

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 9, 2026

TO: Mayor and Council

FROM: Corrine Haer, P.Eng., Manager, Engineering

SUBJECT: Buena Vista Active Transportation Infrastructure & Five Corners Improvement Project Update

RECOMMENDATIONS

THAT Council receive the corporate report dated March 9, 2026, from the Manager of Engineering, titled “Buena Vista Active Transportation Infrastructure & Five Corners Improvement Project Update” for information, and:

1. Direct staff to proceed to the detailed design incorporating a multi-use path as the preferred surface treatment (between Fir and Best Street) for the Buena Vista Active Transportation Infrastructure Project; and
2. Direct staff to proceed to the detailed design for the Five Corners Improvement Project.

EXECUTIVE SUMMARY

This corporate report provides Council an update on the public engagement for the Buena Vista Active Transportation project and requests endorsement of the multi-use path surface treatment. It also provides an update on the Five Corners Improvement Project.

Both projects support Council priorities by advancing the City’s Integrated Transportation & Infrastructure Master Plan (ITIMP) to enhance pedestrian and vehicle safety and encourage active transportation.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2025-035 January 27, 2025	THAT Council receive the corporate report dated January 27, 2025, from the Manager of Engineering, titled “Five Corners Improvement Project Update” for information; and <ol style="list-style-type: none"> 1. Endorse the alternative design concept without a washroom as outlined in the report; and 2. Direct staff to proceed to the preliminary design stage for the alternative concept. <p style="text-align: right;">CARRIED</p>

<p>2024-401 November 4, 2024</p>	<p>THAT Council receive the corporate report dated November 4, 2024, from the Manager of Engineering, titled “2025 Cost-Share Funding Agreements for Transportation Related Projects;” and</p> <ol style="list-style-type: none"> 1. That the submission of the Buena Vista – Johnston to Best Bike Path and the Finlay/Columbia Intersection Improvement projects as part of the 2025 TransLink Cost-Share Programs be endorsed; 2. That the submission of the Buena Vista – Johnston to Best Bike Path project as part of the 2024/2025 BC Active Transportation Infrastructure Grant Program be endorsed; 3. Confirms that the Buena Vista – Johnston to Best Bike Path project is a municipal priority and is intended to be complete by March 2027; 4. Confirms that the Buena Vista – Johnston to Best Bike Path funding in the 2024 Consolidated Five-Year Financial Plan is available and supported; 5. Confirms that the Buena Vista – Johnston to Best Bike Path project is “shovel ready” according to the application form; and 6. In the grants are successful, authorizes the Director of Engineering and Municipal Operations to execute the funding agreement(s) for the projects identified in this corporate report. <p style="text-align: right;">CARRIED</p>
<p>2023-476 December 11, 2023</p>	<p>THAT Council receive the corporate report dated December 11, 2023, from the Manager of Engineering, titled “Five Corners Improvement Project – Public and Stakeholder Engagement” for consideration; and</p> <ol style="list-style-type: none"> 1. Approve the public and stakeholder engagement plan outlined herein; and 2. Direct staff to process and proceed with the public and stakeholder engagement. <p style="text-align: right;">CARRIED</p>

BACKGROUND

Buena Vista Active Transportation Infrastructure Project

The Buena Vista Avenue Active Transportation Project is a key initiative identified in the City’s ITIMP that aims to enhance active transportation while simultaneously upgrading critical underground sanitary and drainage systems between Johnston Road and Best Street and was identified as a municipal priority at the November 4, 2024 regular council meeting with the intention to be constructed by March 2027.

This dual-purpose initiative supports the City’s broader goals of safety, accessibility, livability, climate resilience, and infrastructure renewal and has received \$1.293M in grant funding and over \$383K in development contributions.

Public engagement launched in November 2025, led by staff in partnership with Spur and Access Planning, in alignment with the province’s grant requirement to complete construction by March 2027. Staff worked closely with Corporate Administration and Community Hub teams to ensure a coordinated and inclusive engagement process.

The objectives of the engagement were:

- Inform the community on walking, cycling, and transit integration steps underway to support a “complete” community.
- Explore alternatives for the section between Fir Street and Best Street, including a multi-use path versus a dedicated two-way bike path.
- Gather feedback to inform design decisions and ensure the space is welcoming for all ages and abilities.
- Ensure equitable participation from residents, businesses and commuters.

