L3.0
Total Sheets	14

JUL 20 2020

Tracey Arthur, City Clerk
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6
VIA EMAIL: tarthur@whiterockcity.ca

Dear Ms. Arthur:

**Best Management Practices for Invasive Species:
Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris**

At its July 3, 2020 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) receive for information the report dated May 22, 2020, titled “Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris”; and*
- b) direct staff to forward the Best Management Practices to member jurisdictions for information.*

Metro Vancouver worked with the Invasive Species Council of Metro Vancouver, member jurisdictions and other local experts to produce new best management practices for four priority invasive plants - purple loosestrife, reed canarygrass, wild chervil, and yellow flag iris. These guides build on an existing library of technical guidance for eleven other priority invasive species - knotweeds, giant hogweed, European fire ant, European chafer beetle, Himalayan blackberry, Scotch broom, English holly, English and Irish ivies, yellow archangel, Himalayan balsam, and parrot's feather. These documents provide locally-relevant information about how to identify, track, report, dispose of, prevent further spread, and effectively control these species, as well as regulatory requirements, monitoring and restoration tips, references and additional resources. The four newest best management practice guides (purple loosestrife, reed canarygrass, wild chervil, and yellow flag iris) also include a new section that describes how each invasive species may adapt as our climate changes.

The best management practices and other resources can be found on metrovancouver.org by searching for 'invasive species'. Enclosed is a copy of the staff report for your information.

39890979

If you have any questions, please contact Laurie Bates-Frymel, Senior Regional Planner, Regional Planning and Housing Services, by email at Laurie.Bates-Frymel@metrovancover.org or by phone at 604-436-6787.

Sincerely,



Chris Plagnol
Corporate Officer

CP/HM/lbf

Encl: Report dated May 22, 2020, titled "Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris" (Doc# 39200440)

To: Climate Action Committee

From: Laurie Bates-Frymel, Senior Planner
Regional Planning and Housing Services Department

Date: May 22, 2020 Meeting Date: June 19, 2020

Subject: **Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated May 22, 2020, titled “Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris”; and
 - b) direct staff to forward the Best Management Practices to member jurisdictions for information.
-

EXECUTIVE SUMMARY

Building on an existing library of technical guidance for eleven priority invasive species, Metro Vancouver has again worked with the Invasive Species Council of Metro Vancouver, member jurisdictions and other local experts to produce a set of additional best management practices – this time for purple loosestrife, reed canarygrass, wild chervil, and yellow flag iris. These documents provide information about how to identify, track, report, dispose, prevent further spread and effectively control these species, as well as regulatory requirements, monitoring and restoration tips, references and additional resources. New this year, each best management practice guide also describes how each of these invasive species may adapt as our climate changes.

PURPOSE

To provide the Climate Action Committee and the MVRD Board with four new invasive species best management practices documents for information.

BACKGROUND

In 2018 and 2019, the Climate Action Committee received reports regarding best management practices for knotweed species, giant hogweed, European fire ant, European chafer beetle, Himalayan blackberry, Scotch broom, English holly, English and Irish ivies, yellow archangel, Himalayan balsam, and parrot’s feather. Those reports also identified the next set of species for which locally-tested best management practices would be most valuable, based on input from member jurisdictions on the Regional Planning Advisory Committee – Invasive Species Subcommittee: purple loosestrife, reed canarygrass, wild chervil, and yellow flag iris. This report presents the best management practices that have been developed for those four species.

Invasive species best management practices are a Climate Action Committee Work Plan item for the second quarter of 2020.

THE NEED FOR AND DEVELOPMENT OF REGIONAL BEST MANAGEMENT PRACTICES

Invasive species are non-native flora or fauna that out-compete native species and can be highly destructive and difficult to control. They can threaten property and recreational values, infrastructure, agriculture, public health and safety, as well as ecological health. According to the International Union for Conservation of Nature, invasive species are one of the biggest causes of biodiversity loss and species extinctions, and are also a global threat to food security and livelihoods.

In 2016, the Regional Planning Advisory Committee-Invasive Species Subcommittee raised concern about inconsistent invasive species management practices across the region, and the need for locally-tested, practitioner-focussed guidance. They requested the development of regionally-appropriate best management practices for priority invasive species. In October 2018, the MVRD Board adopted the [Ecological Health Framework](#), which illustrates Metro Vancouver's role in protecting and enhancing ecological health as it relates to its services and functions, and supporting regional efforts. The *Framework* commits Metro Vancouver to “develop and employ best practices in the management of invasive species on Metro Vancouver lands and promote their use region-wide”.

Metro Vancouver retained the Invasive Species Council of Metro Vancouver (ISCMV) to create the best management practice documents. The target audiences are local government staff, crews, project managers, contractors, consultants, developers, stewardship groups, and others who have a role in invasive species management. The best management practices include technical guidance about identification, tracking, reporting, effective prevention and control strategies, regulatory requirements, disposal, monitoring and restoration, as well as references and additional resources. This guidance is based on the best available scientific expertise and local experience.

OVERVIEW OF LATEST FOUR BEST MANAGEMENT PRACTICES (REFERENCES 1-4)

The best management practices for purple loosestrife (Reference 1), reed canarygrass (Reference 2), wild chervil (Reference 3), and yellow flag iris (Reference 4) have been reviewed by members of the RPAC-Invasive Species Subcommittee and additional local experts. An overview of each document is provided below.

Purple Loosestrife

A serious wetland invader, purple loosestrife was first introduced to North America in the 1800s and has spread across the continent. It reproduces prolifically by root fragments and seeds; in fact, a single mature plant can produce more than two million seeds each year. Provincial legislation requires purple loosestrife control. If left uncontrolled, this plant will spread rapidly, outcompeting native species, reducing biodiversity, trapping sediments, and potentially impeding drainage.

Neogalerucella beetles, purple loosestrife's natural predator in Europe, have been approved for use on purple loosestrife in BC, but efficacy varies with environmental conditions. It is possible to manually remove newly established infestations by pulling or digging.

Reed Canarygrass

Although there is some debate about the origins of reed canarygrass in BC, local research suggests that cultivars were introduced from Europe and Asia to support agricultural conversion of wetlands

in the early 1900s. This plant reproduces by seed and vegetatively, forming dense, persistent monocultures in wetlands, ditches, floodplains, and wet meadows.

Control of reed canarygrass is challenging, especially considering it is often found in sensitive ecosystems. Most experts agree that the best long term strategy is to plant a diversity of native species in the area that will block sunlight since reed canarygrass is shade intolerant. Some success may be possible for dense patches by covering with a material that suppresses growth such as cardboard, mulch or geotextile. Small patches can be manually removed with a shovel.

Wild Chervil

Native to Europe, wild chervil spreads rapidly by both seed and plant fragments. It can outcompete native BC plants, pasture and hay crops, and is particularly damaging in riparian habitats. Wild chervil may also play a role in spreading a virus that can kill edible crops such as carrots and celery.

Pulling or digging out the entire taproot can be effective for small patches prior to flowering. Gloves should be worn during removal since wild chervil may cause skin irritation. For larger infestations, tilling or herbicide application can be effective, but both require trained staff. Care must be taken to minimize damage to the surrounding environment and all relevant laws must be followed, including municipal pesticide bylaws that may prohibit the use of certain herbicides.

Yellow Flag Iris

This plant was introduced to North America from the temperate regions of Eurasia as an ornamental wetland garden plant in the early 1900s. It spreads by seed and rhizome fragmentation, tolerates freshwater, brackish, and saline environments and can withstand extended periods of drought. It has been known to outcompete native cattails, sedges, and rushes, reducing habitat for birds, fish, and amphibian species. Provincial legislation requires yellow flag iris control.

Small patches of yellow flag iris can be removed by hand and cutting works in some aquatic sites. Covering the plants with a barrier/matting has also provided effective control in several cases.

Prevention and Disposal

As with all invasive species, prevention (e.g., using invasive species-free soil, planting non-invasive plants, cleaning vehicles and equipment) is the most economical and effective way to reduce the risk of spread over the long term. These best management practice guides provide a link to a list of possible disposal facilities, but practitioners should always contact the disposal facilities beforehand to confirm the facility will accept the material. Invasive plants should not be placed in backyard composters as the temperature may not become hot enough to destroy the seeds and roots.

Climate Adaptation

This set of best management practice documents features a new section on 'Climate Adaptation' that describes how each species may adapt as our climate changes based on their ability to withstand warmer temperatures, summer drought, warmer wetter winters, and an extended growing season.

NEXT STEPS

To increase awareness of these best practices, staff recommends circulation to member jurisdictions, as per Alternative 1.

ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the report dated May 22, 2020, titled “Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris”; and
 - b) direct staff to forward the Best Management Practices to member jurisdictions for information.

2. That the Climate Action Committee receive for information the report dated May 22, 2022, titled “Best Management Practices for Invasive Species: Purple Loosestrife, Reed Canarygrass, Wild Chervil, and Yellow Flag Iris”, and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The 2019 MVRD Board-approved Regional Planning budget included \$20,000 for best management practices presented in this report. Under both Alternative 1 and 2, best management practices documents have been prepared within approved budgets. Under Alternative 1, these documents will be shared with member jurisdictions.

CONCLUSION

A Climate Action Committee work plan item for the second quarter of 2020, best management practices have been compiled for four additional invasive species found within the Metro Vancouver region: purple loosestrife, reed canarygrass, wild chervil, and yellow flag iris. These documents provide locally-tested technical guidance about identification, tracking, reporting, climate adaptation, effective prevention and control strategies, regulatory requirements, disposal, monitoring and restoration, as well as references and additional resources. Staff recommend Alternative 1, that the Board receive the latest invasive species best management practices documents for information, and direct staff to forward them to member jurisdictions.

References

1. [Best Management Practices for Purple Loosestrife in the Metro Vancouver Region - June 2020](#)
2. [Best Management Practices for Reed Canarygrass in the Metro Vancouver Region - June 2020](#)
3. [Best Management Practices for Wild Chervil in the Metro Vancouver Region - June 2020](#)
4. [Best Management Practices for Yellow Flag Iris in the Metro Vancouver Region - June 2020](#)

39200440

JUL 20 2020

CITY OF WHITE ROCK
ADMINISTRATION

Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

File: CR-12-01

Ref: RD 2020 May 29

JUL 15 2020

The Honourable Jonathan Wilkinson
Minister of Environment and Climate Change
Environment and Climate Change Canada
House of Commons
Ottawa, Ontario K1A 0A6
VIA EMAIL: Jonathan.Wilkinson@parl.gc.ca

The Honourable George Heyman
Minister of Environment and Climate Change Strategy
Ministry of Environment and Climate Change Strategy
PO Box 9047 Stn Prov Gov
Victoria, BC V8W 9E2
VIA EMAIL: ENV.Minister@gov.bc.ca

Dear Minister Wilkinson and Minister Heyman:

Low Carbon Economic Stimulus Funding in Response to COVID-19

On behalf of the Metro Vancouver Board of Directors, I am writing to urge the Federal and Provincial governments to ensure economic stimulus funding is directed to low carbon initiatives.

At its May 29, 2020 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board write letters to the provincial Minister of Environment and Climate Change Strategy, the federal Minister of Environment and Climate Change, and other appropriate government agencies to call for economic stimulus funding to be directed to low carbon initiatives.

The emergence of COVID-19 has led to dramatic health, social, and economic shifts as our communities face the all-encompassing challenge of responding to and overcoming this crisis. Policy makers at all orders of government have naturally been focused on critical near-term decisions on public health and employment. Unfortunately, this has also lowered the priority placed on climate change action as public health and social security measures have taken precedence.

However, when making decisions with long-term impacts, it is critical that we maintain our focus on reducing greenhouse gas emissions to avoid the worst impacts of climate change. In the past, the Federal and Provincial governments have used stimulus spending to reinvigorate stressed economies. Economic stimulus measures to support economic recovery following the impact of COVID-19 should have a specific focus on economic growth in low carbon jobs and sectors that are sustainable over the long term. The equitable distribution of benefits is essential as the impacts of both COVID-19 and climate change will likely be felt disproportionately by the most vulnerable, so it will be critical to prioritize actions that build resiliency and reduce inequalities.

38913250

Through *Climate 2050*, the region's 30-year climate action strategy, Metro Vancouver is committed to building a carbon neutral and climate resilient region by 2050. The actions necessary to reach carbon neutrality and strengthen the resiliency of the region will only be possible with strong policy alignment and collaboration between all levels of government. Federal and Provincial investment in infrastructure programs and projects that support low carbon alternatives, long-term economic stability and climate resiliency should be central to the composition of new economic stimulus funding. This spending must align with our shared objectives of economic recovery for communities, the equitable distribution of benefits, and the creation of economic growth in low carbon sectors that are sustainable over the long term.

A copy of the staff report is enclosed for your information. We would be happy to provide additional details on specific projects and initiatives and discuss with your staff.