The surface treatment options discussed during public engagement for the section between Fir Street and Best Street are outlined below:

Table 1 – Surface treatment options

Options	Description	Impacts
Bi-directional bike path (original concept)	Two-way protected bike path on the north side of Buena Vista Avenue, physically separated from vehicle traffic by a curb or buffer, with sidewalks maintained on both sides of the street. Includes a bus stop relocation to Fir Street to accommodate the bike path. Existing diagonal parking not impacted.	Nine (9) on-street parking stalls would be removed along the north side between Fir Street and Best Street Three (3) additional stalls on Fir Street to allow the bus stop to be relocated from Buena Vista Avenue to Fir Street.
Multi-use path	Wide shared path on the north side of the street for people walking, rolling, and cycling together, while keeping the existing south sidewalk in place. Bus stop to remain in its existing location in line with the multi-use path. Existing diagonal parking not impacted.	Nine (9) on-street parking stalls would be removed along the north side between Fir Street and Best Street.

Image 1 – Bi-directional bike path cross section and rendering

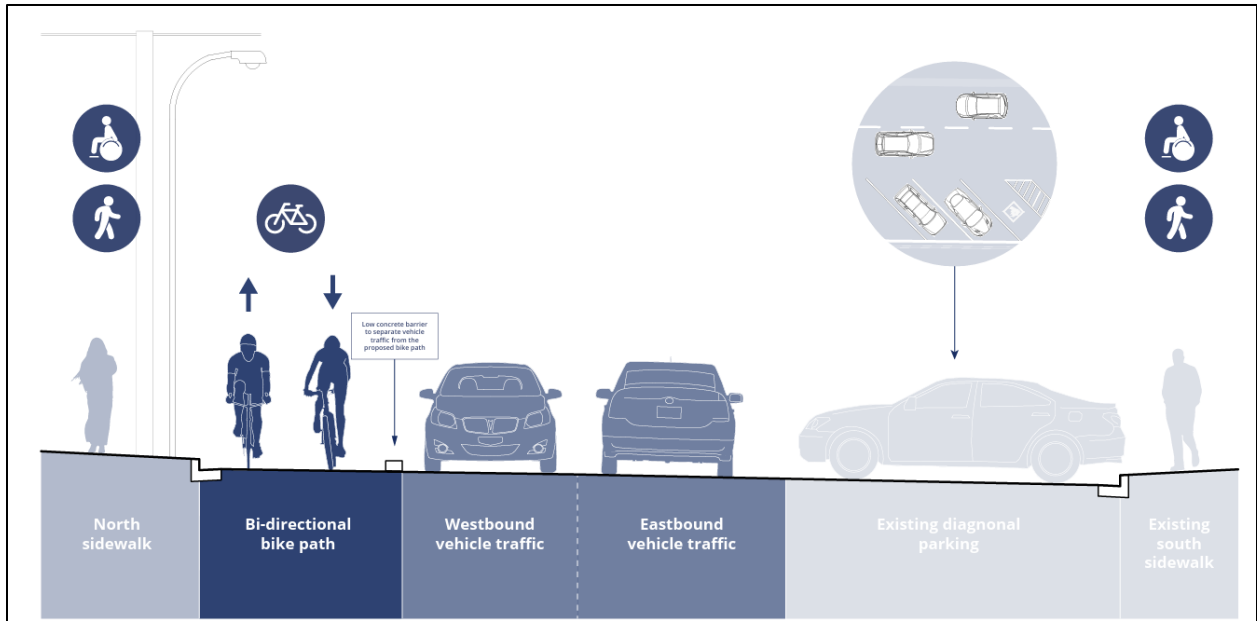
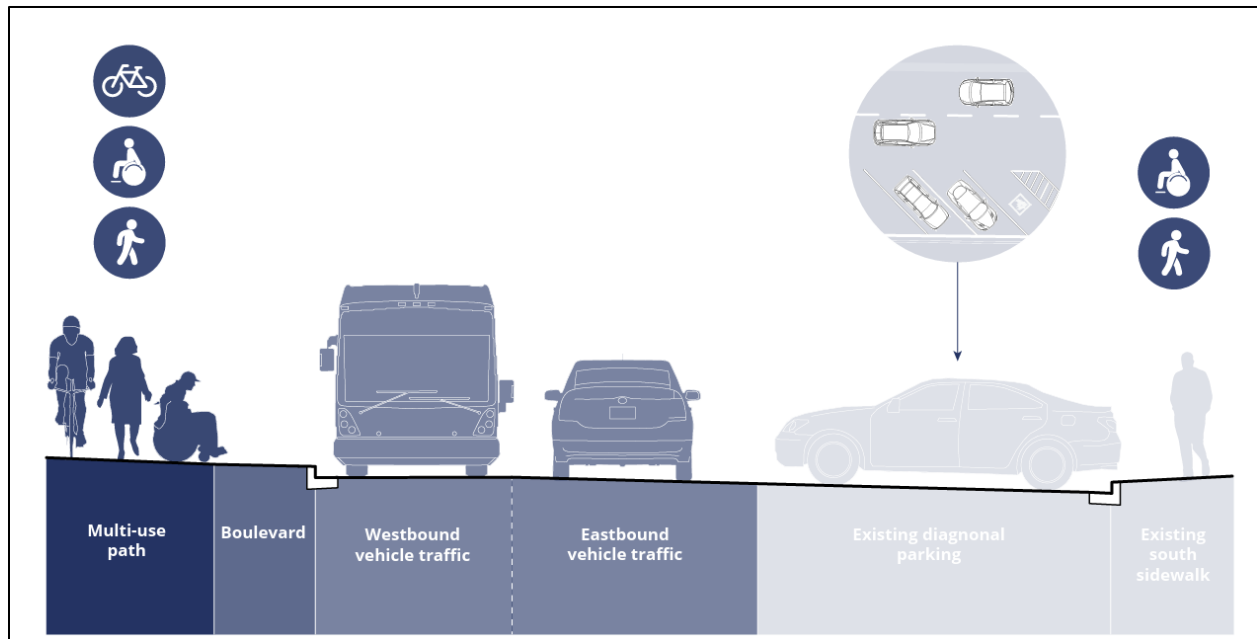


Image 2 – Multi-use path cross section and rendering



The engagement included the following activities:

- One virtual interest holder workshop (9 participants)
- One in-person interest holder workshop (10 participants)
- One public open house (21 participants)
- One pop-up event at the library (41 participants)
- An online survey completed by 127 people, along with written submissions

Participants shared a wide range of perspectives shaped by how they live, move, and use Buena Vista Avenue. The online survey showed strong interest in the multi-use path, while other engagement formats demonstrated that participants clearly understood the trade-offs and benefits of both options. Support for the protected bike path centered on enhanced safety and predictability for cyclists through physical separation, while interest in the multi-use path reflected appreciation for its flexibility, neighbourhood character, minimized parking impacts, and ability to retain the existing bus stop location.

Across all input, participants consistently emphasized shared goals around improving safety and accessibility for vulnerable users, calming vehicle traffic, strengthening network connections, protecting landscaping and privacy, and ensuring clear, proactive communication throughout construction. A complete What We Heard Report can be found in Appendix A.

Staff are seeking Council direction to proceed to detailed design and construction tender stage incorporating a multi-use path as the preferred surface treatment (between Fir and Best Street) for the Buena Vista Active Transportation Infrastructure Project (full project is from Johnston Road to Best Street). This will include working closely with the City's Public Art & Culture Advisory Committee to identify locations for placemaking (including the potential for a veteran's crosswalk around the Fir Street and Buena Vista Avenue intersection).

Additionally, staff will seek approval from the grant funders for this design shift (from the original concept of a bi-directional bike lane). Staff are optimistic that a design shift will be viewed positively. Staff will report back to Council should the province not support the design change for this section of the project.

Five Corners Improvement Project

Five Corners is a symbolic location in the City of White Rock, referencing the convergence of Johnston Road, Buena Vista Avenue and Pacific Avenue. Located within the City's Town Centre, Five Corners is a vital destination node for shopping, dining and sightseeing. This node also provides important transportation links to the City's various key destinations: Uptown, East Beach, West Beach, the Pier, and the Promenade.

Conceptual design options in alignment with the City's ITIMP were created to support discussion and public engagement to gather feedback on the scope before recommending a design approach for Council's approval. The City's ITIMP identified the Five Corners Intersection as one requiring geometric improvements. Geometric improvement projects often include curb extensions to improve pedestrian safety and to reduce crossing distances, lane closures to reduce conflict between different types of road users as well as the construction of active transportation infrastructure to provide a safer environment for pedestrians and cyclists.