If you have any questions, please contact Roger Quan, Director, Air Quality and Climate Change, by phone at 604-436-6770 or by email at Roger.Quan@metrovancover.org.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/NC/mb

cc: Hon. Catherine McKenna, Minister of Infrastructure and Communities, Infrastructure Canada
Hon. Seamus O'Regan, Minister of Natural Resources, Natural Resources Canada
Hon. Bruce Ralston, Minister of Energy, Mines and Petroleum Resources
Hon. Selina Robinson, Minister of Municipal Affairs and Housing
Hon. Claire Trevena, Minister of Transportation and Infrastructure
Metro Vancouver Member Jurisdictions

Encl: Report dated May 15, 2020, titled "Low Carbon Economic Stimulus Funding in Response to COVID-19". (39110011)

38913250

To: MVRD Board of Directors

From: Climate Action Committee

Date: May 15, 2020 Meeting Date: May 29, 2020

Subject: **Low Carbon Economic Stimulus Funding in Response to COVID-19**

CLIMATE ACTION COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) write letters to the provincial Minister of Environment and Climate Change Strategy, the federal Minister of Environment and Climate Change, and other appropriate government agencies to call for economic stimulus funding to be directed to low carbon initiatives; and
 - b) forward copies of each letter to member jurisdictions for information.
-

At its May 15, 2020 meeting, the Climate Action Committee considered the attached report dated April 16, 2020, titled “Low Carbon Economic Stimulus Funding in Response to COVID-19. The Committee noted that some member jurisdictions may wish to consider similar letters to the provincial and federal governments and subsequently amended the recommendation as presented above in underline style.

Attachment

“Low Carbon Economic Stimulus Funding in Response to COVID-19”, dated April 16, 2020

39110011 FINAL

To: Climate Action Committee

From: Morgan Braglewicz, Policy Analyst
Parks and Environment Department

Date: April 16, 2020 Meeting Date: May 15, 2020

Subject: **Low Carbon Economic Stimulus Funding in Response to COVID-19**

RECOMMENDATION

That the MVRD Board write letters to the provincial Minister of Environment and Climate Change Strategy, the federal Minister of Environment and Climate Change, and other appropriate government agencies to call for economic stimulus funding to be directed to low carbon initiatives.

EXECUTIVE SUMMARY

The response to COVID-19 is currently focused on critical near-term decisions on key issues such as public health and high levels of unemployment. Once these issues begin to stabilize, the Provincial and Federal government will turn to decisions on how to stimulate economic recovery. Historically, government stimulus funding has focused on programs and public work projects. Despite support for “green stimulus” measures following the 2008 Great Recession, the potential to invest funding into low carbon initiatives went largely unrealized. Already, there have been public demands for post COVID-19 economic stimulus funding to go to the oil and gas sector. However, many organizations are advocating for low carbon initiatives to form the core of Canada’s economic stimulus spending, rather than investment in oil and gas. Metro Vancouver has an opportunity to add its voice in calling for the development of stimulus spending that is equitable and accelerates the growth of a resilient, low carbon economy, to support achievement of the climate goals that have been established for the region.

PURPOSE

To provide the Climate Action Committee with an overview of the challenges and opportunities for climate action during and after the COVID-19 crisis, and the potential impact of a letter from the MVRD Board advocating for increased spending on low carbon economic stimulus to align with Metro Vancouver’s climate action goals.

BACKGROUND

Through *Climate 2050*, Metro Vancouver is committed to achieving carbon neutrality by 2050 and ensuring the equitable implementation of actions to reduce greenhouse gas emissions. Achieving this goal will only be possible with strong alignment and collaboration between all levels of government. As the Provincial and Federal governments implement economic stimulus measures to support economic recovery following the impact of COVID-19, Metro Vancouver should ensure that Provincial and Federal spending align with the shared objectives of economic recovery for communities, the equitable distribution of benefits, and the creation of economic growth in low carbon sectors that are sustainable over the long term.

COVID-19 CHALLENGES AND LEARNINGS

The emergence of COVID-19 has led to drastic health, social, and economic shifts as our communities face the all-encompassing challenge of overcoming this virus. Policy makers at all orders of government have been focused on critical near-term decisions on public health and employment crises. In recent weeks, the Provincial and Federal governments have announced unprecedented levels of economic support for individuals and businesses impacted by COVID-19. Inevitably, in the near term the COVID-19 crisis will lower the priority placed on climate change action as public health and social security measures take precedence. However, as decisions on economic stimulus spending are made, these decisions will have an effect on climate action.

Supporting a Low Carbon Future

Now, more than ever before, Canada and BC have an opportunity to accelerate the development of an economy that is sustainable in a low carbon future. It will be tempting for BC and Canada to fall back on existing economic pillars, which include the fossil fuel industry, as decisions are made to stabilize and revitalize the economy. Low oil prices are an additional complicating factor, as they simultaneously illustrate the precariousness of the oil and gas sector while also undermining the business case for energy efficiency or fuel switching. Propping up the oil and gas sector through stimulus spending may support near-term economic recovery for some, but it is at odds with Canada and BC's climate commitments and the need to reduce greenhouse gas emissions. Low carbon programs and projects that support long-term economic stability and climate resiliency should be central to the composition of new economic stimulus funding.

Implications for Climate Action

There will be important lessons to be learned from governments' reactions to the COVID-19 crisis that can potentially be applied to a renewed approach to climate action in a post COVID-19 environment. The response to COVID-19 has demonstrated that institutions can be nimble in decision-making, and change their processes quickly under pressure. It has also demonstrated that individuals are capable of changing long-held behaviours, though it remains to be seen how persistent those behaviour changes will be. Finally, impacts of both COVID-19 and climate change will likely be felt disproportionately by the most vulnerable, so it will be critical to prioritize actions that build resiliency and reduce inequalities.

ECONOMIC STIMULUS FUNDING

Historically, governments have put money into programs and public works projects to stimulate the economy following significant economic downturns. Most notably, Franklin D. Roosevelt's New Deal following the Great Depression of the 1920s and 1930s focused on providing relief for unemployed workers, recovery of the economy, and reform of the financial system. More recently, widespread economic stimulus was needed after the Great Recession of 2008. The role of "green stimulus" measures was widely discussed at the time. Despite analysis on the potential for "green stimulus" measures following the recession, this potential went largely unrealized as stimulus spending did not prioritize low carbon initiatives. In Canada, under 10% of all economic stimulus spending in 2009 was spent on "green stimulus" measures, amounting to approximately \$3.4 billion (Reference 1). Additionally, while the New Deal included a strong social component, significant amounts of stimulus spending after the 2008 Great Recession went to large financial institutions, leading to an inequitable distribution of the benefits from stimulus measures.

Low Carbon Stimulus Funding Mechanisms

There are numerous examples of mechanisms that can stimulate low carbon economic growth. Job creation and skills training can be focused on new low carbon sectors; investment can flow to low carbon infrastructure and renewable energy; industry investment can be tied to new environmental regulations; and tax instruments such as tax cuts, credits, exemptions, and subsidies can be introduced to direct spending in ways that decrease emissions and increase climate resilience. Many of these tools can be applied in a way that provides support and opportunities for more vulnerable individuals and communities.

Post COVID-19 Economic Stimulus Funding

The Federal and Provincial governments have already provided economic support for those impacted by COVID-19, and have indicated that they will announce economic recovery spending in the coming months. There will be a narrow window to determine how this money is spent, and how much of it goes to low carbon initiatives. Notably, the Federal government has already announced \$1.7 billion dollars in funding to go to the cleanup of orphaned oil and gas wells in western provinces, including BC. Given the relatively limited focus on low carbon initiatives in 2009 Canadian economic stimulus spending, and the current call from some Provincial Governments to stimulate the oil and gas sector, advocacy on this issue is likely needed to push significant spending into low carbon initiatives with an equitable distribution of benefits.

Several organizations have already been advocating for low carbon initiatives to drive economic stimulus spending. The International Energy Agency has advocated for clean energy to be at the heart of economic stimulus (Reference 2). In Canada, 265 academics submitted a letter to Prime Minister Justin Trudeau opposing an oil and gas bailout as part of Canadian economic stimulus spending (Reference 3). Some organizations, including the Pembina Institute, Efficiency Canada, and the Canada Green Building Council, have already developed sector-specific recommendations and strategies to support low carbon stimulus spending. Additionally, a number of Metro Vancouver member jurisdictions have raised this issue. Metro Vancouver has an opportunity to add its voice to other organizations' in calling for the development of stimulus spending that is equitable and accelerates the growth of a resilient, low carbon economy.

ALTERNATIVES

1. That the MVRD Board write letters to the provincial Minister of Environment and Climate Change Strategy, the federal Minister of Environment and Climate Change, and other appropriate government agencies to call for economic stimulus funding to be directed to low carbon initiatives.
2. That the MVRD Board receive for information the report dated April 16, 2020, titled "Low Carbon Economic Stimulus Funding in Response to COVID-19" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

There are no financial implications associated with Alternative 1 in this report.

CONCLUSION

COVID-19 has already transformed our communities in profound ways. As critical near-term decisions help to stabilize public health and social support, the Provincial and Federal governments will begin to make decisions on economic stimulus spending to revitalize the economy. While economic recovery is the priority in these decisions, it is also important that they align with Metro Vancouver's *Climate 2050* commitments, as well as provincial and federal commitments to reduce greenhouse gas emissions and ensure the equitable distribution of benefits. Additionally, the economic transformations that are created through stimulus spending should support growth that is sustainable in the long term in a low carbon economy. However, some Provinces have already been calling for stimulus spending to go to the recovery of the oil and gas sector. Many other organizations are advocating for the implementation of low carbon economic stimulus measures.

Staff recommend Alternative 1, that the Board write letters to the provincial Minister of Environment and Climate Change Strategy, the federal Minister of Environment and Climate Change and other agencies as appropriate, to call for economic stimulus funding to be directed to low carbon initiatives.

References

1. [Green Stimulus Measures](#)
2. [International Energy Agency Calls for Clean Energy Measures](#)
3. [Letter from 265 Academics on Economic Recovery Planning](#)

38418048

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2353**



A Bylaw to amend the “2020 Fees and Charges Bylaw,”
in regards to value priced parking.

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

1. That Schedule “K” be amended by replacing the “Summer Season” description and fees as follows:

<ul style="list-style-type: none"> • SUMMER SEASON – April to September <ul style="list-style-type: none"> - Waterfront parking, including all lots and on-street parking West of Oxford Street (formerly the Value-Priced lots). \$3.75 - Daily Rate for Montecito and West Beach Parkades \$15.00

2. This Bylaw may be cited for all purposes as the "2020 Fees and Charges Bylaw, 2020, No. 2318, Amendment No. 2, 2020 No. 2353"

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

Stephanie Lam

Subject: Q & A for this eve:: Bay Street Access Ramp & Beach Access

The following is Staff's response to the correspondence dated July 20, 2020 from S. Moores.

Bay Street Beach Access

Council approved funding of 160K for a fully accessible ramp as part of the Financial Plan earlier this year. We attempted to leverage this funding by applying for grants in the Spring. Unfortunately, the grants were not approved; however, there is still adequate funding to complete the project.

We contacted Semiahmoo First Nation to initiate consultation and we hired a marine engineering firm to do the detailed design and start the environmental approvals.

Construction is scheduled for the Fisheries Window and low tides between late Fall and the end of February 2021. As an interim measure, we constructed a gentler sloping ramp to the east of the existing ramp until we can construct the new ramp to accessibility standards.

Accessible Beach Access at Cypress

The beach access at the Cypress Railway Crossing constructed last year meets accessibility standards. We are not completely satisfied with the interface between the last three panels and the beach and will improve this later in the year during low tides and less busy times.

We are periodically in touch with the Self Advocates of Semiahmoo (SAS) to listen to their feedback and keep them apprised of new accessibility initiatives.

Hope this clarifies,

Jim

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



The information transmitted, including attachments, is intended only for the individual(s) or entity(ies) to which it is addressed and may contain information that is confidential and/or privileged or exempt from disclosure under applicable law. Any copying, review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by individual(s) or entities other than the intended recipient is strictly prohibited. If you have received this information in error, please notify the City of White Rock and destroy any copies of this information. Thank you.

July 20, 2020

Dear White Rock City Council Members,

Please present this letter at your next council meeting.

I am a long-time White Rock Resident, Business Owner, an active part of the community and I am hugely concerned about the access to the White Rock beach at the boat launch.

On June 25th I was heading down to White Rock Beach via the access that was the first and only option for Residents during Covid-19 (next to Bayview Park). While making my way down the steep slope I slipped and broke the tibia and fibula of my left leg in several places. I required surgery that required three plates and several screws, I will not be able to weight bare for nine weeks and I go back to "light work" duties in 4-6 months.

This area of the beach has convenient parking and being a beach lover I have accessed the beach from this area many times. The steepness of the grade and the slippery crush material on the left are what I would consider dangerous. I have observed many people losing their footing down this access, as well as elderly people needing two people to support them on the way back up this hill. I am incredibly surprised that this has not been an ongoing issue for injuries.

As I start my long, painful road to recovery, I want to express to you all how unsafe this access is for our community. Now that we are in phase 3 of COVID there are more options for the public to find safer access to our amazing beach, however, many people are still utilizing this access near the boat launch. Warning signs are not enough! I beg of you to put in place a safer access to the beach in this area, such as a set of steps with a railing for the safety of all.

Sincerely,

Shawna Moores

shawnamoores@hotmail.com

604-728-9479

Stephanie Lam

Subject: Q & A for this eve:: Bay Street Access Ramp & Beach Access

The following is Staff's response to the correspondence dated July 20, 2020 from S. Moores.

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Jim

Jim Gordon P.Eng.
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Presenter:
Jean-Paul Kamand

Representing:
George Shami,
Owner, operator
Sandcastle Fitness



Overview

Social Issue &

What we aim to accomplish?

The POWER of Language

Language and the terms that we speak:

- Negatively alter social perceptions
- Abolish pre-conceived notions

Our Team



ANIRUDH RAYAS

SENIOR PROGRAM
COORDINATOR



VICTORIA GODDARD

EMPLOYMENT SPECIALIST



SEEMA TRIPATHI

ASSOCIATE DIRECTOR OF
COMMUNITY SERVICES



CRYSTAL DIXON

EMPLOYMENT SPECIALIST



MAHE NAU AWAN

EMPLOYMENT SPECIALIST

Under-utilized Gov. Programs

Canada 



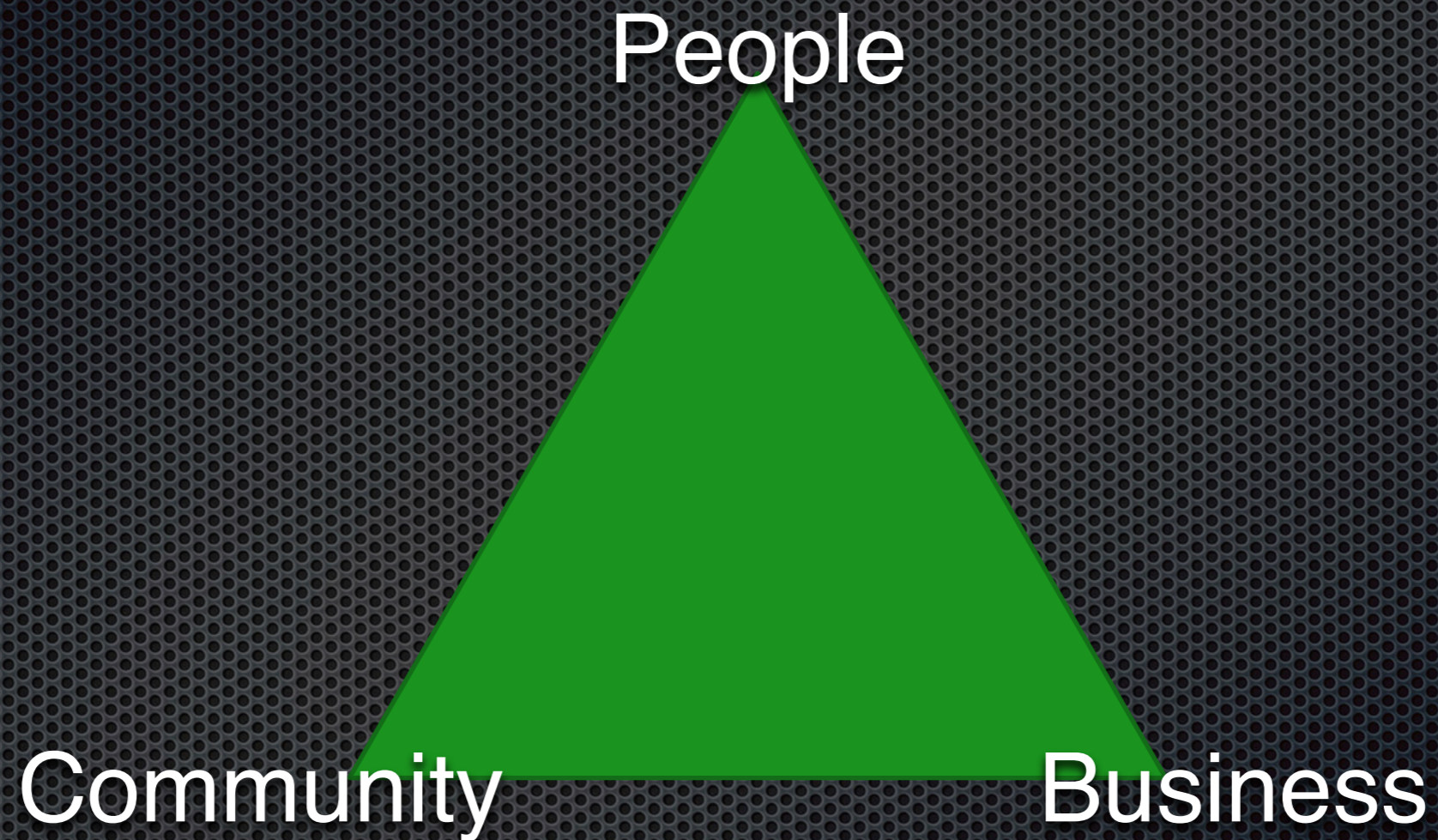
BRITISH
COLUMBIA

This program is funded by the Government of Canada
and the Province of British Columbia.

Economic benefits
for all that are
involved

Opportunities to
engage **community
pillars & New
market**

The Trifecta



Seamless Transition



WORKING COLLABORATIVELY
TOWARDS CREATING
INCLUSIVE AND DYNAMIC
WORKPLACES THROUGH
INNOVATIVE SOLUTIONS



As a result...

~~90 min~~ vs. **30 min intervals**

Exceeding health and sanitation standards:
which is made possible by inclusive employment.





Call to Action:

Post COVID-19 Employment
Action Plan

Assistant Floor Manager

The role of **Assistant Floor Manager** is to work with the Personal Trainer (PT), Head, List of items that need to happen in the coed gym and ladies only section.

- Ensures there is the paper towel in the paper towel machines
- Moves weights and distributes them across the gym
- Cleans up used towels, paper towel on the floor, drink cans etc.
- Wipes down equipment
- Informs the front desk of any equipment issues, needed batteries etc.
- Assists the PTs; being a liaison for them with their clients, they could greet clients and take them to the coed gym.

Reception Assistant

The role of *Reception Assistant* is to work directly with the front desk staff. List of items that need to happen in the coed gym and ladies only section.

- Running messages, mail, and phone message to the office upstairs
- Doing the laundry
- Helping with phone calls, especially when desk staff are doing membership contracts
- Vending machine operations
- Organizing stock room
- Greeting members
- Manages lock/locker rentals
- Keeps towels folded
- Checks in on the bathrooms - refilling supplies including seat covers, wipes down counters - closes lockers

Brand Awareness



Kierra L.
 Waikīkī, Honolulu, United States
 0 friends
 1 review

★★★★★ 6/27/2020

Great facility. Friendly awesome staff always taking into account member feedback. Post COVID everything has been great, taking the proper measures to ensure everything is clean and members are properly socially distanced. Happy to be a part of this gym and community. This is how all gyms should!

-Member LB



Andrew P.
 San Francisco, United States
 0 friends
 1 review

★★★★★ 6/27/2020

My gym for the past year and a half. They are starting a new initiative that will help employee disabled members of the community! Something that I can get behind and support!! GET SWOLE



Alexander M.
 Surrey, BC
 0 friends
 1 review

★★★★★ 6/27/2020

Fantastic place to workout. Ever since they have reopened they have gone above and beyond with their sanitization commitments and have remained dedicated to providing a welcoming place to exercise. Even let me borrow equipment during lockdown!



Patrick S.
 Whalley, Surrey, BC
 0 friends
 1 review

★★★★★ 6/27/2020

#TheSandcastle. You have to enter to really appreciate this place.

Amazing gym. The staff are absolutely amazing, incredibly helpful AND kind. Plus if you are a serious fitness addict like myself, you'll appreciate this place. I just learned from their front desk staff that they hire people with disability, and I literally got to see it with my own two eyes. HOW COOOOOOL!!!!!!



Jim S.
 San Francisco, United States
 0 friends
 1 review

★★★★★ 6/26/2020

As an older person I was intimidated to get back into a gym and Castle made me feel welcomed. Their trainers are very knowledgeable. They recently told me they hired people with special needs to help keep the gym clean and safe during the pandemic. I feel good about giving my business to a gym that cares about their customers and people in general. What a place 10/10 recommend





poobear C.

Surrey, BC

0 friends

1 review

★★★★★ 6/27/2020

There are only 2 reasons why people make Yelp reviews. A.) Because they are super mad, or B.) Because they are very happy and satisfied. Which leads to my review of Sand Castle.

Sand Castle Fitness Club is a very well maintained gym, the COVID-19 procedures they are taking is just above and beyond am I truly impressed with the quality of the gym and the staff doing a fantastic job keeping the place super clean.

Thank you very much guys for all the hard work and sweat you put in to keep the gym at top shape.



Russell D.

Surrey, BC

0 friends

1 review

★★★★★ 6/27/2020

Sandcastle fitness is hands down the most welcoming gym I have been a member at. All of the staff are so inviting and friendly and are taking all the precautions to help with this awkward time during COVID 19. Not only that, they have also done their part by implementing a new program creating new jobs for special needs individuals in our community. Lots of people have lost jobs during this hard time, it's great to see Sandcastle taking a step in the right direction and making for a positive role model to businesses in our community. Very blessed to be a part of this wonderful gym.



Anoushka E.

San Francisco, United States

0 friends

1 review

★★★★★ 6/27/2020

Really friendly staff and great ownership. They care about supporting the community and make every member feel comfortable by exceeding expectations when it comes to following Covid guidelines and procedures.



Darb L.

San Francisco, United States

0 friends

1 review

★★★★★ 6/27/2020

Great facility and great people! Staff is super friendly and very helpful at all times! Cleanliness around the gym is top notch as cleaners can be seen cleaning throughout the day and night! Would recommend this gym to anyone in the area!



Kyle M.

San Francisco, United States

0 friends

1 review

★★★★★ 6/27/2020

After having used this gym for over six months, it's been a pretty great experience. I've really come to love the space. The staff are super friendly and make it such a welcoming, positive atmosphere. The machines are in good shape - even got a new installment of turf. The machines are clean, well maintained, and plentiful with minimal to no wait time.

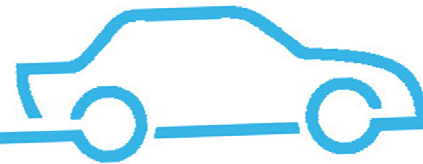
The new measures they've implemented to combat the spreading of coronavirus should be commended. I see staff throughout my work out walking the floor, paying close attention to the cleanliness of the facilities. They've even started a wonderful initiative connecting with (what I believe to be) the Semiahmoo Housing Society and hiring members to routinely clean the equipment as well. It just shows the extra care they have for the White Rock community and for the safety of the gym goes due to the coronavirus.



Thank you kindly for your time

Jean-Paul Kamand

DRIVING PUBLIC



let's fix public car insurance

ABOUT MOVEUP



12,000+ union members
primarily in B.C.

Our members work at:
ICBC, BC Hydro, FortisBC,
BCAA, BC Transit, TransLink,
credit unions, car rentals, etc.

Since 1913



FIX PUBLIC CAR INSURANCE

Local jobs and community investment,
with premium dollars staying in B.C.

Improved road safety through
investment and universal coverage

Community grants that provide
municipal control to plan for risks and
costs

New Enhanced Care Model will reduce
rates an average of \$400 per driver
without lengthy court fights



CONSUMER PRICE INDEX: AUTO INSURANCE

Province	May 2020	April 2020	May 2019
Alberta	250.7	245.8	226.7
Quebec	213.8	208.6	192.0
Ontario	200.5	198.4	189.2
Newfoundland and Labrador	180.1	179.8	180.6
British Columbia	168.4	162.7	162.7
Prince Edward Island	163.5	161.2	162.0
New Brunswick	160.7	157.1	149.5
Saskatchewan	156.7	154.6	151.6
Nova Scotia	152.0	148.9	141.9
Manitoba	130.6	146.0	140.0

Source: Statistics Canada. Table: 18-10-0004-01 (Passenger Vehicle Insurance Premiums). Accessed June 22, 2020.

Bold type indicates public insurance systems.