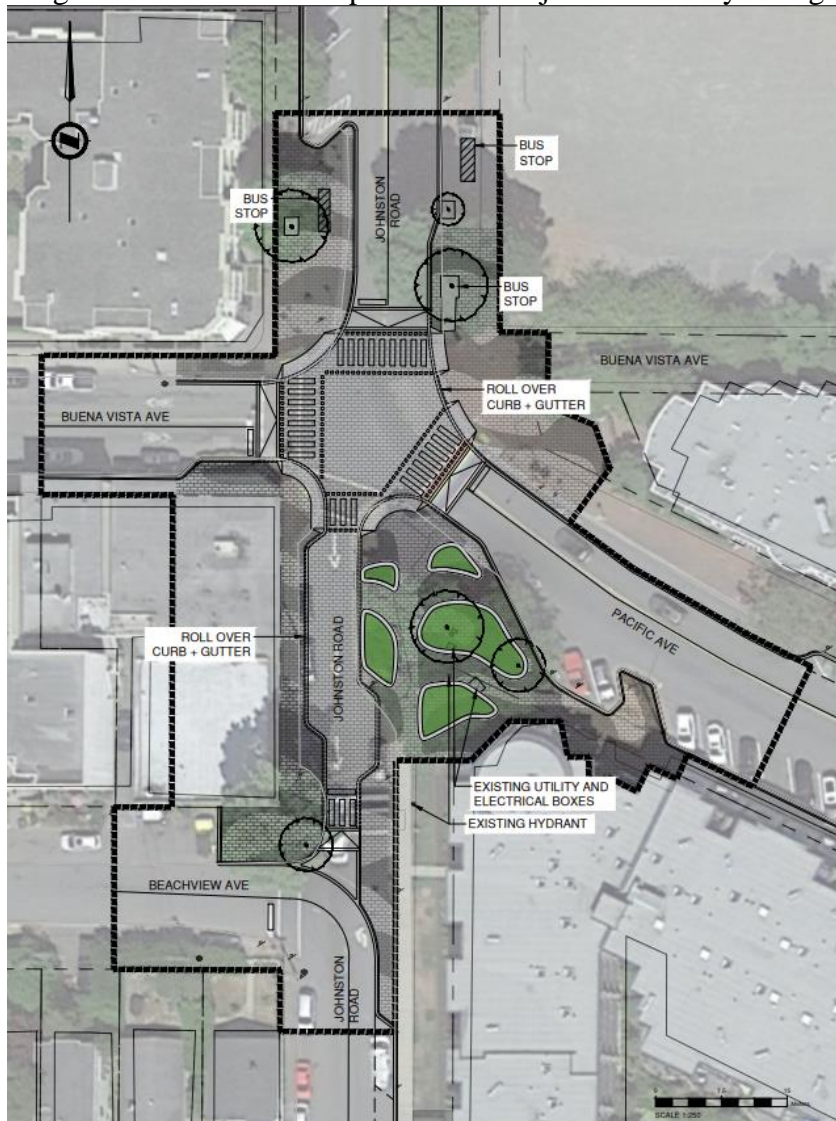
Based on feedback received through engagement and technical review, an alternative design concept was developed and endorsed by council at the January 27, 2025 regular council meeting. The preliminary design includes the following design elements:

- A more flexible approach that will keep the south leg of Johnston Road open for vehicles and retains all existing parking stalls. This was a key piece of feedback that staff received following public engagement.
- Opportunity to temporarily convert the area to 'pedestrians only' on an as needed basis during events by using temporary planter boxes or bollards
- A focus on pedestrian and vehicle safety improvements at the intersection of Buena

Vista Avenue/Pacific Avenue/Johnston Road including:

- A raised intersection and roadway along the south leg of Johnston Road to Beachview Avenue to slow vehicle speeds and increase pedestrian visibility.
- Improved traffic control with an all-way stop control to further improve vehicle and pedestrian safety.
- Curb extensions and expanded curb ramps to shorten crossing distances, introduce traffic calming for turning vehicles, and improve accessibility for pedestrians.
- Visually distinctive pavement treatments (public art opportunity) at the raised intersection and roadway to differentiate raised pavement and enhance visibility and safety for both pedestrians and drivers.
- Improved pavement markings to clearly delineate crosswalks and raised sections of the intersection and roadway.
- Mountable curbs to encourage inclusivity and remove the physical barrier of a standard curb in that location for when the temporary barrier planters may be in place ensuring continuity of the space.