EFFECTS OF PRIVATIZATION

Higher costs and less coverage for drivers, including extra risks for municipal fleets

Jobs and money leaving our province

Over \$8 million in road improvement and road safety initiatives would be gone

- For every \$1 invested in road safety, crash and accident costs are reduced by \$4.70



HOW YOU CAN HELP

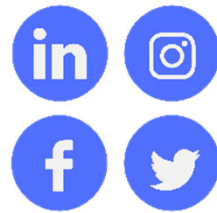
STATEMENT

Support our resolution and help us advance it with your municipal colleagues.



SOCIAL MEDIA

Publicly demonstrate support for fixing public car insurance on your social media channels.



EDUCATE

Prepare and distribute materials that speak about the benefits of public car insurance specifically for those in your municipalities.

Our team is happy to help with you work on content.



PRESENTATIONS

Need more information? Our Driving Public team is happy to speak virtually or in-person with your council.



STATEMENT OF INDIVIDUAL SUPPORT

I support public car insurance in British Columbia because...

Car insurance isn't just about the car. It's about people's safety and the care that people need when something goes wrong.

Public car insurance creates local jobs and significant investments in municipalities through road safety and improvement, and community grants while providing greater control to municipalities to plan for risks and costs.

B.C.'s new Enhanced Care Model will reduce rates for drivers and provide support to people who have been in accidents without forcing them to go through lengthy and expensive court fights.

Jurisdictions with private insurance options have experienced significant rate hikes year after year while accident benefits dramatically decline. In some provinces, that means lots of people aren't insured at all, putting everyone at risk.

I support public car insurance to reduce rates and improve accident coverage, keeping jobs and local investments in British Columbia.

**THANK YOU FOR
YOUR TIME!**

communications@moveuptogether.ca



White Rock Pier West Float Replacement

Would City Council consider requesting city staff to prepare a corporate feasibility report that would secure a public access recreational float facility be placed on the West Side of the Pier.

White Rock Pier

West Float Replacement

- \$330,000 insurance for the destroyed float must be spent by Dec 31
- White Rock Needs more public waterfront recreational activities



White Rock – West Pier – July 18, 2020



Crescent Beach “Tank” July 18, 2020



Tourism Update

July 27, 2020

2020-07-27 Regular Council
ON TABLE
Re: Item 6.1a



Table of Contents

- Current Tourism Situation
- Traveler & Community Sentiment
- Website
- Social Media
- New Blog & Website Content
- Stakeholder Relations
- Recovery & the Future

Current Tourism Situation

- Phase 3 of the Provincial COVID-19 Recovery Plan
- What is currently allowed:
 - British Columbia (BC) residents travelling within BC for leisure
 - Essential travel from Canada
 - US travel on way to Alaska
- Provincial Focus & Messaging:
 - Destination BC (DBC) is providing leadership for tourism visitor messaging that supports Provincial Health Officer, Dr. Bonnie Henry
 - Support local, unique, experiences and tourism partners
 - Attractions and Activities – “fewer faces & bigger spaces”
 - Use hashtag #exploreBC and #exploreWhiteRock

Traveller & Community Sentiment

- BC Residents likelihood to make trips as following within the next 12 months:
 - Day trips to nearby communities – 29%
 - Overnight trips elsewhere in BC – 26%
 - Other provinces – 17%
 - The US – 7%
 - Other Countries – 7%
- Concern with visitors making non-essential trips to your community over the next few weeks?

Region	Options	Week 2	Total	Week 4
		5/30/2020	Week 3 6/10/2020	6/24/2020
Visitors from nearby communities (day trip)	CONCERNED	37%	32%	35%
	NOT CONCERNED	63%	68%	65%
Visitors from elsewhere in BC (overnight trip)	CONCERNED	52%	43%	51%
	NOT CONCERNED	48%	57%	49%
Visitors from other provinces in Canada, outside BC	CONCERNED	79%	76%	77%
	NOT CONCERNED	21%	24%	23%
Visitors from the US	CONCERNED	91%	90%	92%
	NOT CONCERNED	9%	10%	8%
Visitors from other countries	CONCERNED	92%	91%	93%
	NOT CONCERNED	8%	9%	7%

Website



[Things To Do](#) [Eat & Drink](#) [Events](#) [Plan Your Visit](#) [Blog](#) [Contact Us](#) [Search Q](#)

PIER PRESSURE

Stretching far out into the Pacific Ocean, White Rock's landmark pier is a destination unto itself.

[Read more](#)

EXPLORE



Chat now



Top Content – Driving Awareness

Page Views - January 1 – June 30

Top 5 Visited Pages:

- Pier Cam - 9,701 – ↓25%
- Home Page - 7,389 - ↓17%
- Things to Do - 4,080 - ↓46%
- COVID-19 Updates - 1,576
- Eat & Drink - 1,519 - ↓44%

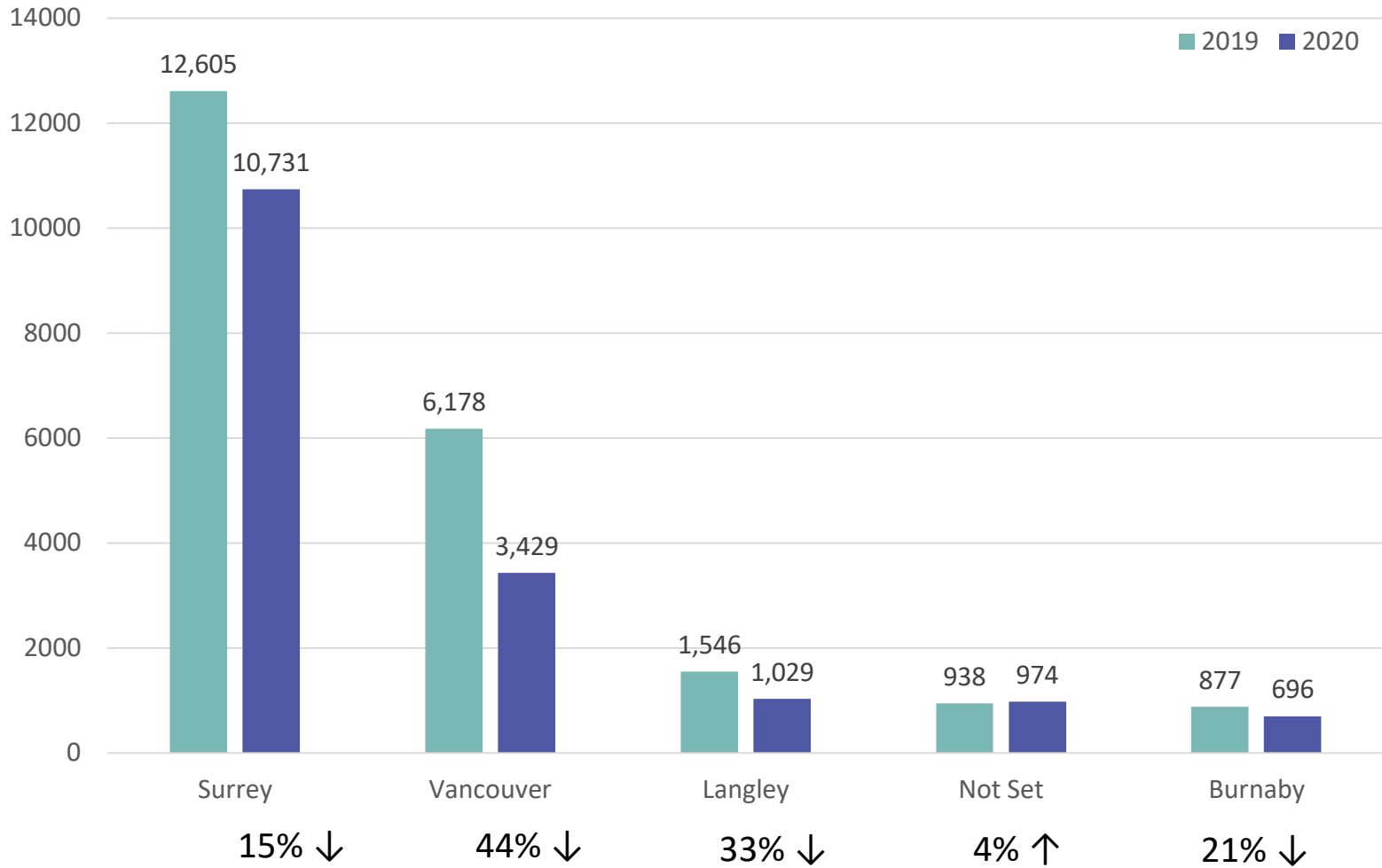
Top 5 Blog Posts:

- Online Jigsaw Puzzles - 3,799
- Take it Go - 1,627
- Grounds & Greens Opening - 803
- Happy Hour in White Rock – 667 - ↓24%
- White Rock’s Haunted House – 588 - ↓2%



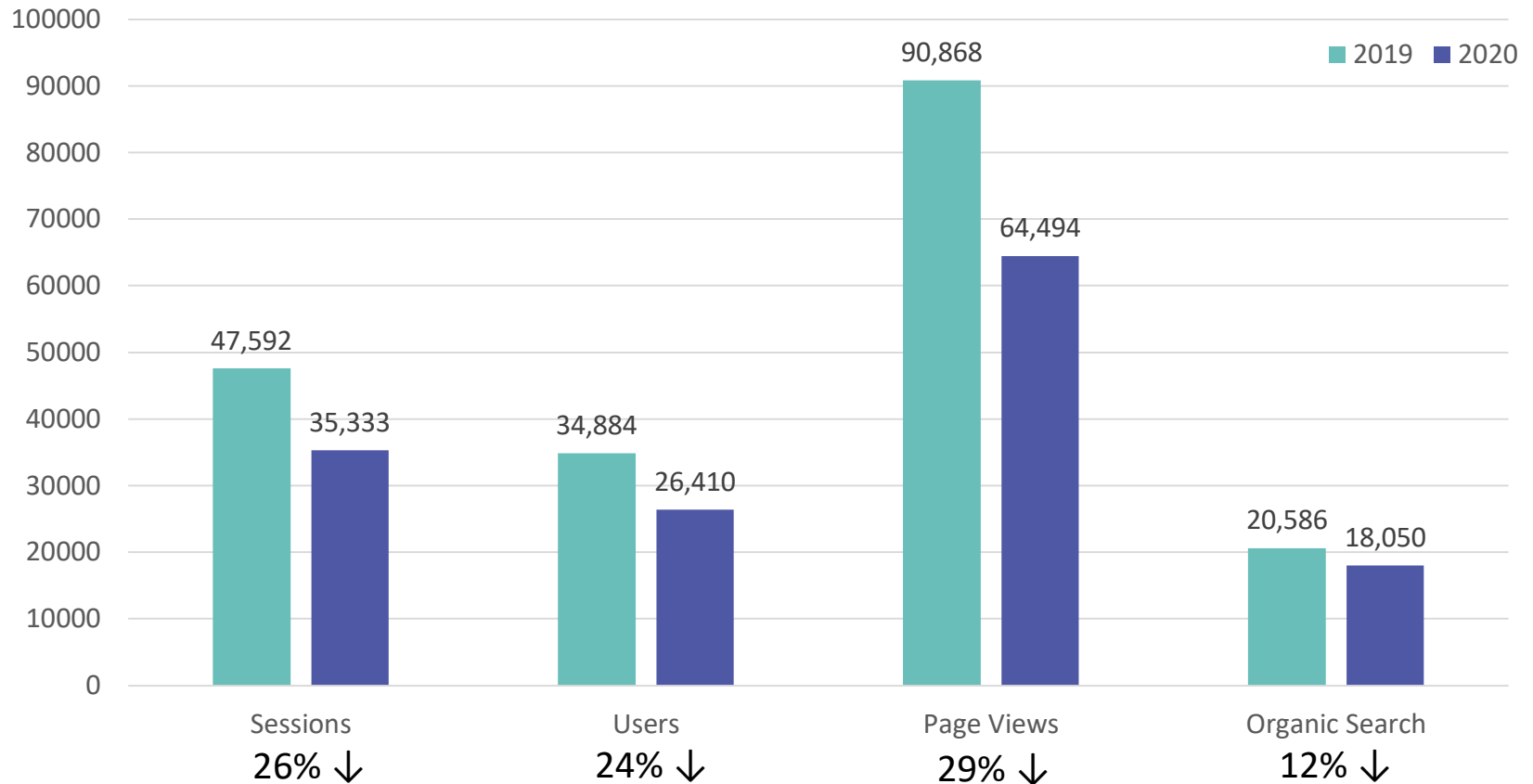
Website – Visitor Origin

January 1 – June 30, 2020 vs. 2019



Website - Analytics

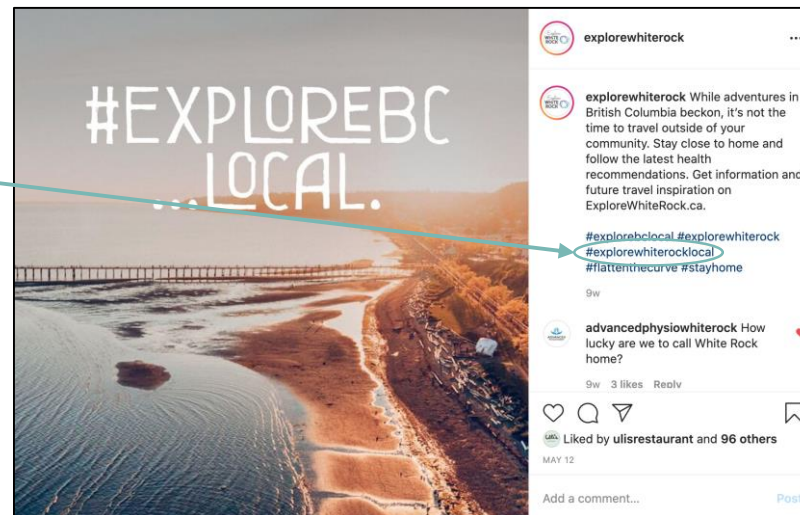
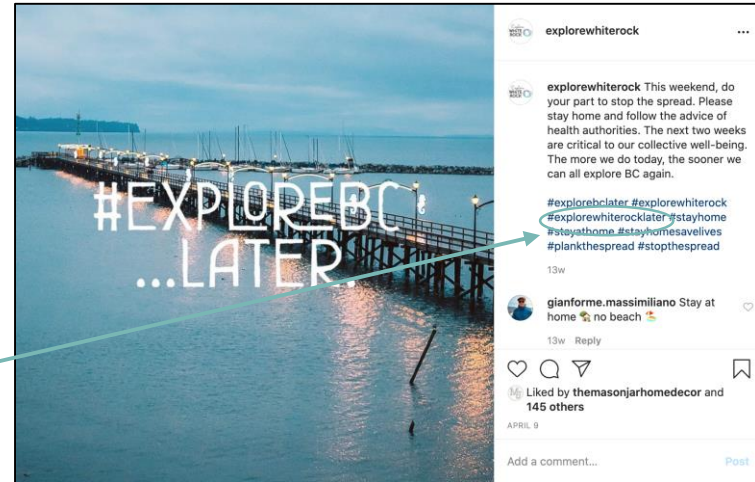
January 1 – June 30, 2020 vs. 2019



Page views / session	1.83	Average Session Duration	1:15	Bounce Rate	71.84%
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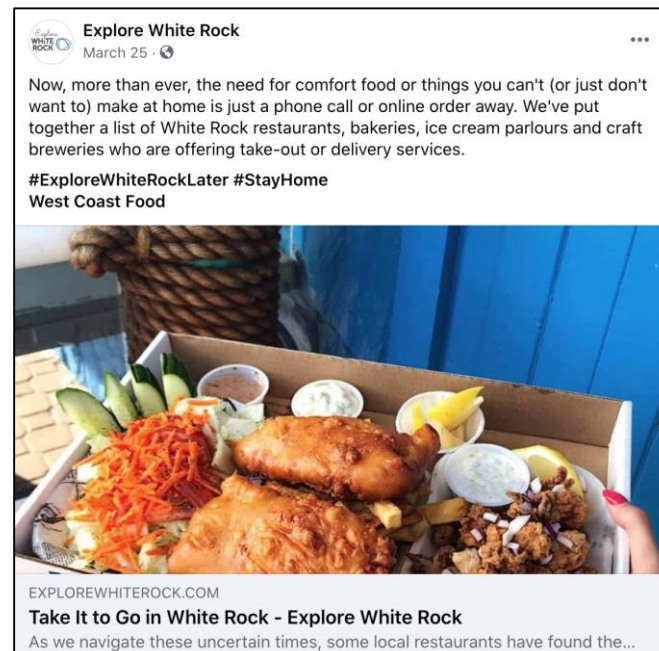
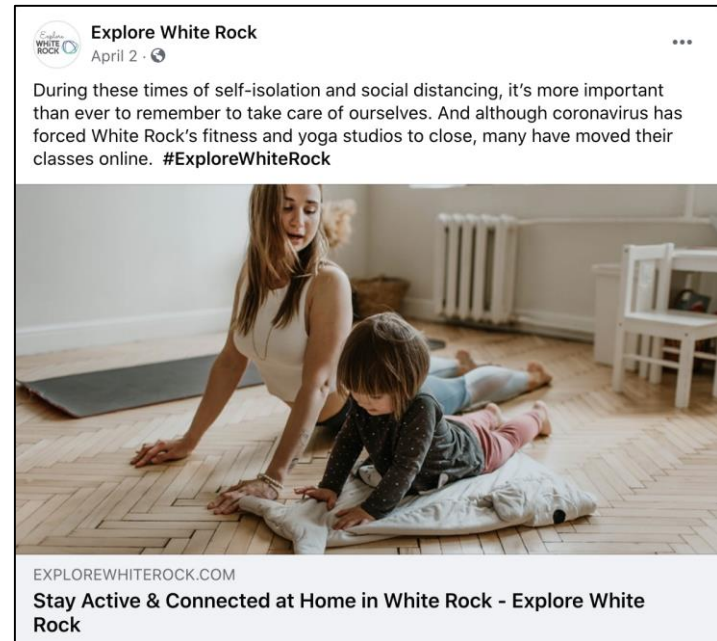
Social Media – Response, Recovery, Resilience

- Mid-March– Dr. Henry declares COVID-19 public health emergency.
- March 21 – Destination BC introduces **#ExploreBCLater** message. We add **#ExploreWhiteRockLater**
- May 7 - **#ExploreBCLocal** message introduced. We add **#ExploreWhiteRockLocal**
- June 24 –**#ExploreBC** message reinstated to encourage BC residents to explore the province. We continue use of **#ExploreWhiteRock**



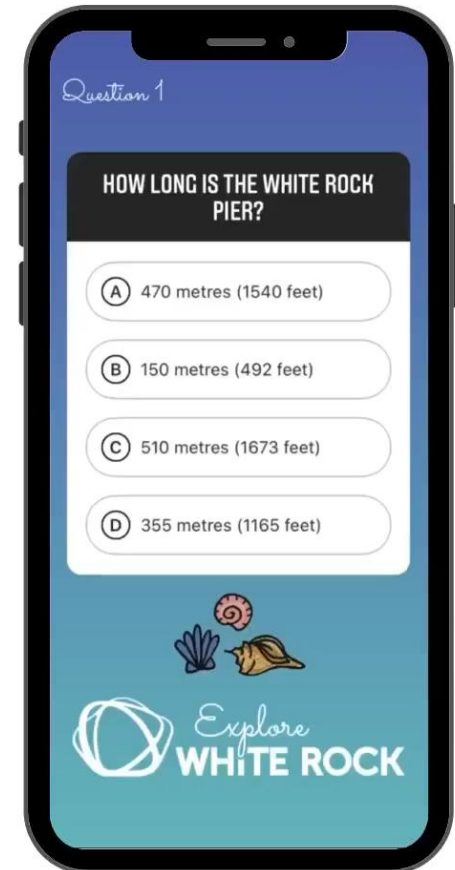
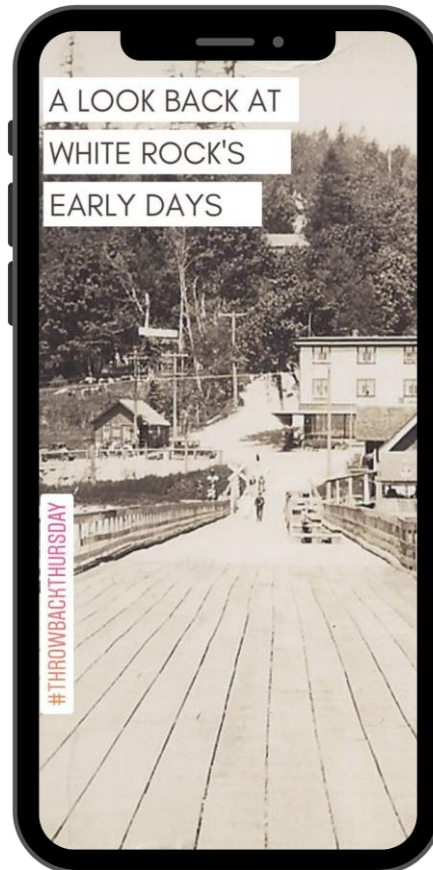
Social - Facebook

- Pivoted Explore White Rock to be consistent with DBC messaging of travel later
- Suspended online ad buys due to Provincial Health Officer (PHO) restrictions
- Focused on sharing local community information and business offerings - with take out, online services - like yoga or arts



Social - Instagram

- Instagram stories featuring White Rock trivia, historic images.
- Driving traffic to tourism partners and experiences that were open for take out, offering online options, walks in park and finally open for businesses
- Images of a variety of activities



Social Media Results - Organic

January 1 – June 30, 2020 vs 2019



5522 followers

↑5%

**8.6%
average
engagement rate**



3374 followers

↑41%

**16,514 uses of
#ExploreWhiteRock
(to date)**



2796 Followers

↑4%

**44,591
Impressions
2020 to date**

790 social media posts
from Jan 1 – June 3



New Blog & Website Content

- 22 articles written from Jan 1 – Jun 30
- 8,563 page views



JUNE 16, 2020

Canada Day by the Bay goes Virtual

This year's Canada Day celebrations in White Rock are going to look very different on July 1. While we can't all head to the beach this year, many of us will still be celebrating Canada ...

0



JUNE 9, 2020

Grounds and Greens Cafe brings the Plant-Based Life to White Rock

White Rock's dining scene, to many, is a hot spot for fish & chips and gelato shops, but those "in the know" know that this delightful seaside community has, of late, been flexing its culinary ...

0

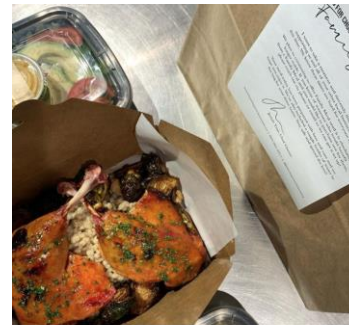


APRIL 29, 2020

White Rock Farmers' Market is Back ... Shop don't Stop!

The White Rock Farmers' Market returns to uptown White Rock on Sunday, May 3 (10am – 2pm), but this year things are going to look a little different, and the phrase "Shop don't Stop" says

0



MARCH 25, 2020

Take It to Go in White Rock

As we navigate these uncertain times, some local restaurants have found themselves faced with the difficult decision to close their doors temporarily, while some have managed to shift their operations to take-out and/or delivery. And ...

0



JUNE 17, 2020

The White Rock Pier Re-Opens

After an almost 3 month closure of the historic White Rock Pier due to the Covid-19 pandemic, on June 17 the City of White Rock will remove the barricades and welcome visitors to once again ...

0



APRIL 23, 2020


White Rock Online Jigsaw Puzzles

Missing those spectacular White Rock views? We've created some fun online jigsaw puzzles to keep you entertained and hopefully inspire future travel plans to White Rock! The little ones will enjoy the 10-piece and 20-piece puzzles designed ...

5




Consumer Newsletter

Quarterly Newsletter (Seasonal)	3,990 Subscribers (increase of 2,300 over June 30, 2019)	43.6% Open Rate (industry average = 31.6%)	8.4% CTR (industry average = 5.4%)
---------------------------------	---	---	---------------------------------------



It's Almost Festival Season in White Rock!
Warmer days are on the horizon and from East Beach to West Beach, Uptown to Five Corners, on sunny days or warm evenings, summer in White Rock means fairs, festival and fun for all. Enjoy live music, food & drink, fireworks, family activities, parades and more all summer long.

[Read on for summer festivals and fairs to check out in White Rock.](#)




Eat & Drink
Whether you want a romantic table for two overlooking the sea, a casual family-friendly eatery, or a picnic at the beach, White Rock has something for everyone and you definitely won't leave hungry.

[Let's eat...](#)

Farmers Market 2019 Season
Nothing heralds the start of summer in White Rock quite like opening day of the [White Rock Farmers Market](#). Head to the market on Sunday, May 5, and every Sunday through the summer.

[Opening day this way...](#)

When Will the Pier Open?
For those of you who have been following along with White Rock's storm damage and repair progress, we are pleased to announce that the beach and promenade will soon be fully reopened! Parts of the beach and promenade have been closed since December 20 after they



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Our mailing address is:
Explore White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6
Canada

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Stakeholder Relations

Bi-monthly Newsletter
109 subscribers

COVID-19 Updates (7)
with information from Destination BC,
Destination Canada and Tourism Industry
Association of BC

4 stakeholder spotlights on
explorewhiterock.com

Social sharing of
FB & IG content
(219 shares)



As a destination marketing organization representing stakeholders in tourism and related industries/activities, Explore White Rock is committed to providing our partners with reliable, accurate and timely information related to the novel coronavirus (COVID-19).