Image 3 – Five Corners Improvement Project Preliminary Design



Since January 2025, staff worked with the consultant to move the design from concept to preliminary (Image 3 above and included as Appendix B), updated the cost estimate and met directly with local business owners and strata’s adjacent to the Five Corners project area to review the alternative concept and gather targeted feedback related to access, operations, and overall functionality. Targeted engagement occurred between November 2025 and December 2025 through in-person meetings, site visits and direct phone conversations, rather than broad public engagement.

A total of five participants engaged in conversations and provided the City with comments and feedback. Across engagement, there was general support for the intent of the project, particularly measures aimed at keeping the south leg of Johnston Road open, improving traffic calming, pedestrian safety, and intersection clarity. Participants recognized existing challenges related to vehicle speeds, near misses, and confusing movements through the Five Corners intersection, and acknowledged the need for improvements. The summary of what we heard from this targeted engagement has been included as Appendix C.

Staff are now seeking Council approval to proceed to detailed design.

FINANCIAL IMPLICATIONS

Design and construction for the Five Corners Improvement project is included in the 2026 Financial Plan spread over three years in the General Fund (2025 carry forward, 2026 and 2027) for a total of \$2M which aligns with current high-level estimates for this project.

Design and construction for the Buena Vista Active Transportation project is included in the 2026 Financial Plan for approximately \$3.2M. The City portion of this project is approximately \$1.5M with the rest being funded through grants and development contributions. A more detailed breakdown of the funding is included below:

Table 2 – Funding for Buena Vista Active Transportation project

Fund	City Portion	Letter of Credit*	TransLink Funding	BC Active Transportation Funding Grant	Estimated total project costs
General	\$325,000		\$793,000	\$197,000	\$1,315,000
Sanitary	\$300,100	\$323,900	N/A	\$303,000	\$927,000
Drainage	\$927,367	\$59,633	N/A	N/A	\$987,000
	\$1,552,467	\$383,533	\$793,000	\$500,000	\$3,229,000

* Letter of credit is from the Oxford Heights Development by Oviedo Properties Homes Ltd.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Staff will continue to work closely with stakeholders involved in the public engagement campaigns through the City’s existing social media/channels and available resources, such as Talk White Rock, Facebook, and Instagram to maximize public/stakeholder engagement effectiveness in a cost-effective way. Proactive, clear, and consistent communication throughout both projects is essential.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

Staff will ensure existing trees within the corridor are protected, thereby enhancing and ensuring the sustainability of the City’s urban forest and recognizing the environmental and esthetic

benefits trees provide. Typical city tree management will follow the City's Tree Protection Bylaw No. 2407.

ALIGNMENT WITH STRATEGIC PRIORITIES

These projects are in alignment with the Infrastructure Strategic Priority that identifies that the City plan, build and maintain infrastructure to enhance quality of life and civic service delivery while mitigating and adapting to environmental impacts. They are also in alignment with the Community Strategic Priority fostering a livable city with connected residents enjoying distinctive places and activities.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Direct staff to proceed with the bi-directional bike path for the surface treatment for the Buena Vista Avenue corridor for the portion of the project between Fir Street and Best Street. This may result in dissatisfaction among stakeholders who participated in the public engagement process and supported the multi-use path concept.
2. Direct staff to close out the Five Corners Intersection Improvements project. Staff will need to re-engage with stakeholders to advise them of this decision. This may result in dissatisfaction among stakeholders around the decision not to do any upgrades to this intersection.

CONCLUSION

As part of the implementation of the City's Integrated Transportation and Infrastructure Master Plan, the Buena Vista Active Transportation project and the Five Corners Intersection Improvements projects provide improvements to pedestrian safety, enhance connectivity, and upgrade active transportation facilities. Staff request Council's endorsement to proceed to the detailed design incorporating a multi-use path as the preferred surface treatment (between Fir Street and Best Street) for the Buena Vista Active Transportation Infrastructure Project and to proceed to the detailed design for the Five Corners Improvement Project.

Respectfully submitted,



Corrine Haer, P.Eng.
Manager, Engineering

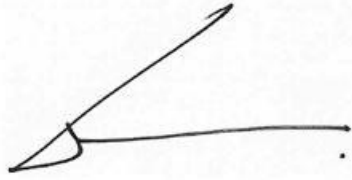
Approved by,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

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

Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Buena Vista Active Transportation Project “What We Heard Report”
- Appendix B: Five Corners Intersection Improvement Project Alternative Preliminary Design
- Appendix C: Five Corners Intersection Improvement Project – Targeted Engagement
Nov/Dec 2025