BC Tourism Resiliency Network

The [BC Tourism Resiliency Network](#) is a long-term resiliency program providing BC tourism businesses with meaningful, one-on-one support to navigate the impact of the COVID-19 pandemic, adapt and work towards eventual recovery.

Tourism businesses will be paired with a Program Advisor who, through a needs assessment consultation by phone, will facilitate customized support for each business that includes navigating available relief measures, resource links, answers to frequently asked questions and free appointments with program experts in finance, human resources, legal services and more. Program Advisors will provide client care to each business through their entire journey to recovery.

More information, online resources and how to apply for assistance visit www.TourismResiliency.ca.

Application Process for the Canada Emergency Wage Subsidy (CEWS) Now Open

To help employers keep and re-hire workers amidst the challenges posed by the COVID-19 pandemic, the Federal Government has implemented the Canada Emergency Wage Subsidy. This important measure provides a subsidy of 75% of an eligible employee's weekly earnings, to a maximum of \$847 per employee per week, to eligible employers, for up to 12 weeks. *Retrospective to March 15, 2020, the CEWS will prevent further job losses*



Recovery & the Future

Key to 2020 will be to focus on driving awareness, and traffic, for local experiences and products, and supporting local businesses.

1. Focus on driving traffic to open businesses, and online arts and cultural events like concerts
2. Driving inspiration for visits

The future is dependent on moving further into Phase 3 and eventually Phase 4 by the PHO

1. Preparing messaging for inter-provincial visitors, followed by other Canadian visitors, and finally international visitors



Explore
WHITE ROCK

Stay. All day.





Background

- City of White Rock made changes to delivery of solid waste services (2015).
 - privatization of MF and ICI collection
 - transition from cost recovery through property taxes to a user fee model for SF
- Public feedback suggested a desire to return to City collection
- Council directed a review of the decision to privatize MF and ICI
- Dillon retained to review operations including waste collection services in the City



Solid Waste Operations Review

- Dillon initiated SW Review August 2019.
- Previously completed work includes:
 - the current waste management system review,
 - relevant policies, strategies and bylaws,
 - results of the City's solid waste audit, and,
 - a best practices jurisdictional review.
- Public Consultation included the following:
 - Survey "Tell Us What You Think about Solid Waste Operations in the City of White Rock"
 - Open House held on February 19, 2020
 - 199 residents provided their input on solid waste services.



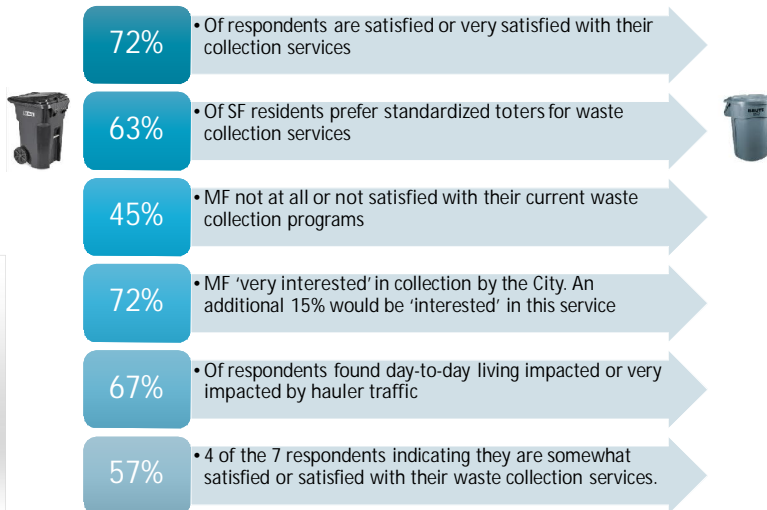
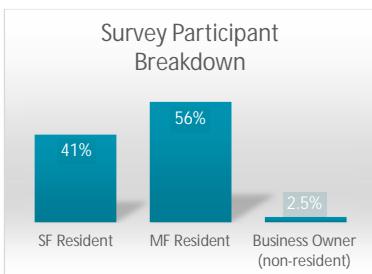
Survey Results (February 2020)

Survey Report
08 February 2020 - 08 March 2020

Tell us what you think about Solid Waste Operations in the City White Rock

PROJECT: Solid Waste Operations in the City White Rock
Talk White Rock

engagement.hq



Solid Waste Operations Review - Project Status and Highest Priority (March 2020)

Project Status:

Dillon Solid Waste Options Development and Evaluation for Implementation included the following:

- Performance requirements and improvement opportunities.
- Initial SWM options for consideration (based on the results of the stakeholder engagement survey and public open house).
- Costing and implementation considerations for priority options, as identified in collaboration with the City.



Highest Priority:

- Based on immediate City staff priorities (need to replace SF collection trucks).
- 4 SF collection options (status quo plus 3 alternatives) were the focus for immediate consideration.
- All alternative options allow for compaction and remove double handling of material (no transfer and Works Yard).



SF Recycling Collection – No Change Required

- Under all scenarios quo, five additional trucks are required.
 - Two of these trucks will be recycling trucks (plus 1 for garbage, 2 for organics).
- The current collection model for recycling (status quo) was deemed optimal due to:
 - No double handling of recyclable material.
 - Low contamination rates.

Total Recycling Collection (Status Quo)	
Initial Capital Trucks ¹	\$516,000
Total Capital	\$516,000
Annual Overall Operation	\$251,253
Total 7 Yr Operational	\$1,758,771
Total 7 Yr Lifecycle Overall	\$2,274,771

¹Pre-market cost estimate







Status Quo (Option 1) - SF Garbage & Organics Collection

- Garbage and organics hauled to works yard and stored for transfer to processing/disposal facilities.
- Capacity: 3-F450 Haul Aills capacity 10.7 cubic meters, hoist capacity of 4.5 tons
- All collection vehicles non-compacting units.
- 3 staff complete all SF collection (2 organics, 1 garbage).



Option 2 - Collection Optimization Using Sideload Compaction Vehicles

-  Compacting vehicle (i.e. removal of using the works yard for stockpiling and compaction of material)
-  Same collection by 1 staff member per truck, 3 trucks total (one waste, two organics).
-  Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.
-  Option of adding hydraulic lift assist in the future if totes are desired.



Option 3 - Collection Optimization Using Rearload Compaction Vehicles



Compacting vehicle (i.e. removal of using the works yard for stockpiling and compaction of material)



Collection by 2 staff members per truck (requires 3 additional staff), 3 trucks total (one waste, two organics).



Capacity: 25 cubic yard / 19.1 cubic meter with a 3:1 compaction ratio, equating to 57.3 loose yards.



Option of adding hydraulic lift assist in the future if totes are desired.



Option 4 - Collection Optimization Using Fully-automated Sideload



Compacting vehicle (i.e. removal of using the works yard for stockpiling and compaction of material)



Same collection by 1 staff member per truck, 3 trucks total (one waste, two organics).



Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



- Only compatible with totes.
- Fully-automated and does not require staff to exit vehicle.
- Does not require additional hydraulic lift assist equipment purchases.
- Requires one-way collection (i.e. vehicle must collect one side at a time for streets and laneways).



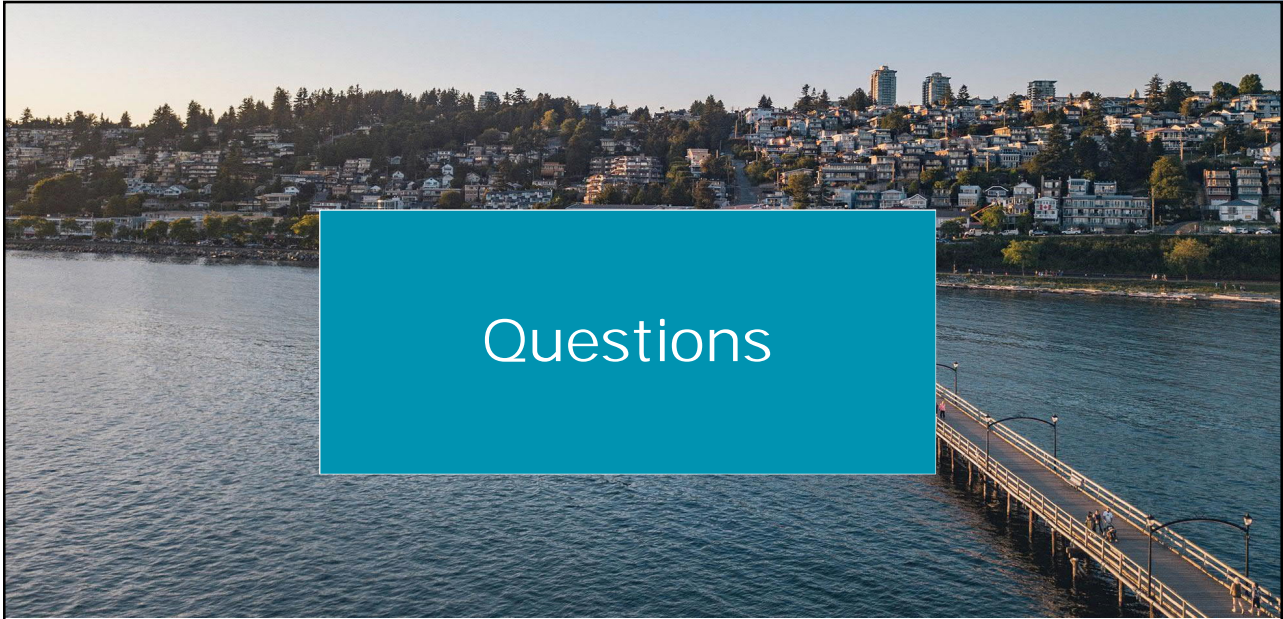
Financial Comparison

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo	Option 2	Option 3	Option 4
	(Continued transfer at works yard)			
Initial Capital Trucks	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091
Totals (Garbage, Organics and Recycling)				
Total Garbage, Organics and Recycling - 7 Yr Lifecycle	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862



Final Qualitative Evaluation of Options

Unique Scenario Components	Option 1 – Status Quo	Option 2 - One Man Sideload	Option 3 – Two Man Rearload	Option 4 – One Man Fully Automated Sideload
Capital Cost	Lowest initial capital cost ✓	Second highest initial capital cost	Second lowest initial capital cost ✓	Highest initial capital cost x
Community Acceptance	No changes to existing resident responsibilities ✓ No improvement to Works Yard issues (noise, odour) x	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Ensures cart collection ✓
Ease of Implementation	No change to existing service - no challenges identified ✓	Requires operator training	Requires operator training	Requires operator training Requires switch to carts x Potential issues with overhead clearances and narrow lanes x
EH&S Considerations	Increased risk of injury x	Medium risk of injury	Medium risk of injury	Least risk of injury ✓
Operating Cost	Highest annual operating cost x	Lowest annual operating cost ✓	Second highest annual operating cost	Second lowest annual operating cost ✓
Operational / Managerial Complexity	No change to current level of effort	Decrease in current level of effort (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort (given removal of Works Yard as a transfer site) ✓
Identified Economic Benefits	No increase in operating efficiency/reduction in operating costs x	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓
Strategic Fit	No change to staffing level No increased efficiency in collection time x	No change to staffing level Increased efficiency in collection time ✓	Increased staffing level x Increased efficiency in collection time ✓	No change to staffing level Increased efficiency in collection time ✓



Questions





Memo

To: Rosaline Choy, Manager of Engineering, City of White Rock
From: Heidi Gerlach, Project Manager
Date: July 17, 2020
Subject: Solid Waste Options Development and Evaluation for Implementation
Our File: File #19-1382

Appendix A
(item 6.2.4)

Dillon Consulting Limited (Dillon) is pleased to submit this memorandum to the City of White Rock (City) as part of the Solid Waste Operations Review initiated August 2019. City staff edits and comments to draft report sections sent previously under alternate cover have been considered and/or revised and form part of the finalized report.

Previously sent report sections included the following:

- the current waste management system,
- relevant policies, strategies and bylaws,
- results of the City's solid waste audit, and,
- the best practices jurisdictional review.

The final report section (sent June 2019) included:

- performance requirements and improvement opportunities (including future waste generation trends and practices),
- initial solid waste management options for consideration (based on the results of the stakeholder engagement survey and public open house), and,
- costing and implementation considerations for priority options, as identified in collaboration with the City.

Under direction from City staff, Dillon is providing this memorandum detailing highest priority solid waste collections options for the single-family (SF) sector (i.e. homes for which the City currently offers waste collection services). These options are focused specifically on the need to replace aging SF collection trucks, and remove double handling of material at the Works Yard.

High-Level Candidate Solid Waste Management Service Options

Dillon team members prepared service scenarios (including status quo) for consideration, based on comments gathered from initial conversations with Staff, research findings and following the community consultation. **Table 1** details these service scenarios and program attributes for single-family (SF) homes. As no double handling of recyclable material occurs, the current collection model for recycling was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority.

Table 1: High-Level Summary of Service Scenarios for Single-Family Sector (Multi-family and Commercial Properties Status Quo)

Scenario	Sub-Scenario	Description and Considerations	New Equipment Required	Fleet Size	Staffing Requirements	Waste Stream	Estimated Weekly Tonnage	Weekly Number of Stops ¹	Daily Number of Stops ¹	Disposal Facility
Status Quo	-	<p>City waste management services (garbage, recycling and organics collection) are provided to 4,038 SF households and 67 MF locations.</p> <p>Collection for City facilities (museum, library, City Hall, Operations Yard, Community Centre, Kent Street Activity Centre, Centennial Arena and Centre for Active Living) is contracted to GFL Environmental Inc. (formally Smithrite), while MF locations not serviced by the City and all ICI facilities must employ private waste collection services.</p>	Replace existing vehicles with similar non-compacting units	Currently 5 non-compaction units (1x garbage, 2x organics, 2x recycling)	5 current staff (1x garbage, 2x organics, 2x recycling)	SF Garbage	22.73	2053	513	Hauled to City Works Yard for storage then transferred to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct hauled to Urban Impact in Richmond
						SF Organics	31.63	4105	1026	Hauled to City Works Yard for storage then transferred to a GFL Facility in Delta
						MF Garbage	39.45	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						MF Recycling	8.84	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						MF Organics	9.52	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						ICI Garbage	52.51	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
						ICI Recycling	11.55	N/A	N/A	Collected by Private Hauler and disposed at a facility of their choice
1	A	<p>Collection Optimization and Reduction of Double Handling of Materials - No Toters</p> <ul style="list-style-type: none"> SF garbage and organics collected using new compacting waste collection vehicles; Recycling collected same as status quo; No addition of toters; MF and ICI remain as status quo 	2 new compacting organics trucks 1 new compacting garbage truck	5 units (3 new compacting trucks, 2 trucks recycling)	No additional staff	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	N/A	N/A	Status Quo
						MF Recycling	8.84	N/A	N/A	
						MF Organics	9.52	N/A	N/A	
						ICI Garbage	52.51	N/A	N/A	Status Quo
	ICI Recycling	11.55	N/A	N/A						
	ICI Organics	12.60	N/A	N/A						
	B	<p>Collection Optimization and Reduction of Double Handling of Materials - Standardized Toters</p> <ul style="list-style-type: none"> SF garbage and organics collected using new compacting waste collection vehicles with semi-automated rear load; Recycling collected same as status quo; Purchase of toters for garbage and organics collection for all SF households and eligible MF buildings; MF and ICI remain as status quo 	2 new compacting organics trucks with rear-load semi-automated lifter 1 new compacting garbage truck - with rear-load semi-automated lifter toters for garbage and organics for all SF homes	5 units (3 new compacting trucks, 2 trucks recycling)	Additional 3 staff to act as swampers (2 for new organics trucks, 1 for new garbage truck)	SF Garbage	22.73	2053	513	Direct haul to Surrey Transfer Station
						SF Recycling	15.37	4105	1026	Direct haul to Urban Impact
						SF Organics	31.63	4105	1026	Direct haul to GFL
						MF Garbage	39.45	252	50	Status Quo
						MF Recycling	8.84	252	50	
MF Organics						9.52	252	50		
ICI Garbage						52.51	96	19	Status Quo	
ICI Recycling	11.55	96	19							
ICI Organics	12.60	96	19							

¹ 'Stops' refers the number of homes requiring collection services.

First Priority Solid Waste Management Collection Options

Based on immediate City staff priorities (i.e. the need to replace SF collection trucks), the following four options (status quo plus three alternatives to allow for compaction and remove double handling of material) were determined **First Priority** and the focus for immediate consideration. Consideration for all these options is based on **Table 2** below, specifically for single family (SF) garbage and green waste currently being amalgamated and transferred from the works yard. As no double handling of recyclable material occurs, the current collection model for recycling was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority.

Table 2. SF Residential Waste Quantity Projections for 20 Year Planning Period

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

¹ 2018 values are actual generation numbers by waste stream provided by the City.

Option 1: Current Situation/Status Quo

Option 1 is a continuation of the current solid waste management program in the City. This provides a basis for status quo comparison with the proposed changes under Options 2-4.

Public Education and Awareness:

- Public Education and Awareness are discussed in **Section 4.5** of the solid waste management operations review report.

Collection and Transfer:

- Collection programs for the City are provided in **Section 4.2** solid waste management operations review report.
- The City offers waste collection services for SF residential garbage, organics and three stream recycling.
- Garbage and organics are hauled to the works yard and stored for transfer to their processing and disposal facilities. SF recyclables are directly hauled to the Urban Impact recycling depot.

Garbage and organics collection is completed using: three F450 Haul All vehicles, each with a capacity of 10.7 cubic meters and hoist capacity of 4.5 tons.

- Recycling is collected using two Peterbilt Single Axle Labrie Top Select Box trucks with a capacity of 32 cubic meters and a hoist capacity of 2.5 tons. All five current collection vehicles are non-compacting units.
- 5 staff currently complete all SF collection (2 organics, 2 recycling, 1 garbage).

Reduction, Reuse and Recycling:

- The City collects three streams of recycling curbside, this includes paper, containers and glass recycling.
- Residents are encouraged to divert other recyclable materials at recycling depots.

Composting:

- The City currently collects mixed organics (food waste and leaf and yard waste) curbside for SF homes in green carts.

Special Wastes:

- Residents are encouraged to divert hazardous waste and other extended producer responsibility (EPR) materials at acceptable depots.

Disposal:

- SF garbage is stored at the works yard and full loads transferred via compactor to the Surrey Transfer Station (STS) for disposal.
- SF organics is stored at the works yard and transferred to the GFL organics processing facility for processing.
- SF recycling is brought to the Richmond Urban Impact Material Recycling Facility (MRF) for processing.

Program Components Common to All New Options

The three new options (Options 2, 3 and 4) contain several common program components that are included for each of the options. **Table 3** provides these components. Program components that are exclusive and unique to each of the new options are described in their respective sections below.

Table 3: Program Components Common to all New Options

Program Component	Description
Public Education and Awareness	<ul style="list-style-type: none"> SF Public Education and Awareness will remain the same as status quo.
Collection and Transfer	<ul style="list-style-type: none"> Through procurement of one new waste collection vehicle capable of compaction, garbage will be collected and direct hauled to the Surrey Transfer Station. Through the procurement of two new waste collection vehicles capable of compaction, organics will be collected and direct hauled to the GLF Organics Processing Facility in Delta, BC. All options include the removal of using the works yard as a transfer area and therefore the elimination of double handing the SF garbage and organics.
Reduction, Reuse and Recycling	<ul style="list-style-type: none"> SF recycling collection will continue to be collected manually in three streams to maintain low contamination rates.
Composting	<ul style="list-style-type: none"> SF compost collection and diversion programs will remain the same as status quo.
Special Wastes	<ul style="list-style-type: none"> Special wastes programs will remain the same as status quo.
Disposal	<ul style="list-style-type: none"> New waste collection vehicles will be purchased. Garbage will be collected curbside for SF homes and direct hauled to the STS. Organics will be collected curbside for SF homes and direct hauled to GFL.

Option 2 – Collection Optimization Using Sideload Compaction Vehicles

Program components for this option are identical to those described in **Table 3**. The following features for Option 2 using side-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Same collection by one staff member per truck, 3 trucks total (one waste, two organics); and,
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



Option 3 – Collection Optimization Using Rearload Compaction Vehicles

Similar program components for this option are identical to those described in **Table 3**. The following features for Option 3 using rear-load compaction vehicles are:

- Option of adding hydraulic lift assist in the future if toters are desired;
- Collection by two staff members per truck (requires 3 additional staff), 3 trucks total (one waste, two organics); and,
- Capacity: 25 cubic yard / 19.1 cubic meter with a 3:1 compaction ratio, equating to 57.3 loose yards.



Option 4 – Collection Optimization Using Fully-automated Sideload

Similar program components for this option are identical to those described in **Table 3**. The following features for Option 4 using fully-automated side-load compaction vehicles are:

- Only compatible with toters.
- Fully-automated and does not require staff to exit vehicle;
- Does not require additional hydraulic lift assist equipment purchases;
- Requires one-way collection (i.e. vehicle must collect one side at a time for streets and laneways); and,
- Capacity: 31 cubic yard / 23.7 cubic meters with a 3:1 compaction ratio, equating to 71.1 loose cubic meters.



Financials for Options 1 through 4

Financials for the three new options (Options 2, 3 and 4) were calculated using the operational service statistics to determine *the truck hours per day required for each service*. A summary of the operation service statistics are shown in **Attachment A** for SF garbage collection and SF organics collection. The estimated operational service statistics are founded on professional experience and comprise average times for an urban environment. Estimated monthly labour costs were based on reduced hours due to equipment optimization. A time study of the City’s actual garbage and organics collection service times will provide more conclusive truck hours per day. As noted previously, no double handling of recyclable material occurs, and the current collection model for recycling (status quo) was deemed efficient. Moreover, contamination rates are low therefore no change to the recycling service vehicle or three stream collection model was considered high-priority. Cost for pre-market estimates to replace trucks and annual operations are provided below.

The total overall costs for each of the options is provided in **Table 4**. A breakdown of the capital and operating costs for garbage and organics is included in **Attachment B**. Under status quo, the City has indicated five additional trucks are required to replace the existing garbage, recycling and organics collection vehicles. Annual operating costs for the City include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance). Depreciation is not included in the overall cost. Costs are presented in 2020 dollars (except status quo annual operating cost).

Table 4: Total Capital and Operating Costs for SF Collection of Garbage, Recycling and Organics Collection

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 One-man Sideload	Option 3 Two-man Rearload	Option 4 One-Man Automated Sideload
Initial Capital Trucks	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091

Totals (Recycling Collection)				
	Option 1	Option 2	Option 3	Option 4
Initial Capital Trucks ¹	\$516,000	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total Capital	\$516,000	\$516,000	\$516,000	\$516,000
Annual Overall Operation	\$251,253	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total 7 Yr Operational	\$1,758,771	\$1,758,771	\$1,758,771	\$1,758,771
Total 7 Yr Lifecycle Overall (Recycling)	\$2,274,771	\$2,274,771	\$2,274,771	\$2,274,771

¹Pre-market cost estimate

Totals (Garbage, Organics and Recycling)				
	Option 1	Direct Haul		
	Status Quo	Option 2	Option 3	Option 4
	(Continued transfer at works yard)	One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Total Garbage, Organics and Recycling - 7 Yr Lifecycle¹	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862

¹Excludes Tipping Fees, Advertising, Administrative, and Supplies

Evaluation of Candidate Options

Building on the information compiled in above, our team has developed an evaluation matrix for each of the options to establish which ones are worthwhile for the City to pursue. This included the following activities:

- Creating a final evaluation matrix for cost, ease of implementation, risks and time;
- Rank the programs based on their weighted assessment scores complete with an explanation of scoring decisions; and,
- Complete a qualitative review of the costs and benefits of each candidate options including identified economic benefits.

Dillon has provided a qualitative evaluation of the optional options. The qualitative evaluation of the options has been provided in **Table 5** under the heading of the seven identified criteria and is founded on the professional experience of the technical team. Where appropriate, positive and negative attributes have been identified with green checkmarks and red X's. It is noted that **Table 5** also includes results of the cost estimation component of this assignment, as detailed in **Table 4**. While the selected evaluation approach does not identify one specific option that the City should select, it does provide enough information to discuss and confirm a preferred course of action for the community.

Table 5: Qualitative Evaluation of Options

Unique Scenario Components	Option 1 – Status Quo <ul style="list-style-type: none"> • F450 Haul All vehicles • One staff drives & collects • Capacity of 10.7 cubic metres • No compaction • Works yard transfer of material 	Option 2 - One Man Sideload <ul style="list-style-type: none"> • One staff drives & collects • Compaction ratio 3:1 • Capacity of 23.7 cubic metres • Can be retrofitted to include hydraulic lift assist for toter collection 	Option 3 – Two Man Rearload <ul style="list-style-type: none"> • Two staff (1 drives/1 collects) • Compaction ratio 3:1 • Capacity of 19.1 cubic metres • Can be retrofitted to include hydraulic lift assist for toter collection 	Option 4 – One Man Fully Automated Sideload <ul style="list-style-type: none"> • One staff drives & collects • Staff does not need to leave vehicle for collection • Compaction ratio 3:1 • Capacity of 23.7 cubic metres • Requires toter collection
Capital Cost¹	Lowest initial capital cost ✓	Second highest initial capital cost	Second lowest initial capital cost ✓	Highest initial capital cost ✗
Community Acceptance	No changes to existing resident responsibilities ✓ No improvement to Works Yard issues (noise, odour) ✗	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Option to convert to cart collection ✓	Removal of Works Yard issues ✓ Ensures cart collection ✓
Ease of Implementation	No change to existing service - no challenges identified ✓	Requires operator training for new vehicle	Requires operator training for new vehicle	Requires operator training for full-automation collection Requires City decision to switch to carts prior to purchase ✗ Potential issues with overhead clearances and narrow lanes ✗
EH&S Considerations	Increased risk of injury ✗	Medium risk of injury	Medium risk of injury	Least risk of injury ✓
Operating Cost¹	Highest annual operating cost ✗	Lowest annual operating cost ✓	Second highest annual operating cost	Second lowest annual operating cost ✓
Operational/Managerial Complexity	No change to current level of effort for ongoing management/daily operations	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓	Decrease in current level of effort for ongoing management/daily operations (given removal of Works Yard as a transfer site) ✓
Identified Economic Benefits	No increase in operating efficiency/ reduction in operating costs ✗	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓	Ongoing lower annual operating costs than Status Quo ✓
Strategic Fit	No change to staffing level No increased efficiency in collection time ✗	No change to staffing level Increased efficiency in collection time ✓	Increased staffing level ✗ Increased efficiency in collection time ✓	No change to staffing level Increased efficiency in collection time ✓

¹Based on estimates provided in **Table 4**

Capital Cost Offsets

Available funds to offset the proposed capital costs include the money available in reserves and set aside for new collection vehicles. As per communication with the City, approximately \$1.1 million is currently available to purchase new SF collection trucks. Of the \$1.1 million, \$485,000 is available for the purchase of garbage and organics collection vehicles. The estimated cost for the new vehicles are \$450,000 for three garbage and organics trucks, \$516,000 for two recycling trucks and \$135,000 in reserves.

Based on additional information received from the City, it is estimated half of the SF households (about 2,000 households) place two additional bags out per week over a recommended five bag limit (current is ten bags) for four months (sixteen weeks) in the summer. This would equate to approximately 64,000 extra bags. A more conservative estimate of four weeks of over-limit bags would equate to 16,000 extra bags and approximately \$32,000 in revenue if Tag-a-Bag stickers were required at \$2 each. However, additional review is required to confirm accuracy of over-limit bags before Tag-a-Bag sticker revenue of this amount can be considered as a capital offset.

Additional Considerations - City Collection/Management of Multi-Family and ICI Waste Collection Services

In mid-2015, the City of White Rock made changes to its delivery of solid waste services. The changes included the privatization of MF and commercial solid waste pickup, as well as a transition from cost recovery through property taxes to a user-fee model for SF homes. Since the transition, public feedback suggested a desire to return to City collection for the MF and commercial sectors. This sentiment is largely founded on the misconception that City collection was more affordable than private. We note here that previous MF waste collection by the City was based on cost recovery through property taxes and was not based on a transparent user fee cost recovery model.

When estimating the Garbage, Recycling and Organics storage containers required for MF and ICI properties, garbage is typically collected in front-end collection dumpsters or 'overhead bins' (2yd³ – 6 yd³). If this service is internalized (City staff collect), additional trucks and staffing would be required to support (over and above those currently used for SF collection services). If MF recycling and/or organics collection was to be internalized without 'overhead' bins, toters (wheeled carts) would be required. Capital costs for the toters (approximately \$150 each) would be purchased by the City and amortized over a period to be determined by the City's finance department (typically 7-10 years) and offset by a user rate per year per MF unit. The truck hydraulic lift assists required to transfer material from a wheeled cart into a truck would be purchased by the City. This is at a cost of \$10,000 per unit installed and can be added on to compaction trucks at any time.

Dillon recommends that in order to get accurate comparative costs regarding MF and ICI collection, and potentially implementing this as a city-managed program performed either internally or by the private

sector, a Request for Proposals should be developed. The objective of the selection process would be to choose the most cost-effective and operationally sound arrangement, regardless of whether the collection is done by an external Proponent or internal (in-house) group.

ATTACHMENT A

Operational Service Statistics for Garbage and Organics

Operational Service Statistics to Determine Truck Hours Per Day, Single Family Garbage

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	513	2052
Quantity Collected (tonnes)	5.68	22.73
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	141	-
Service Minutes per Day ² 'One-Way Collection' ⁴	180	-
One-Way Disposal Trip Distance to STS (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	82	-
Pre-trip/Post Trip STS (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day 'Main-lining'	5.22	20.87
Truck Hours Per Day 'One-Way Collection'	5.86	23.44

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop and include one disposal trip per day for one truck.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

Operational Service Statistics to Determine Truck Hours per Day, Single Family Organics

Service Criteria	Average per Collection Day (Tuesday to Friday)	Total per Collection Week
Number of Homes	1026	4105
Quantity Collected (tonnes)	7.91	31.63
Seconds per Stop ¹	21	-
Service Minutes per Day ² 'Main-lining' ³	282	-
Service Minutes per Day ² 'One-Way Collection' ⁴	359	-
One-Way Disposal Trip Distance to GFL (km)	26	-
Average Speed (km/hour)	60	-
Total Disposal Drive Time ⁵ (min)	52	-
On-site Disposal Time ⁶ (min)	30	-
Total Trip Time (min)	164	-
Pre-trip/Post Trip GFL (min)	30	-
Lunch and Breaks (min)	60	-
Trucks Hours Per Day (for two trucks) 'Main-lining'	8.93	35.73
Truck Hours Per Day (for two trucks) 'One-Way Collection'	10.22	40.88

¹ Seconds per stop includes total time for car collection and drive time to next property.

² Service minutes per day are calculated by number of homes multiplied by seconds per stop seconds per stop and include one disposal trip per day for two trucks.

³ 'Main-lining' refers to collection of carts on both sides of the street in the same collection route pass. It is estimated main-lining for laneway collection (approximately 70% of the City's collection) results in service time savings of 20%.

⁴ One-way collection refers to collection of carts on one side of the street in a collection route pass. An additional pass of the collection route collects from the remaining side of street.

⁵ Total disposal drive time is the two-way travel time to the disposal facility based on total trip distance and average speed.

⁶ On-site disposal time is the estimated time to queue and dispose of materials at the disposal facility.

ATTACHMENT B

Capital and Operating Costs for SF Collection of Garbage and Organics Collection

Capital and Operating Costs for SF Collection of Garbage, Organics and Recycling Collection

Garbage Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
One-man Sideload		Two-man Rearload	One-Man Automated Sideload	
Capital Costs				
Vehicle ³	\$180,000	\$295,000	\$240,000	\$385,000
Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$2,499	\$4,998	\$2,808
Tax and Benefits @ 40 %	See note ¹	\$1,000	\$1,999	\$1,123
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$1,300	\$1,300	\$1,460
Insurance and Maintenance	See note ¹	\$1,948	\$1,948	\$2,154
Total Costs				
Monthly Operating Cost	See note ¹	\$6,747	\$10,245	\$7,544
Statutory Holiday Coverage	See note ¹	\$2,463	\$2,463	\$2,463
Annual Operating Cost	\$167,721	\$83,422	\$125,405	\$92,995

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in **Attachment A**. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Organics Collection				
	Option 1 ¹	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2 ²	Option 3 ²	Option 4 ²
One-man Sideload		Two-man Rearload	One-Man Automated Sideload	
		(2 trucks, 2 staff)	(2 trucks, 4 staff)	(2 trucks, 2 staff)
Capital Costs				
Vehicle ³	\$360,000	\$590,000	\$480,000	\$770,000

Toter ³	\$0	\$0	\$0	\$738,900
Monthly Operating Costs				
Labour (assume 16 working days per month)	See note ¹	\$4,278	\$8,557	\$4,896
Tax and Benefits @ 40 %	See note ¹	\$1,711	\$3,423	\$1,958
Fuel at 13 L/hour @ \$ 1.2 L	See note ¹	\$4,450	\$4,450	\$5,092
Insurance and Maintenance	See note ¹	\$5,705	\$5,705	\$6,528
Total Costs				
Monthly Operating Cost	See note ¹	\$16,144	\$22,134	\$18,474
Statutory Holiday Coverage	See note ¹	\$7,211	\$7,211	\$7,211
Total Annual Operating Cost	\$246,283	\$200,937	\$272,814	\$228,904

¹ 'Status Quo' operating costs are actual 2018 costs and include personnel wages, hauling program costs and allocated vehicle costs (including fuel, maintenance and insurance).

² Labour hours for Options 2-4 are based on optimized compaction trucking and removed double-handling/ transfer of materials, as detailed in **Attachment A**. Estimated monthly labour, fuel and maintenance costs are based on reduced hours due to equipment optimization. Actual labour hours may vary as a field study is needed for an accurate estimate.

³ Pre-market cost estimate.

Works Yard				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Capital Costs				
Rebuild Compactor and Compactor Container	\$87,000	0	0	0
Monthly Operating Costs				
WCC costs garbage transfer	\$4,305	0	0	0
WCC costs organics transfer	\$5,445	0	0	0
Total Costs¹				
Monthly Operating Cost	\$9,750.42	0	0	0
Total Annual Operating Cost	\$117,005	0	0	0

¹ Total works yard operating costs are included in the total annual operating cost for garbage collection and organics collection, respectively.

Totals (Garbage and Organics)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Initial Capital Trucks	\$540,000	\$885,000	\$720,000	\$1,155,000
Rebuild Compactor and Compactor Container	\$87,000	\$0	\$0	\$0
Capital for Residential Toters	\$0	\$0	\$0	\$1,477,800
Total Capital	\$627,000	\$885,000	\$720,000	\$2,632,800
Annual Overall Operation	\$414,004	\$284,359	\$398,219	\$321,899
Total 7 Yr Operational	\$2,898,028	\$1,990,514	\$2,787,536	\$2,253,291
Total 7 Yr Lifecycle Overall (Garbage and Organics)	\$3,525,028	\$2,875,514	\$3,507,536	\$4,886,091

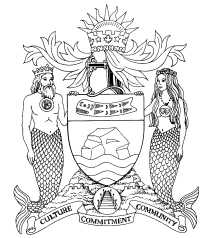
Totals (Recycling Collection)				
	Option 1	Option 2	Option 3	Option 4
Initial Capital Trucks ¹	\$516,000	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total Capital	\$516,000	\$516,000	\$516,000	\$516,000
Annual Overall Operation	\$251,253	Status Quo is Optimal	Status Quo is Optimal	Status Quo is Optimal
Total 7 Yr Operational	\$1,758,771	\$1,758,771	\$1,758,771	\$1,758,771
Total 7 Yr Lifecycle Overall (Recycling)	\$2,274,771	\$2,274,771	\$2,274,771	\$2,274,771

¹Pre-market cost estimate

Totals (Garbage, Organics and Recycling)				
	Option 1	Direct Haul		
	Status Quo			
	(Continued transfer at works yard)	Option 2	Option 3	Option 4
		One-man Sideload	Two-man Rearload	One-Man Automated Sideload
Total Garbage, Organics and Recycling - 7 Yr Lifecycle¹	\$5,799,799	\$5,150,285	\$5,782,307	\$7,160,862

¹Excludes Tipping Fees, Advertising, Administrative, and Supplies

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020
TO: Mayor and Council
FROM: Eric Stepura, Director Recreation & Culture
SUBJECT Awarding of Contract for Chiller Replacement

RECOMMENDATION

THAT Council acknowledge the award of the Chiller Replacement Contract to Fraser Valley Refrigeration Ltd.

EXECUTIVE SUMMARY

Fraser Valley Refrigeration Ltd was the successful proponent to replace the arena chiller, following a competitive bidding process in May 2020. The final contract was \$263K. Staff had incorrectly assumed that the contract could be signed by the new Chief Administrative Officer, which occurred. However, as per the City's procurement policy, contracts greater than \$250K are to be approved by Council. Following review, staff determined that the error did not cause any risk to the City, as the funds are budgeted. At this time, staff are seeking Council's acknowledgment of the approved contract.

INTRODUCTION/BACKGROUND

The City's 2020 Financial Plan includes \$225K for the replacement of the arena chiller. A competitive bidding process took place and all three bids came in over budget. The bids were: \$263K (Fraser Valley Refrigeration), \$286K and \$396K. Staff were able to reallocate funds from other arena projects in order to award the arena chiller project in a timely manner.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Director of Financial Services has reviewed the circumstances of the oversight in the procurement process and has no concerns about financial risks. Staff have been reminded of the policy requirements and process.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

OPTIONS / RISKS / ALTERNATIVES

While an oversight occurred and the signing the contract without Council's approval took place outside the procurement policy practice, it has not created a financial risk for the City, as the funds are included in the Financial Plan.

CONCLUSION

The contract for Fraser Valley Refrigeration Ltd. of \$263K was signed by the Chief Administrative Officer in May, 2020, but was to have received advance approval by Council. At this time, following review, staff are seeking Council's acknowledgment of the approved contract.

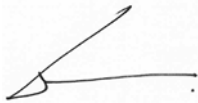
Respectfully submitted,



Eric Stepura
Director, Recreation & Culture

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer