

THE CORPORATION OF THE
CITY OF WHITE ROCK
 CORPORATE REPORT



DATE: March 28, 2022

TO: Mayor and Council

FROM: Joseph Calenda, Acting Director, Planning and Development Services

SUBJECT: White Rock City-Wide Parking Strategy Report

RECOMMENDATION

THAT Council receive the report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled “White Rock City-Wide Parking Strategy Report” prepared and being presented by Urban Systems Ltd., for Council’s consideration and direct to staff to schedule a Governance and Legislation Committee meeting to direct staff on the recommendations of the report.

EXECUTIVE SUMMARY

This corporate report introduces the “White Rock City-Wide Parking Strategy Report” prepared by Urban Systems Ltd. for the City of White Rock in October 2021 to be presented by the consultant from Urban Systems Ltd. at the March 28 regular meeting of Council.

The White Rock City-Wide Parking Strategy (WRCWPS or the ‘Strategy’) identifies recommended changes to the City’s current parking resource management. Including related policies and bylaws with the goals of reducing parking spill over, automobile dependence and related greenhouse emissions; and shifting to more equitable and sustainable strategies. The WRCWPS includes a summary of Public Sentiment on Parking Strategies as well as the results from both the Community and Local Business Surveys.

The ‘Strategy’ recognizes 4 key areas of parking resource management in need of reform, including the following:

1. Municipal Policy Approaches/Resident Permit Parking
2. Vehicle Parking Requirements and Minimum Supply Rates
3. Demand Management & New Mobility
4. Public Parking/ Pay Parking

Each of the areas identified are described further in the WRCWPS to provide insight and suggestions for Council’s consideration at an upcoming Governance and Legislation meeting for direction to staff in implementing parking initiatives, that would optimize the City’s parking strategy within the overall goals and objectives of the OCP.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-489 October 5, 2020	THAT Council direct staff to proceed with a city-wide parking review with the assistance of a consultant to be funded by the General Fund operating contingency budget, included would be consideration of a resolution of construction parking issues.

INTRODUCTION/BACKGROUND

The City of White Rock is a compact municipality with a unique geography and topography that requires a custom approach to managing transportation in general and parking in particular. Increased density resulting from redevelopment, the high cost of housing, and the addition of secondary suites has led to greater demand for parking. Practices and policies that enabled the City to manage the parking needs of a small town no longer allow for the equitable and sustainable management of a growing municipality.

Vehicle ownership often goes beyond the owner’s ability to park within the confines of a property or space is not available on an existing property due to lack of a parking pad or driveway and leads to residents seeking private parking options on public roads resulting in car-centric and pedestrian unfriendly streets throughout White Rock, with unintended consequences. These conditions could be interpreted as conflicting with the current OCP and its policies to create compact, walkable, sustainable, inclusive, diversified streets that respond to climate change mitigation and reduce reliance on the automobile. Implementing the WRCWPS recommendations would help achieve Council’s priorities and implement the OCP.

The status quo is inconsistent and not sustainable and impacts the ability to provide effective parking supply, and negatively impacts public spaces such as boulevards and green space. In addition, streets are less pedestrian friendly and impede traffic movement efficiency.

ALIGNMENT WITH STRATEGIC PRIORITIES

The White Rock City Wide Parking Strategy Report outlines recommendations for Council’s consideration to achieve strategic objectives including:

1. Reducing greenhouse emissions.
2. Increasing the tree canopy and enhancing greenspace.
3. Provide safe, reliable, and sustainable infrastructure for the community while minimizing impacts on the environment.
4. Managing parking resources to meet the needs of residents, visitors, and businesses.

OPTIONS / RISKS / ALTERNATIVES

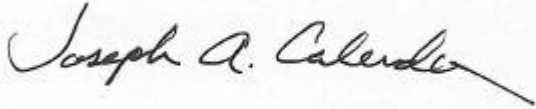
The following option is available for Council’s consideration:

1. Not consider any recommendations at this time and continue with the status quo.

CONCLUSION

This corporate report presents and transmits to Council the White Rock City-Wide Parking Strategy prepared by Urban Systems Ltd. in October 2021. The next steps would be for staff to provide a report on the suggestions recommended for Council’s consideration at a Governance and Legislation Committee meeting and direct staff to implement parking initiatives.

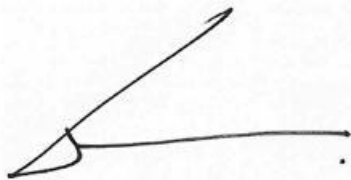
Respectfully submitted,

A handwritten signature in black ink that reads "Joseph A. Calenda". The signature is written in a cursive style with a long horizontal stroke at the end.

Joseph A. Calenda
Acting Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

A handwritten signature in black ink that reads "Guillermo Ferrero". The signature is written in a cursive style with a long horizontal stroke at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: White Rock City-Wide Parking Strategy Report prepared by Urban Systems Ltd.

DATE: October 25, 2021
TO: Greg Newman, Ralph Volkens
FROM: Niraj Sunuwar
FILE: 1325.0089.01
SUBJECT: White Rock City-Wide Parking Strategy

1.0 MUNICIPAL POLICY APPROACHES

Develop a Resident Parking Policy

Rationale

A key goal of the City-Wide Parking Strategy is to develop a coordinated approach to parking that addresses known challenges throughout White Rock. To achieve this outcome, it is recommended that the City adopt a Resident Parking Policy that guides parking-related decision-making in residential areas for Council and Staff, thereby providing clarity and transparency for the public, developers, and business community. The Resident Parking Policy would outline the application and implementation of the residential parking system with the aim of optimizing on- and off-street parking for community members and visitors.

An important aspect of this policy would be ensuring that complementary approaches identified in this strategy are implemented together to achieve the desired outcome. For example, if the City chose to update minimum parking supply rates across the community it would be appropriate to re-evaluate residential permit parking to ensure concerns over possible spillover to on-street parking are managed.

Strengths

- Establishes transparent structure for parking-related decision-making for Council, Staff, and the public
- Ensures that complementary approaches to parking management are coordinated
- Can be a low effort, yet effective strategy to implement and can be easily updated to reflect community change

Limitations

- Does not address all parking-related challenges throughout the City
- Potential resistance should the policy provide direction for substantial changes to resident parking

Examples

In 2013, the City of North Vancouver implemented a Resident and Visitor Parking Policy. The policy outlines restrictions in resident-only parking zones, processes and criteria for establishing and removing these zones, special conditions and exceptions, and permit costs. This policy could provide a template or general structure for White Rock should the City elect to develop a similar policy.

<https://www.cnv.org/City-Services/Streets-and-Transportation/Parking-in-the-City/Resident-and-Visitor-Parking>

2.0 VEHICLE PARKING REQUIREMENTS

Update Minimum Parking Supply Rates

Rationale

Minimum parking supply rates are a critical component of White Rock's parking regulations, defining the required number of parking stalls by land use classification. These classifications and supply rates are defined in the City's Zoning Bylaw and typically require parking stalls by floor area of a given use. Recently, many urban municipalities throughout British Columbia have updated their parking supply rates to adjust to evolving parking demand in their communities and avoid parking oversupply.

Updated parking regulations are often changing how minimum parking supply rates are determined particularly in multi-family residential development. Some municipalities are choosing to require parking minimums be calculated by the number of bedrooms, floor area, or tenure of a multi-family residential unit to reflect the actual parking demand of a unit rather than an entire development's floor area. For example, such provisions would allow the City to independently regulate minimum parking requirements in condominium, rental, and affordable housing units. Other jurisdictions also provide minimum parking supply rates for defined areas, including differentiating parking requirements for a municipality's urban core from outlying neighbourhoods. As such, the City should consider updating minimum parking supply requirements for multi-family residential development to reflect the size and tenure of units and the development's location.

Changes to minimum vehicle parking supply rates should also be considered for inclusion or consideration in a Resident Parking Policy, since updated supply rate could directly impact other aspects of residential parking, such as the availability of on-street parking.

Strengths

- Ensures that parking supply rates most accurately reflect parking demand in White Rock
- Introduces a nuanced approach to parking regulation that acknowledges differences in parking demand between housing types and tenures
- Can reduce the number of variances required for Council consideration

Limitations

- Requires detailed study of parking demand in White Rock to establish appropriate minimum supply rates

Examples

The City of Victoria's Zoning Bylaw differentiates the minimum number of parking spaces for condominium, rental apartment, and affordable units while also requiring different supplies by unit size and location in the City's Core Area, Villages/Centres, and Other Areas.

The City of New Westminster’s off-street parking requirements for multi-family dwellings are differentiated by bachelor, one-, two-, and three-bedroom or more units, with specific rates for the Downtown Area. Lower parking supply rates are also applied to secured rental units when located in proximity to the frequent transit or in the Downtown Area.

The table below outlines minimum parking supply rates for multi-family residential development in White Rock and various communities around the Lower Mainland.

	City of White Rock (Apartment Use)	City of New Westminster (Condominium)	City of Coquitlam (Apartment Use)	City of Langley (RM2 Zone)	City of Port Moody (Condominium)	City of Abbotsford (Apartment Use)
Studio / Bachelor	1.5 / unit (including 0.3 / unit for visitors)	1.0 / unit	1.0 / unit	1.2 / unit	1.0 / unit	1.0 / unit
One-Bedroom		1.2 / unit				1.5 / unit
Two-Bedroom		1.4 / unit				
Three+ Bedroom		1.5 / unit	2.0 / unit			

Develop a Parking Variance Policy

Rationale

Through the Parking Strategy, the City of White Rock should consider updating the City’s requirements and procedures for parking variances. A parking variance policy is a tool used in some communities to outline how new development can pursue a parking variance and the expectations and conditions that should be in-place to support reduced parking supply.

Currently, the City supports parking variances in Section 4.14 of the Zoning Bylaw, which outlines that parking variances up to 10% below minimum requirements should be considered if transportation demand management (TDM) measures, shared parking between residential and commercial uses, or a parking study are provided.

Consideration should be given to separating parking variances from the Zoning Bylaw into an independent policy that allows Council and Staff the latitude and flexibility to consider the merits of the application against a set of defined criteria. This flexibility is fundamental to the variance process and what differentiates it from regulation. The City may also consider updating and adding criteria that may be used to justify a parking variance, giving full consideration to the City’s broad land use and transportation objectives. These criteria could include the provision of rental or affordable housing, car or bikeshare, additional bicycle parking, proximity to frequent transit, local transit infrastructure improvements, and cash contributions, among other options. The Parking Variance Policy would likely be separate to a Resident Parking Policy, with both documents supporting the desired outcomes of the other.

Other municipalities with parking variance policies require a parking study as part of any variance application to confirm that the resulting parking supply is appropriate, considering the nature of the land use, location and

supporting transportation options. Through a parking variance policy, the City could also establish criteria where more minor variances can be processed directly by Staff without referral to Council.

Strengths

- Clarify parking variance expectations for Staff, Council, and development community
- Greater ability to achieve the “right” amount of parking and support for alternative travel options, where appropriate
- Greater support for broad community objectives
- Lessens burden on Council as the deciding voice in every parking variance application (if Staff referral instituted)

Limitations

- Variance applications takes Staff time to receive and process, and Council time to consider

Examples

The City of Nanaimo’s Policy for Consideration of a Parking Variance identifies location, mixed land uses and shared parking, available on-street parking and carshare provision as criteria to support a parking variance.

<https://www.nanaimo.ca/docs/default-document-library/policy-for-consideration-of-a-parking-variance.pdf>

The District of Saanich has included in their Official Community Plan (pg. 4-30) the five criteria where a parking variance may be considered, which include provision of transportation demand management (TDM), alternative travel options, urban location and availability of on-street parking.

<https://www.saanich.ca/assets/Local~Government/Documents/Corporate~and~Annual~Reports/2008%20OCP.pdf>

The City of Colwood is currently developing a new parking variance policy that will clarify the conditions that must be in-place for Council to consider a variance. The recommendations for the policy are contained in the *Colwood Parking Bylaw Update, Working Paper 3* report.

<https://www.colwood.ca/sites/default/files/parking/colwood-parking-bylaw-update-working-paper3-2020-11-27.pdf>

3.0 RESIDENTIAL PERMIT PARKING

Residential Permit Limits by Household and Housing Type

Rationale

Households in White Rock can currently hold up to four residential parking permits, regardless of neighbourhood or the type of residence. It is understood that this has led to high parking demand in residential areas, and the potential for residents to resell surplus permits to non-residents.

To address this issue the City should consider reducing the number of permits available to each residential household, for example two per household, and identifying housing types that should not require on-street residential parking. This could include removing the eligibility of multi-family residential buildings with off-street parking facilities for residential parking permits, as these developments should provide sufficient off-street parking for residents and visitors. Alternatively, the payment structure for residential parking permits could be updated to include higher costs as more permits are purchased by a household. For example, after two permits are purchased, the third and fourth permits could be double the cost, or more. Both strategies could contribute to reducing parking demand on residential streets and could be effective independent of one another. The City could also consider including residential permit limits in a Resident Parking Policy, should such a policy be developed.

Strengths

- Reduce parking demand on residential streets
- Manage the number of permits available to households to limit oversupply and system abuse by non-residents
- Provide residential parking permits only to households that require them

Limitations

- Potential resistance from permit holders who will no longer be eligible
- Greater parking demand in non-residential areas from vehicles formerly using residential permits
- Increased parking enforcement may be required to ensure compliance with new requirements

Examples

The City of Kelowna bases the number of residential permits for a household on housing type. Single-family dwellings are eligible for two resident permits and two visitor permits, while any multi-family residential building with greater than 5 units is ineligible for residential permits but can still obtain up to 5 visitor permits.

The City of New Westminster charges \$28 for the first and second residential parking permits and \$94 each for the third and fourth parking permits.

Residential Permit Registration

Rationale

In addition to, or separate from the strategy outlined above, the City should consider reviewing how residential permits are registered to a household or a vehicle. For example, other communities require residential parking permit applications be submitted with license plate registration that will be verified with ICBC. This ensures that the vehicle applying for the residential permit is indeed a resident's vehicle and would limit the ability of non-residents to acquire and use a residential parking permit. Implementing this strategy would allow the City to effectively manage on-street residential parking and address the current abuse of the system, while also furthering compatibility with other strategies like license-plate based enforcement. Like permit limits, requirements and processes for permit registration would be an important component of a Resident Parking Policy, should the City choose to pursue that strategy.

Strengths

- Reduce parking demand on residential streets
- Manage the number of permits available to limit oversupply and use by non-residents
- Provide residential parking permits only to households that require them

Limitations

- Reliant on third-party verification with ICBC
- Increases complexity of residential parking application process and administration of the program
- Increased parking enforcement, supported by license plate recognition technology may be required to ensure compliance with new requirements

Examples

The City of Vancouver requires all residential permit holders to verify the registered vehicle against the address of the permit holder through ICBC. For a permit to be issued the residential address attached to the vehicle must be within the permit area in question.

4.0 PUBLIC PARKING

4.1 ON-STREET PARKING

Seasonal Parking Rates

Rationale

Since White Rock experiences highly seasonal variation in parking demand, implementing seasonal parking rates around key destinations could support efficient parking management. This strategy would establish higher pay parking rates during the peak season around the summer months and lower rates during the off-season. Best practice dictates that parking in these zones should not be free, even during the off-season. Such an approach would allow the City to adaptably manage on-street parking, generate greater revenue, and encourage travel by alternate modes to alleviate congestion during peak periods. Like other pay parking systems, seasonal parking rates could only apply during peak times of day.

Strengths

- Encourage efficient parking management during the peak season
- Support travel by alternate modes to access key destinations
- Potential for increased revenue generation during summer months

Limitations

- Requires detailed study and understanding of seasonal parking in White Rock
- Introduces new complexities into the parking system and enforcement in the city
- Up-front costs to implement new signage and other infrastructure changes

Examples

The City of Kelowna uses seasonal parking rates in defined zones around the community's most popular peak season destinations. Hourly parking rates in these areas rise by up to 50 cents per hour between May and September. In Kelowna, the summer parking rate generally varies with proximity to Lake Okanagan. The zones and rates for seasonal parking are identified through online mapping resources.

Pay Parking Zones

Rationale

Establishing pay parking zones provides the City with the opportunity to determine rates for on-street parking based on several factors that make parking more valuable. Creating multiple zones based on utilization and distance from key destinations and/or transit stops and adjusting pay parking rates accordingly could help encourage higher turnover, generate revenue, and shift towards more efficient on-street parking than currently experienced in White Rock. To complement this strategy, the City should consider implementing time limits in each zone and assessing eligibility for resident discounts for those vehicles registered with the municipality.

While this strategy could increase the complexity of White Rock's pay parking system from both a user and enforcement perspective, this transition would be eased by clear signage and online resources and adopting technologies to aid enforcement.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Ensure that on-street parking rates are appropriate to context in White Rock
- Potential for increased revenue generation

Limitations

- Requires further study and delineation of parking zones around the City
- Introduces new complexities into the parking system and enforcement in the City
- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires clear communication with the community, including residents and local business through signage and online resources

Examples

The City of Kelowna defines three pay parking zones around key destinations in the Downtown core. Parking rates in these zones varies slightly, with higher rates generally charged closer to the city's waterfront. Rates also change from weekdays to the weekend.

The City of Victoria currently has five different pay parking zones around the City's Downtown with varying time restrictions and hourly rates that may also change based on the day of the week. The applicable parking zone varies based on proximity to the Downtown core and waterfront and anticipated users. For example, some zones intended for commuter parking and therefore have longer time restrictions and lower hourly rates but may be located further from Downtown.

The City of Halifax in Nova Scotia also employs a system of parking zones where rates vary based on time-of-day demand within a specific zone. These zones are located around most of Halifax's core area. Vehicles that have paid for parking within a zone can park freely within that zone.

Pay Parking in the Town Centre

Rationale

Currently, the City does not charge for on-street parking in the Town Centre leading to high occupancy rates and low turnover in the area during times of peak parking demand. Implementing pay parking in the Town Centre would serve to encourage higher turnover, which is shown to support local business by allowing direct, short-term access for shoppers rather than long-term stays in valuable parking stalls. Like other paid on-street parking, best practice suggests requiring payment during business hours throughout the week. Strategically designating pay parking areas for on-street parking would support this outcome, while also generating revenue for the City to support parking enforcement, management, and other initiatives.

Before implementing any changes to parking, the City should consider studying parking conditions in the Town Centre after the COVID-19 pandemic since several new developments have been completed since the pandemic's onset. Understanding current conditions will help inform thresholds or conditions of when and where pay parking will be required in the Town Centre, which could include establishing block-by-block occupancy and turnover rates, and the ratio of parking stalls by floor area or number of units.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Ensure that Town Centre parking stalls are supporting local business
- Widely used in other municipalities across British Columbia
- Potential for increased revenue generation

Limitations

- Requires implementation of pay parking system in the Town Centre
- Introduces new complexities to the parking system and enforcement in the city
- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires clear communication with the local business community

Examples

Many other comparison municipalities in Metro Vancouver and across British Columbia require payment for on-street parking in their respective urban cores including:

- New Westminster
- Coquitlam
- Richmond
- Vernon
- Prince George
- Burnaby
- Kelowna
- Nanaimo
- Penticton
- Cranbrook

Discontinue Decal Program

Rationale

The City currently offers a parking decal program that allows residents and local merchants to park free in pay parking areas for a limited period, with different restrictions for resident and merchant decals. From a revenue perspective, this program is relatively inefficient, allowing decal holders to occupy valuable parking stalls without recuperating adequate costs through the sale of decals. This approach also detracts from efforts to encourage residents and merchants to increasingly travel using sustainable travel options.

Therefore, the City should consider discontinuing the decal program, and instead look to offer residents and merchants other benefits such as discounts for on-street or parkade parking rates if their license plate is registered with the City. Removing the decal program is supported by declining numbers of deals purchased each year since 2017. This strategy would alleviate the City's responsibility for administering an inefficient program and begin to collect revenue that more accurately reflects the cost of public parking.

Strengths

- Encourage higher turnover rates at periods of peak on-street parking demand
- Reduce administrative responsibilities around parking programs
- Support resident travel by alternate modes to access key destinations
- Potential for increased revenue generation

Limitations

- Potential for concern among current decal holders due to higher parking costs
- If discounts are offered, revenue still may not match actual cost of parking provision

4.2 OFF-STREET PARKING

Variable Parking Rates

Rationale

Similar to pay parking zones with variable costs based on location, the City should consider introducing variable parking rates in off-street parking facilities. Variable parking rates would result in lower hourly or daily costs to park in off-street parking facilities that are further from key destinations and are supported by transit access. This strategy would allow the City to better balance parking demand by encouraging the use of parkades and other outlying lots for longer stays (at reduced cost) and to increase turnover in higher demand areas. Alongside on-street pay parking strategies, variable parking rates provide the opportunity to effectively shift parking demand as desired by the City. Considering payment technology that allows for dynamic pricing based on demand would also support this outcome.

Strengths

- Support balanced parking demand for on- and off-street parking demand, and better use of under-used parking supplies
- Complementary to on-street pay parking strategies
- Ensure that on-street parking rates are appropriate to context in White Rock
- Potential for increased revenue generation

Limitations

- Requires further study into effective pricing variations for White Rock
- Introduces new complexities into the parking system and enforcement in the city
- Up-front costs for implementation of new technologies should they be required
- Requires clear communication with the community, including residents and local business through signage and online resources

Examples

The City of Victoria offers an approximately 15% reduced rate for an under-utilized downtown parking facility (Johnson Street Parkade) to balance parking demand from other parkades that are at or near capacity.

Tiered parking pricing is common on post-secondary campuses, where premium (or high priority) parking spaces are priced higher than other areas. Vancouver Island University (in Nanaimo) is an example where Economy lots cost 25% less than General Parking lots.

4.3 PAY PARKING SYSTEMS

License Plate Based Payment

Rationale

Implementing license plate-based payment systems across White Rock should be considered by the City. This would ensure that pay parking across the city uses the same technology, which is currently done both using license plate and stall-based systems. Payment by license plate is advantageous for enforcement since it prevents vehicles from moving between stalls to extend length of stay and is an efficient and consistently improving technology. This technology is also used for parking payment at the Peace Arch Hospital and Centennial Arena. The pay-by-space system is currently utilized by the City to be able distinguish the revenue coming from the on-street parking and parking lots to determine the TransLink parking tax. In future, the City could use unique identifiers for city blocks and parking lots to understand where vehicles are parked to allow for universal adoption of pay-by-plate parking while still differentiating revenue from on- and off-street parking.

Additionally, license plate-based parking could also be implemented for residential parking permits should the City choose to collect license plate information with residential permit applications. This would allow for all the City's various permits and pay parking structures to be managed using a single technology, which allow for greater enforcement efficiency through this central system.

Strengths

- Ensure consistency in pay parking systems in the City
- License plate-based systems are more efficient than stall-based systems
- Could have applications in residential parking enforcement
- Does not require stall number indication (costly, aesthetic impact)

Limitations

- Requires further study into effective pricing variations for White Rock
- Up-front costs to implement license plate-based system City-wide

Examples

In addition to the City's on-going experience with license plate-based payment, several municipalities across Metro Vancouver and the province either partially or entirely use a license plate-based parking payment system. Examples include New Westminster, Burnaby, Coquitlam, Surrey, Richmond, North Vancouver, Nanaimo, Kelowna, Kamloops as well as several post-secondary institutions.

4.4 ACCESSIBLE PARKING

Accessible Parking Design & Location

Rationale

The provision of public and private accessible parking that is suitable for a variety of users is an essential function of municipal parking regulations. Accessible stall design in White Rock is required to be consistent with BC Building Code; however, since 2018, provincial building code no longer includes requirements for accessible parking design or supply. This change means that the City will eventually have to develop standards for the location and design of accessible parking in addition to the supply rates outlined in the Zoning Bylaw, which already exceed those required in the BC Building Code. As such, the City should consider amending relevant municipal bylaws to ensure that accessible parking standards meet needs in White Rock. As part of this effort, a review of best practice from leaders in accessible parking should be conducted, including the Canadian Standards Associations (CSA), Accessibility for Ontarians with Disabilities Act (AODA), and Americans with Disabilities Act (ADA).

Strengths

- Municipal parking regulations can meet best practice in accessible parking design and siting
- Ensures appropriate placement and supply of accessible stalls throughout White Rock to accommodate all community members

Limitations

- Depending on requirements, further study could be required to understand where new or improved infrastructure is required
- Additional requirements for accessible parking spaces would likely introduce added development costs

4.5 ELECTRIC VEHICLE CHARGING

Expand Public EV Charging

Rationale

Electric Vehicles (EVs) are becoming an increasingly popular transportation option for many in White Rock and British Columbia. Public charging stations are an important resource for EV owners to access inexpensive or free charging at key destinations throughout White Rock. Seven public charging stations are provided by the City at the West Beach Parkade.

Given increasing EV ownership trends and the regional nature of many trips to White Rock (necessitating charging), the City should consider opportunities to expand public charging infrastructure in the community to allow EV charging as owners visit, shop, or commute to work. This strategy would demonstrate the City's commitment to supporting sustainable transportation options and allow for greater EV charging options as demand continues to increase. Consideration should also be given to other electric vehicles including electric bicycles and mobility scooters, and their needs for charging stations at important destinations. Additionally, the City should evaluate the ratio of public Level 2 chargers to direct-current fast chargers (DCFC) in the community to meet varying EV charging needs. There are presently no DCFCs in White Rock.

Strengths

- Provide more public EV infrastructure as demand increases
- Support low carbon transportation options

Limitations

- Capital cost of charging stations
- Electricity costs associated with charging (unless priced, see below)

Establish Paid Public EV Charging

Rationale

As discussed above, electric vehicle (EV) charging is becoming increasingly important as EV ownership continues to rise. As EVs become a greater proportion of vehicles on the road, discussions around payment for EV charging are ongoing in many municipalities across British Columbia, requiring local governments to evaluate the subsidies being offered for EV charging. While collecting payment for parking in designated EV spaces and for electricity received during that session are both viable strategies, this section is focused on payment collected at the charging station. Generally, implementing a fee for charging station utilization is considered best practice in the longer term as it encourages turnover, helps to manage demand for public EV charging, encourages at-home charging to reduce public costs, and signals the value of the parking stall and charging station.

The following are key considerations in establishing pricing for EV charging:

- Rates may be set equivalent to the cost of the power received (per kWh)
- Rates may be set to reflect pricing for other, general parking spaces (reflecting the value of the stall)
- Rates may be set lower than the cost of electricity and/or value of the stall, considered a subsidy to incentivize low carbon vehicles

The multi-faceted nature of paid public EV charging means that implementation of any payment requirements will likely involve evaluating these considerations individually over time rather than a single, up-front solution. Therefore, initiating these discussions at the City of White Rock and in the community is an important initial action to frame further steps on public paid EV charging.

Strengths

- Encourages turnover and helps manage demand at public charging stations
- Encourages at-home charging for EV owners
- Allows the City to recoup costs to build and maintain EV charging infrastructure

Limitations

- Requires implementation of payment technologies at EV charging stations
- Continued free charging supports sustainable transportation options
- Will require further study of appropriate fees to align with revenue and sustainability objectives

Examples

Public EV charging is currently free in most communities. Examples where pricing is in-place include:

- The City of Vancouver charges \$2 per hour at any Level 2 charger plus the required parking fee or \$0.26 per minute at a Level 3 Fast Charger.
- The Township of Esquimalt charges \$1 per hour at municipal Level 2 chargers, where otherwise parking in the area is unpriced.
- In March 2021, BC Hydro announced interim rates for charging stations, including \$0.12 per minute at 25 kW stations, \$0.21 at 50 kW stations, and \$0.27 at 100 kW stations beginning May 1st, 2021.

5.0 DEMAND MANAGEMENT & NEW MOBILITY

Curbside Management

Rationale

Like many other communities, White Rock experiences competition for scarce curb space in mixed-use and commercial centres that can place commercial vehicles in conflict with on-street parking and traffic flow. The City is also exploring how roadside space could be reallocated away from motor vehicle use to support alternate modes and new mobility, provide additional public or commercial space, and achieve other objectives such as improved safety.

To address challenges around loading and delivery, the City could consider implementing time restrictions for loading and delivery. Restrictions should be based around avoiding interference with peak on-street parking demand while still fulfilling the needs of local business. In areas where this could prove challenging alternative solutions should be considered such as consolidating delivery locations for businesses to be moved to their final destinations by smaller vehicles. Alternatively, or in conjunction with the strategies above, the City could identify specific on-street loading bays that would be available to delivery vehicles during certain times of day. Any of these measures should be reinforced by enforcement of loading area restrictions.

In addition to curbside loading, the City should also evaluate other opportunities to improve curbside management. Road space reallocation is one opportunity through which White Rock can pursue a variety of mobility goals. Should the City choose, reallocation could provide dedicated curbside space for improved street furnishing, enhanced transit stops, additional space for bicycle facilities and parking, parking for new mobility such as electric scooters or bikeshare services, among other options.

A final consideration for curbside management is addressing parking for large recreational vehicles (RVs). Due to their size, RVs can be challenging to accommodate in typical on-street parking arrangements. To address this concern, dedicated parking for RVs can be created. The goal of these areas would be to provide purpose designed parking facilities that can accommodate vehicles of that size and with wayfinding provided to aid the high proportion of non-local motorists. These areas would be signed for RVs and would typically not be in the highest use facilities or areas due to their space inefficiency and are generally only used during peak visitor season.

Strengths

- Reduces conflict between commercial vehicles, RVs, and on-street parking demand
- Provides clarity for business owners
- Can provide additional space for other street functions

Limitations

- Could challenge delivery services to adhere to time restrictions or create congestion at certain times of day
- Up-front costs for signage and additional costs to ensure appropriate enforcement
- Potential conflict due to risk of losing on-street parking for other uses in any road space reallocation

Construction Parking Management

Rationale

As more new development comes to the City of White Rock, challenges related to parking from construction sites is an emerging issue. It is known that vehicles originating from a construction site can occupy on-street residential and public parking in key areas of the city and that Council has made this issue a priority. To address this issue, the City could consider different strategies related to improved parking management on and around construction sites.

First, regulations and enforcement related to construction parking management could be enhanced. This should be linked to a Construction Traffic Management Plan (CTMP), where large vehicles will be travelling to and from a construction site. This could include increasing penalties for infractions and defining specific requirements for construction operators to secure sufficient parking for their workers and providing notice to neighbouring homes and businesses of their activities. This could be supplemented by a second strategy, developing more elaborate CTMP requirements. A stricter CTMP would allow the City to understand how parking requirements may change over the course of a project, evaluate how the developer intends to address parking, and enforce appropriately based on this information. In addition, the requirements could also include that supply of on-street parking is secured (paid) and reserved for construction/trade vehicles when on-site parking supply is limited.

Ultimately, greater enforcement would be the key to resolving issues from construction-related parking spillover. When coupled with strengthened regulations and CTMP requirements, enforcement can be more effective.

Strengths

- Alleviate some pressures on on-street residential and commercial parking
- Provides clarity for developers and residents
- Would address a priority for Council

Limitations

- Up-front costs for implementation and additional costs to ensure adequate enforcement
- Requires further study and engagement with residents, businesses, and developers to understand appropriate measures
- May be challenging to enforce over the course of a project

Examples

The City of North Vancouver, District of North Vancouver, City of New Westminster, and other communities in Metro Vancouver use Construction Traffic Management Plans or similar documents to minimize the impacts and interruptions of construction-related parking on residents and businesses. The exact requirements of each plan is unique however some components include describing estimated parking demand for each phase of construction, how demand will be met through each phase, and, in the absence of adequate on-site parking, alternate parking arrangements to meet site demand such as carpooling or renting external parking.

Hospital Area Parking Management

Rationale

The City has applied the resident permit program throughout many of the residential streets nearby Peace Arch Hospital. This helps prevent against hospital employees and visitors seeking to avoid paying to park on the hospital site from utilizing neighbourhood parking. Monitoring of on-street parking utilization during daytime working hours should be undertaken on an on-going basis, with areas of particularly high utilization as targets for increased enforcement. These measures could be identified as part of a Resident Parking Policy, allowing the City to clearly outline how the establishment and enforcement of resident parking areas around the Hospital.

Another opportunity employed in other communities is to work with the health authority to establish transportation indicators that are to be met as future site development occurs to ensure that neighbourhood parking and transportation impacts are mitigated. Indicators may be established, such as total traffic and employee mode share, that must be met as a condition of future rezoning or development permit.

Boulevard Parking

Rationale

Illegal vehicle parking on boulevards has been consistent challenge for the City of White Rock. Parking on boulevards is particularly an issue along streets where the edge of the roadway is not distinct from the boulevard, making it easy for vehicles to park on the boulevard. This issue has been exacerbated by increasingly dense residential neighbourhoods and greater vehicle ownership by household.

While the Street and Traffic Bylaw prohibits parking on a landscaped boulevard, it remains a challenge to enforce, resulting in inconsistent enforcement practices throughout the City. Currently, the penalty for stopping and parking on a landscaped boulevard is a maximum fine of \$60. Boulevard parking has routinely forced pedestrians into the roadway due to the lack of space on the boulevard, creating safety issues for those travelling on foot. Identifying areas where this is an issue could be undertaken as part of the City's Transportation Master Plan and could be considered for future sidewalk development and pedestrian improvements. The City could also consider amending the Street and Traffic Bylaw to establish clear directions for enforcement of boulevard parking-related infractions, including if restrictions should be expanded to include boulevard space that is not landscaped per the definition in the Bylaw.

6.0 SUMMARY OF PUBLIC SENTIMENT ON PARKING STRATEGIES

The following section provides an overview of levels of support for the various parking strategies outlined in the community and business survey. For each strategy, the level of support is ranked from 1 to 5, with 1 indicating the most popular answer and 5 representing the least popular answer, with the strategies compiled into ranking table for that survey. These tables are intended to provide a general indication of the level of support and do not show the exact number of responses provided.

6.1 COMMUNITY SURVEY

A total of 509 responses were received for the community survey. For the purposes of understanding the results of the community survey it is important to note that 109 respondents identified that they reside in South Surrey and therefore may not experience parking issues in the same way as White Rock residents. Levels of support for each parking strategy identified in the survey are compiled in the table below, responses that were supportive or highly supportive are compiled in the “Supportive” column with unsupportive and highly unsupportive responses tallied under the “Unsupportive” column. An average level of support is also provided where a value of 5 represents highly supportive, 3 for neutral support, and 1 for highly unsupportive. Complete results from the community survey are included in **Appendix A**.

	Supportive	Neutral	Unsupportive	Average Support
Reducing the maximum number of residential parking permits available to each household	45%	29%	27%	3.3
Increasing the cost for additional residential parking permits over two.	47%	22%	31%	3.2
Apartment buildings with on-site visitor and resident parking would not be eligible for residential parking permits.	35%	22%	42%	2.9
Increasing parking rates during the summer along White Rock’s Waterfront	27%	25%	47%	2.6
Introducing pay parking in the Town Centre	17%	18%	65%	2.1
Implementing pay parking zones with varying rates	35%	23%	42%	2.8

Lowering the parking rate in public parkades compared to Waterfront parking lots	69%	21%	11%	4.0
Replacing the pay parking decal program with a discount system	23%	18%	59%	2.3
Implementing license-plate payment systems for parking throughout White Rock	63%	24%	23%	3.5
Implementing a fee for charging at public electric vehicle stations	51%	25%	24%	3.5
Restricting parking on boulevards, particularly in residential areas.	38%	31%	30%	3.1

6.2 BUSINESS SURVEY

A total of 16 responses were received for the local business survey. Levels of support for each parking strategy identified in the survey are compiled in the table below, responses that were supportive or highly supportive are compiled in the “Supportive” column with unsupportive and highly unsupportive responses tallied under the “Unsupportive” column. An average level of support is also provided where a value of 5 represents highly supportive, 3 for neutral support, and 1 for highly unsupportive. Complete results from the community survey are included in **Appendix B**.

	Supportive	Neutral	Unsupportive	Average Support
Increasing parking rates during the summer along White Rock’s Waterfront	36%	38%	26%	3.0
Introducing pay parking in the Town Centre	30%	35%	35%	2.7
Implementing pay parking zones with varying rates	44%	32%	24%	3.2

Lowering the parking rate in public parkades compared to Waterfront parking lots	64%	24%	12%	3.8
Replacing the pay parking decal program with a discount system	36%	32%	32%	2.9
Implementing license-plate payment systems for parking throughout White Rock	53%	35%	12%	3.6
Implementing a fee for charging at public electric vehicle stations	47%	47%	6%	3.7
Implementing time restrictions for curbside loading	36%	44%	21%	3.2
Enhancing enforcement of construction-related parking with better processes and technologies to manage parking spillover	53%	41%	6%	3.8

6.3 ENGAGEMENT TRENDS

Based on the results of the community and local business surveys summarized above several trends are evident that may reflect how these groups relate to parking challenges in White Rock, including the following:

- Some of strategies received higher levels of support across both surveys, including lowering the parking rate in public parkades, implementing license-plate payment systems for parking throughout White Rock, and implementing a fee for charging at public electric vehicle stations.
- Conversely, some strategies were largely unpopular in the community survey, including a majority of those related to parking pricing. This included a lack of support for replacing the decal program, introducing pay parking in the Town Centre, and increasing parking rates during the summer months.
- Results from the local business survey suggest that business owners were largely neutral, or occasionally supportive, on many parking-related issues, particularly regarding strategies for parking pricing.
- Parking strategies related to increasing enforcement and implementing new technologies were generally well supported in both surveys.

These are some of the trends that may be considered by Staff and Council as specific strategies are prioritized in the final City-Wide Parking Strategy.

URBAN SYSTEMS MEMORANDUM

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 22 of 26

SUBJECT: White Rock City-Wide Parking Strategy

Sincerely,

URBAN SYSTEMS LTD.

Niraj Sunuwar, P.ENG., PTOE
Transportation Engineer

/os + dc + ns
Enclosure

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 23 of 26

SUBJECT: White Rock City-Wide Parking Strategy

APPENDIX A

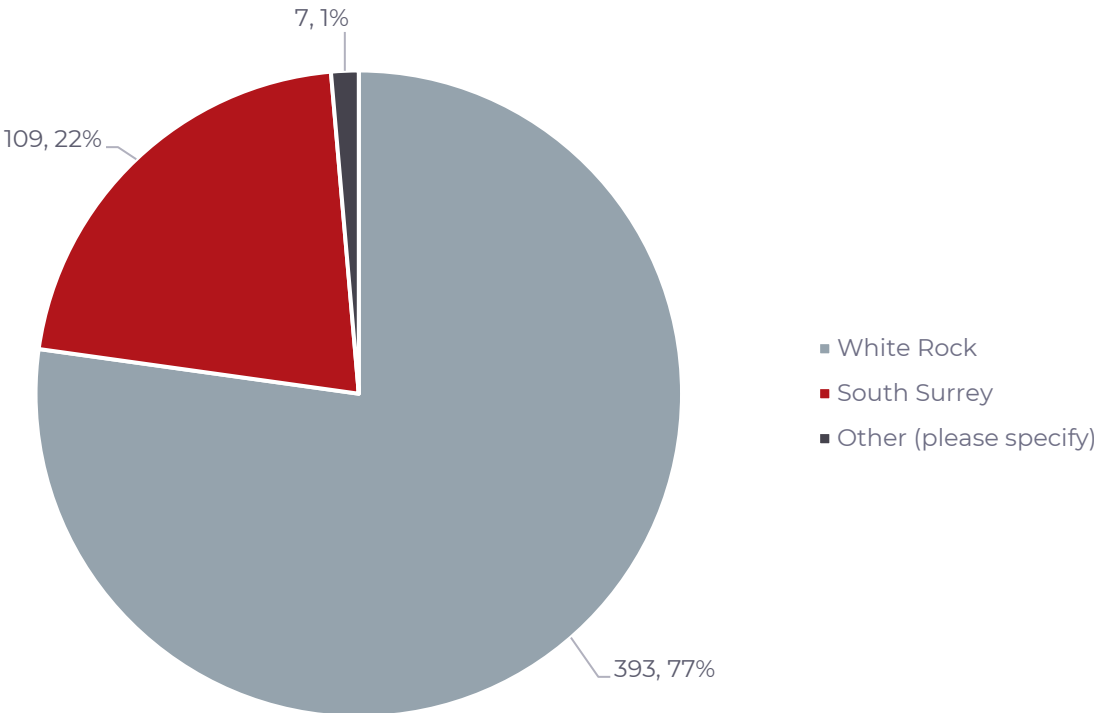
COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY RESULTS

This appendix details the complete data received as part of the community survey for the White Rock Parking Strategy that was open to the public on the City of White Rock’s Talk White Rock webpage. Note that all comments have been added verbatim as submitted in the survey.

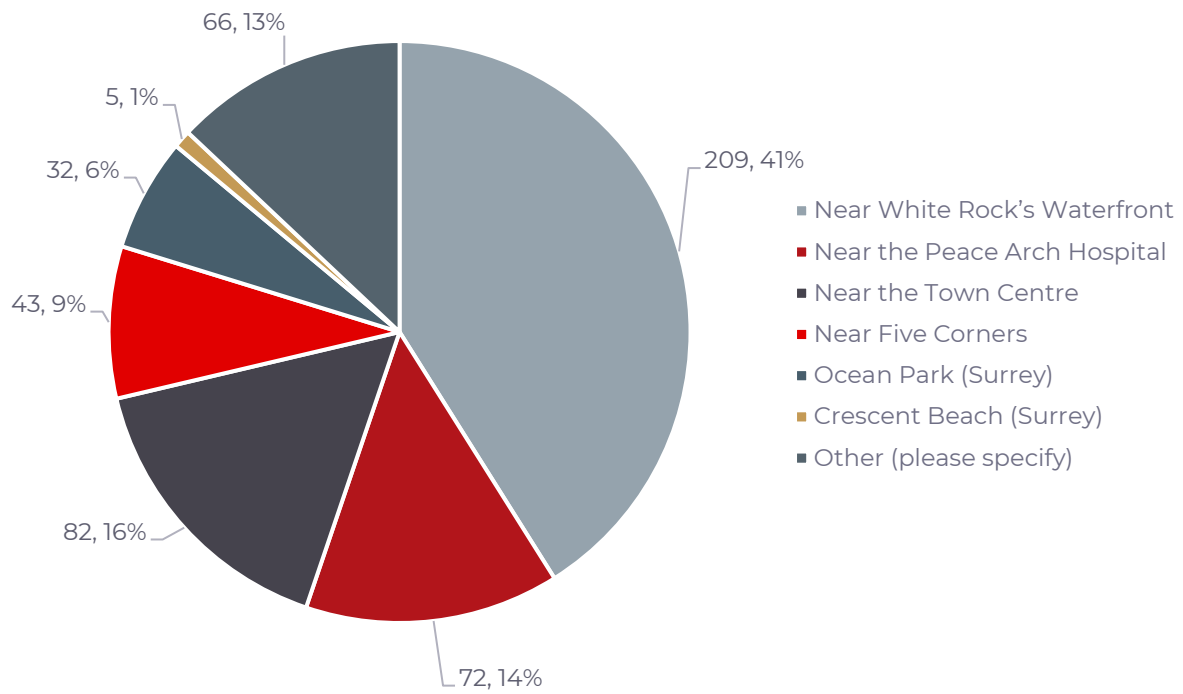
The community survey received a total of 509 responses.

WHICH OPTION BEST DESCRIBES WHERE YOU LIVE?



Which option best describes where you live?	
White Rock	393
South Surrey	109
Other (please specify)	7

MORE SPECIFICALLY, WHICH AREA BEST DESCRIBES WHERE YOU LIVE?

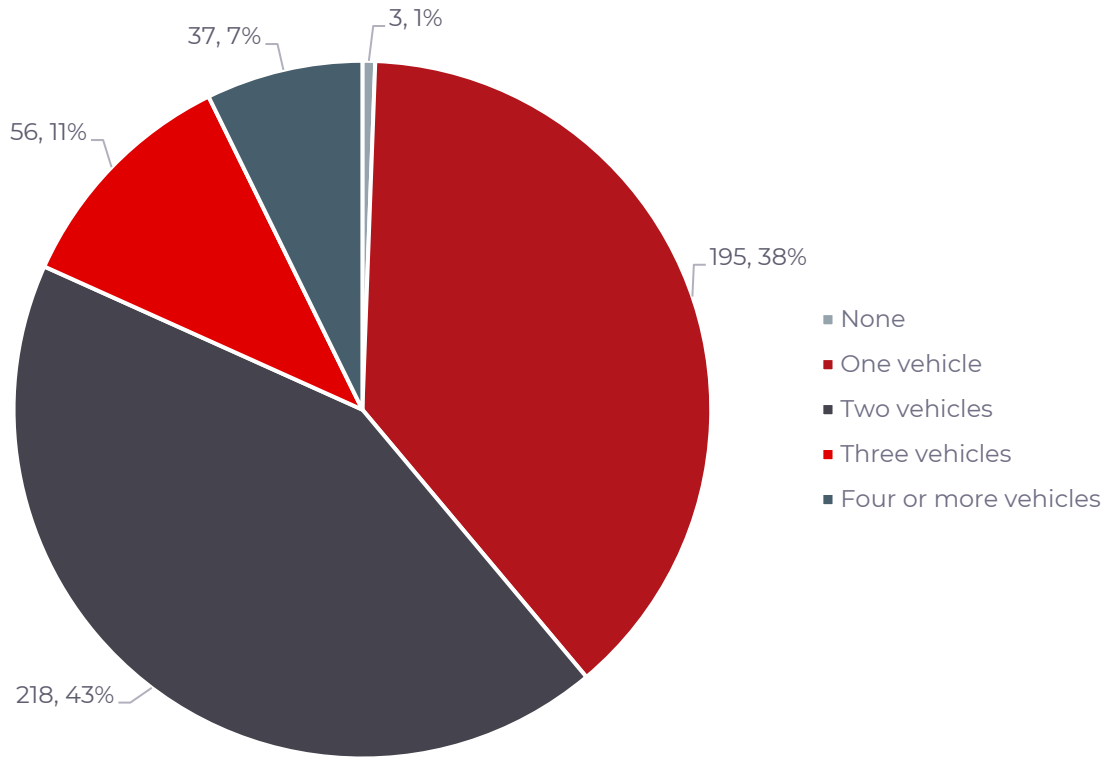


More specifically, which area best describes where you live:	
Near White Rock's Waterfront	209
Near the Peace Arch Hospital	72
Near the Town Centre	82
Near Five Corners	43
Ocean Park (Surrey)	32
Crescent Beach (Surrey)	5
Other (please specify)	66

OTHER RESPONSES

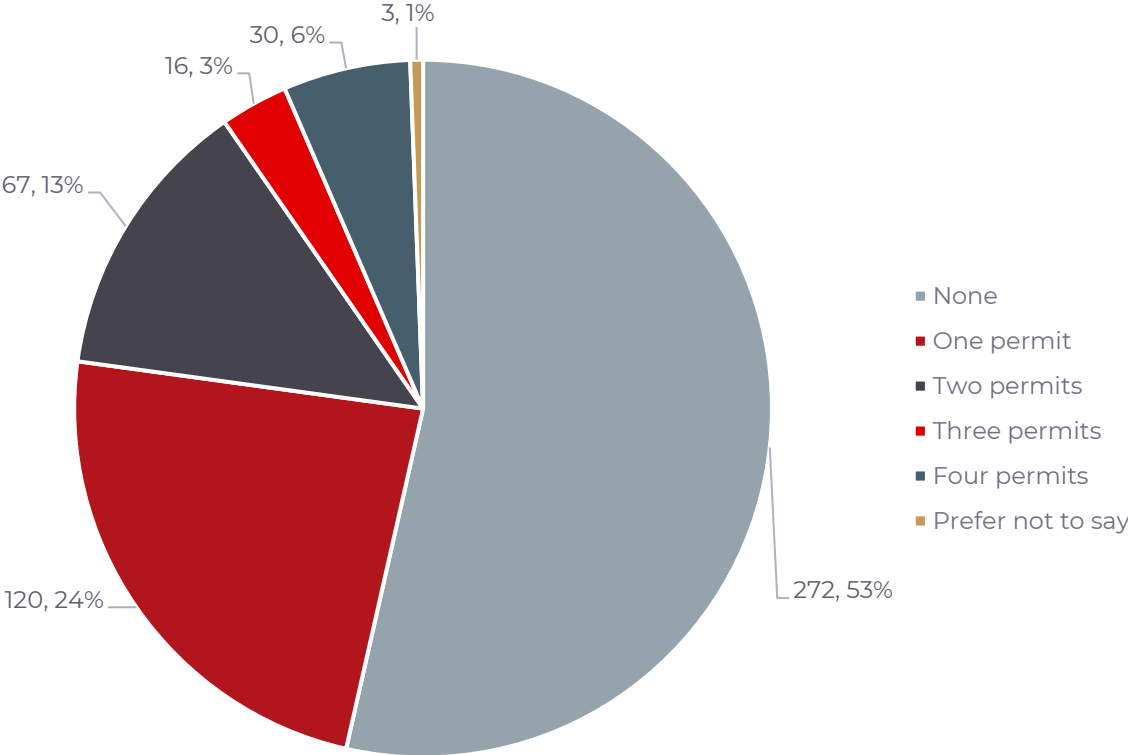
- 152 Street & 24th Avenue (2)
- 32nd and 152nd
- 8th and King George
- Abbotsford (2)
- Bergstrom Rd
- Bishop Rd - West White Rock
- Brookwood
- Buena Vista & Habgood
- Columbia and Stevens Street
- Crescent Park
- Douglas
- Everall St. and North Bluff.
- Grandview (5)
- Hazelmere (3)
- Langley (2)
- Marine Drive (2)
- Morgan Creek (4)
- Morgan Crossing (2)
- Morgan Heights
- Near King George
- Near Semiahmoo First Nation.
- Near Semiahmoo Mall (2)
- Near Stayte Road, East end of White Rock
- Near Sunnyside Urban Forest
- North Bluff and Bishop
- Oxford and Thrift area
- Oxford St
- Pacific Avenue
- Pacific Douglas Area (by the borders)
- Rosemary Heights (2)
- Smack dab in the middle near pier, 5 corners and the mall
- South of North Bluff, south of Semiahmoo shopping centre
- South Surrey Rec Centre
- South Surrey, in between Crescent Beach and White Rock
- Crescent Road and King George Blvd
- South Surrey, 154th & 20th
- Stayte Road
- Summerfield (2)
- Sunnyside
- West White Rock (7)
- West side near Marine
- Whalley

HOW MANY VEHICLES DOES YOUR HOUSEHOLD OWN OR LEASE?



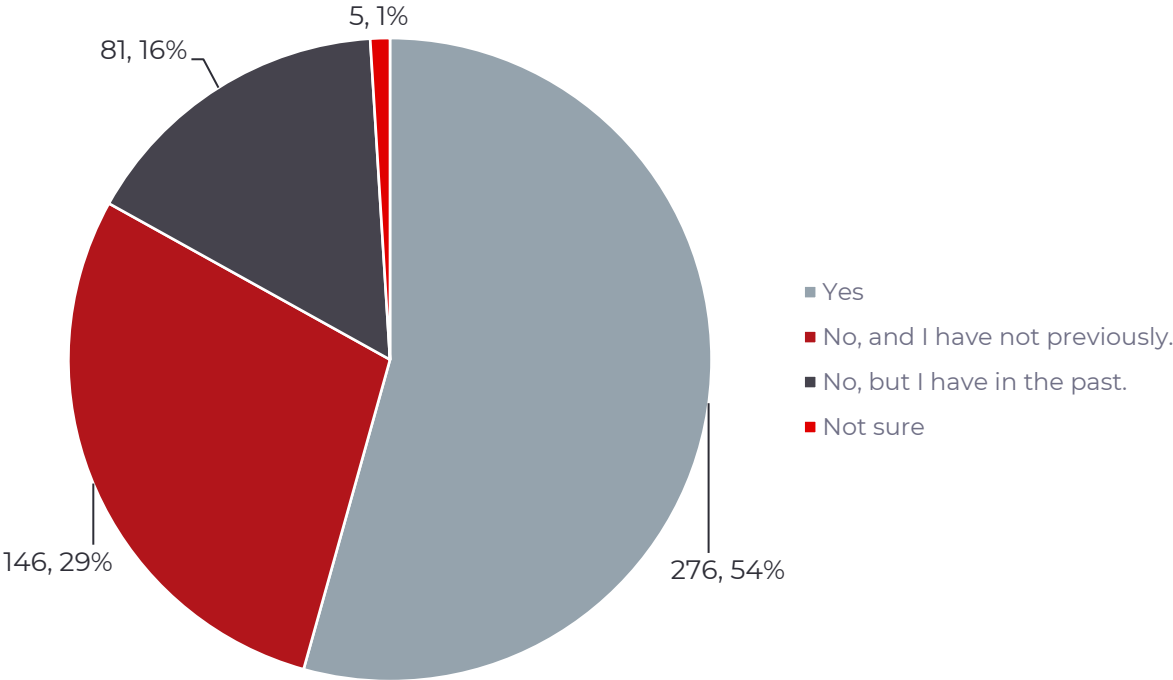
How many vehicles does your household own or lease?	
None	3
One vehicle	195
Two vehicles	218
Three vehicles	56
Four or more vehicles	37
None	3

HOW MANY RESIDENTIAL PARKING PERMITS DOES YOUR HOUSEHOLD PURCHASE FROM THE CITY OF WHITE ROCK?



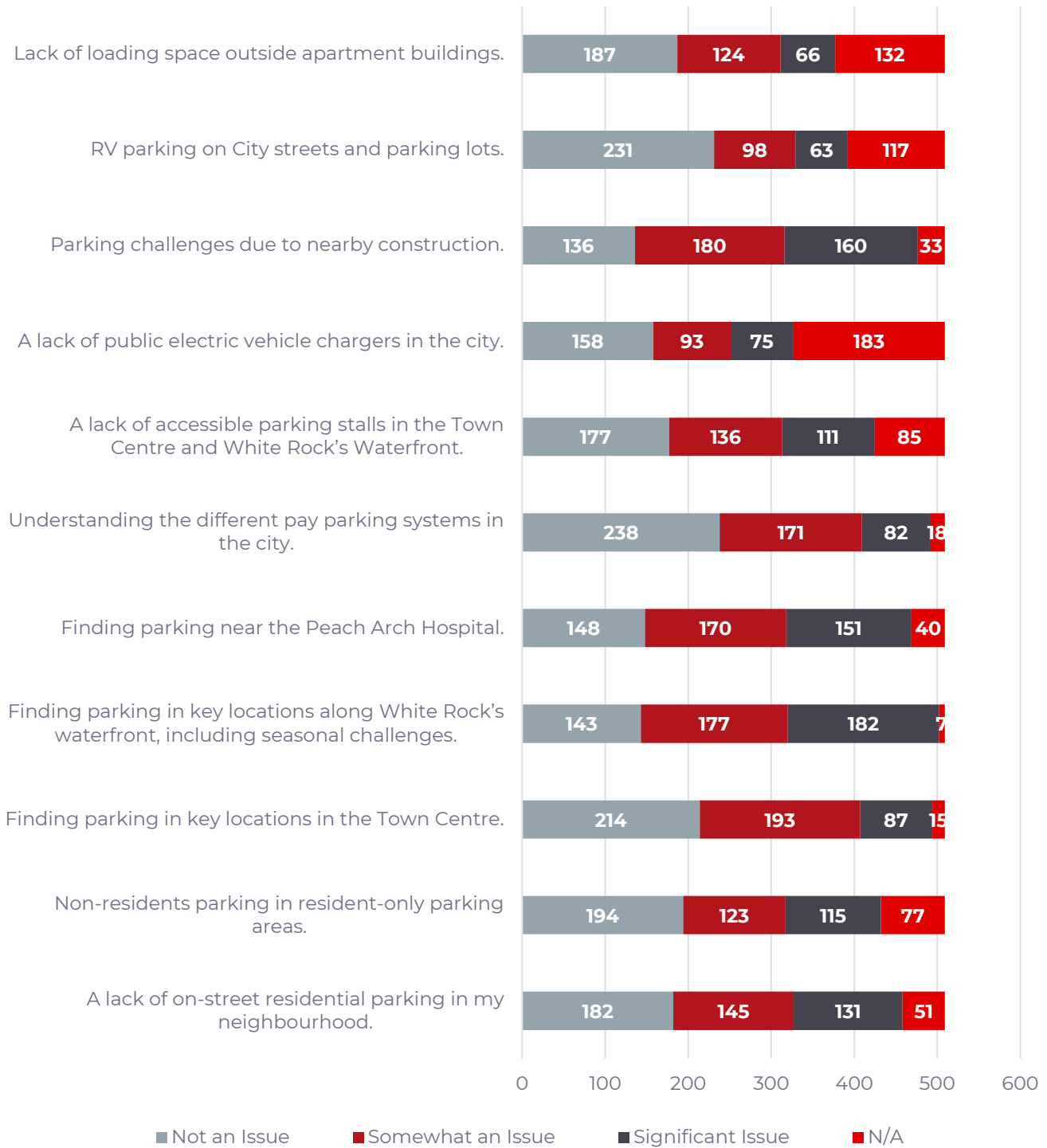
How many residential parking permits does your household purchase from the City of White Rock?	
None	272
One permit	120
Two permits	67
Three permits	16
Four permits	30
Prefer not to say	3

DO YOU PARTICIPATE IN THE CITY'S RESIDENT PAY PARKING DECAL PROGRAM AT THE WATERFRONT AND/OR CENTENNIAL ARENA AND/OR PEACE ARCH HOSPITAL?



Do you participate in the City's resident pay parking decal program at the Waterfront and/or Centennial Arena and/or Peace Arch Hospital?	
Yes	276
No, and I have not previously.	146
No, but I have in the past.	81
Not sure	5

PLEASE RATE THE FOLLOWING ISSUES THAT YOU MOST COMMONLY FACE WHEN PARKING IN WHITE ROCK.



PLEASE SPECIFY IF YOU FACE ANY OTHER PARKING CHALLENGES THAT ARE NOT LISTED ABOVE.

ENFORCEMENT

Themes:

- Desire to see higher levels of enforcement around residential parking and pay parking areas.
- Frustration with ticketing of residents
- Some desire to have clearer and increased signage or pavement markings for different types of parking around the city and the restrictions in the designated area.

Comments:

- Please issue big fines to people parking in loading zone. Struggle for people who moving in building and see car park there
- Not enforcing resident parking passes. People using from 2019 and 2020
- People without pay parking decals park in front of my bldg. I pay annually for my decals, regular & 2 for visitors. No parking inspectors ever come by so people basically park for free while I still do my due diligence & pay annually. Where are all the parking inspectors?
- East Beach - non-residents consistently parking in permit only resident parking to go to the beach, the vape shop or Indigenous Bloom. Neither of these businesses have enough parking for their customers. Handing out tickets has not stopped the problem...we need to be able to stop them from parking in permit only areas altogether, as it is not fair to the residents who pay for these permits to park at their homes.
- Cars parked in no parking zones or 10 min zones with no enforcement.
- There is a total lack of enforcement by our by-laws dept. in enforcing unpermitted parking on our residential streets and compliance with our street regulations
- 'PAY PARKING AT THE BEACH NOT BEING MONITORED ENOUGH TOO MANY VISITORS LAUGH at those like be that have a sticker. They say waste of money as they have always parked for nothing as they never get a ticket, only a warning !This is so unfair to residents That care It's a real joke. Please do something It's time to get stricter or don't charge anyone especially the Seniors!!
- Need more parking enforcement on Victoria Ave to ticket people parking in residential permit only parking without pass and going to the beach.
- People without pay parking decals park in front of my bldg. I pay annually for my decals, regular & 2 for visitors. No parking inspectors ever come by so people basically park for free while I still do my due diligence & pay annually. Where are all the parking inspectors?
- Not enforcing resident parking passes. People using none 2019 and 2020
- Parking attendants need more training ticketed my vehicle and put the wrong make ! But I'm still expected to pay
- Parking in front of my house, forgetting to place the parking pass so that it is visible, and getting a ticket. I do not want to keep it visible where anyone could see the hundred blocks where I live, so take it down when I leave. When I return, sometimes stressed, sometimes just forgetful, my car which is always in the same area for 6 years, has a ticket on it. While City Hall has been very good about making the fine null, in this day of technology, surely using the license plate number would show who has purchased the passes. I used to buy the decal, for the last almost 20 years, and found without the decal, I could still get a ticket on my car parked in the same spot, for almost 20 years. I understand that By-Law employees come and go, but really.... technology people!

- Repeated parking tickets issued to local residents. In my block there are only 2 free all-day parking spots, the rest is 2 hours. We need "residents only" parking decals for those living in the 15100 block Buena Vista Ave. Many visiting beach goers park here and head down Buena Vista to the beach.
- My house is on Victoria Ave near the pier so lots of people looking for parking around here. Some park on my driveway then go for lunch or whatever. I put up Private Parking/No Parking signs but some still park in my driveway so I can't get out of/into my garage. All of the driveway is on my property, none of it is on City property. The City won't tow these cars away or even give them a ticket, so I'm powerless to do anything. The City should ticket and tow cars that are parked on private driveways (on private property) if asked by the homeowner to do so, at least where the property is close to main beach areas where public parking is so limited.
- I am fed up with residents parking multiple cars for multiple days (more than 72 hours). It is not patrolled unless we call. Then, after 72 hours we call to complain, and White Rock parking patrol starts counting the 72 hours from the day we complain. Doesn't make sense.
- I live in the 14000 block of Marine Drive. Parking is a MAJOR issue down here. Please put up more (clearer) signs. Some residents of White Rock believe they can park here with their White Rock parking decal. Beach visitors park in our spots as they do not see the signs. Residents of the new apartment building at the bottom of Oxford also park on our block now. We need more patrolling of this block from parking by-law officers, and we need signage that states the parking is for pass holders of the 14000 block only. Thank you.
- I live on Victoria Ave 1500 block and there is a big problem with parking on any given day through the week people park on this Ave with on permit and for some reason there's no sign of the parking officer they need to step up their patrols.
- Lack of parking regulation signage, lack of street markings also contradicting signage and street markings. Really bad around hospital areas waterfront and uptown.

PARKING SUPPLY

Themes:

- Several locations are identified as having insufficient parking for demand both in residential areas and in important destinations like the Waterfront or 5 Corners.
- Concern around declining supply in some areas.
- Some desire to see greater supply of short-term parking stalls to allow for quick trips.

Comments:

- Not enough at 5 Corners
- Getting to parking on Marine Drive
- Busy on weekends but that's expected
- Parking is not available when you need it
- Not easy to run in to a store in a lot of key areas
- Not enough short term parking. 1e 20 minutes
- Quick short parking for picking up take out food orders on Marine Dr.
- Parking for public (specifically workers and clients) is being taken away and not replaced by new stalls
- We live on Victoria Ave we have no driveways like many homes on this street so must park on the street, we are lacking parking you just put a temporary bus stop and took away some of our parking. I sometime come home there is no where to park at all have to go to a different street.

- Too many cars on my residential street. Causing it to be one lane when both sides filled. Blame suites, shared rentals for the excess vehicles. Without sidewalks, pedestrians are forced to walk down the middle of the road and we have a playground park affected.
- When Maple Street was reconfigured all chance of street parking was removed. As a result, Pacific Avenue is forced to carry Maple Street parking as well as its own requirements. Illegal suites are not helping. Pacific is a high-volume street and business vehicles with advertising on them are often left there. As well, the City has significantly reduced the number of available parking spaces. No one knows why.
- I live at 1521 George Street - so right in the heart of White Rock. We have a lot of tall condos being built in my area...so more visitors, workers, and owners parking in the area. We had two street parking spaces (2hr) that were removed recently. As we have no visitor Parking in our building this has impacted us greatly. Would you reconsider putting those two spots back, so we have more on street parking near our building? Thanks
- This questionnaire should be sent out again AFTER the next 5 high-rises are populated. Hoping there is infrastructure...enough parking allotted per building for adequate parking so no street overflow.

PAY PARKING

General Comments

Themes:

- Many participants expressed that paid parking is too expensive.
- Desire for pay parking areas to be completely free to residents.
- Several locations identified as having consistent issues

Comments:

- I am so close to White Rock yet not able to buy parking pass even though I am done there about 4 times a week
- Price
- Fees for parking should be eliminated
- Should be free parking in the winter months
- Expensive for most!
- Very little free parking
- Too expensive for locals to pay parking and habituate shops on the waterfront. Parking should be SIGNIFICANTLY CHEAPER OR FREE for residents.
- White Rock residents pay taxes to live here, so they should get a privilege to park freely in many busy areas. visitors can pay for parking , but residents are the core of this community. please provide more benefits for residents. thank you.
- I am totally against charging tax paying residents of White Rock for a parking pass. Our taxes are so high already AND I pay my taxes every year. I think giving a free parking pass (1 pass per household) OR even giving seniors a free pass would be a great move by our city. Since I have to pay to walk on the boardwalk in my own city upsets me!
- I find the free parking in winter takes away the only advantage to living in WR and paying more in taxes...the parking permit. It would have been smart to only have WR people in the lots during COVID. When Surrey comes to town they are cheap not spending money on Marine and take up all the parking

and violate all the rules, walking on tracks, smoking , dogs defecating everywhere.(dont get me going on that) and walking in large groups on promenade.

- Also you built a new lovely playground in the 14600 block of North Bluff and then put in meters on the road. Good way to encourage families to the park with their young children and bags in tow. Also love the outdoor exercise equipment but the pay parking on North bluff makes a statement about the Cities actual support for recreation. No problem for pay parking in the various lots but the street meters by the playground not good. People just go across the street and park in Surrey to access White Rock facilities. This was a very poor decision!
- I find it ridiculous that the City charges me to park on my street - East Beach
- Stop charging people to go to the damn hospital and literally anywhere. I have stopped going to White Rock because of the ridiculous amount of pay parking and you need to seriously stop the overdevelopment. It's getting greedy. Killing a homes for greed. Leave the trees alone and stop overpopulating the city. I, for one can't wait to move out of this place. Been here most of my life but it's not the same place anymore. Too many people, increased crime, too many out of town buyers and overdevelopment. Greed taking over and killing animals and their homes. Disgusted.
- It pretty much seems that anywhere in the White Rock area is pay parking. You would get a lot of the surrounding areas business if this wasn't the case. You get a lot of our business in the winter though 😊
- Why do we need to pay for parking along the waterfront if we're only going for a beer or dinner?
- I think restaurants should have a parking validation system to provide guests with free parking when dining in. Friends don't want to come visit at the beach because they have to pay to park while other areas it is free.
- We here at Promenade Condos 15747 Marine Drive have little residential parking. Why is there 3 spaces on Parker that are pay parking. These should be for residents.
- I live at Parker and Marine. We only have 3 residential spaces at the side of the building. We are the only street where what should be residential parking on Parker is taken over with paid parking. No other side street in this area has pay parking. Please consider giving us more residential parking spaces. Thank you for your consideration.
- I live at 15747 Marine Dr (Parker & Marine) and my question is why is Parker St the only side street from Stayte to Maple that have 3 pay parking stalls (the other side streets are Permit Parking). South Beach condos have underground free parking for their commercial tenant customers. And why is Marine Dr parking from Stayte to Maple designated Permit Only while in front of my building it is public pay parking? Our condo building pays enormous city taxes just as the condos east to Stayte. But those condos get Permit Only in front of their residences.
- On Parker at Marine are three pay parking slots. Resident parking is a real challenge for people who live here in 2 condo buildings. These 3 spots should be for residents parking only. Currently they are mainly used for Surrey/SFN Indigenous Bloom customers to buy their pot. Indigenous Bloom has ample parking but keeps it blocked forcing their customers to the WR side. Most do not pay the WR fees. Please convert these to residents parking only.
- On the East side of Parker (I live on the West side adjacent to Marine) there are 3 paid parking spots that should be considered for permit only. All other side streets off Marine have permit only and not paid parking spots. There are VERY few permit spots available on Parker on either side because of proximity of driveways to each other.
- We pay for resident parking passes however there are no spaces within the attached streets to park. The couple spaces are horded by residents who reserve with cones or move cars from their driveway to reserve or used be condominium owners to park second car. Should be zoned parking instead adjoining streets. Our streets are all paved driveways or 'no parking' definitely a challenge.
- The parking places where you have to pay should accept cash/debit or credit. The ones that are specific to only credit are very awful and outdated compared to other cities.

- We live on Martin Drive /17th Ave, one block off the boundary between White Rock and South Surrey so cannot buy a parking decal for seafront parking. We are seniors and park in the lots at seafront. However, as we go down there 2 or 3 times a week it is now proving to be an expensive outing as we have to pay for parking. We often park for 2-3 hours and dine out on Marine Drive, support local businesses as much as possible but feel that somehow as Seniors we should get a break on parking or perhaps we could buy a yearly decal at a reduced rate. Sometimes we walk down but it's hard on the knees and then get the shuttle bus back up to the town Centre. Please consider a Seniors Parking fee/decal for those living on the border of WR/South Surrey. Thank you.

Decal Program

Themes:

- Many South Surrey residents would like to be able to purchase a parking decal since they often frequent businesses or other destinations in White Rock.
- Communication around the use of parking decals could be improved, both when they are purchased and when they are used in the community (where they're applicable).

Comments:

- The document accompanying the resident parking decal does not illustrate very well the applicable city meter spaces. When I first obtained the permit several years ago, I could not easily discern where I was allowed to use it.
- We live on Martin Drive /17th Ave, one block off the boundary between White Rock and South Surrey so cannot buy a parking decal for seafront parking. We are seniors and park in the lots at seafront. However, as we go down there 2 or 3 times a week it is now proving to be an expensive outing as we have to pay for parking. We often park for 2-3 hours and dine out on Marine Drive, support local businesses as much as possible but feel that somehow as Seniors we should get a break on parking or perhaps we could buy a yearly decal at a reduced rate. Sometimes we walk down but it's hard on the knees and then get the shuttle bus back up to the town Centre. Please consider a Seniors Parking fee/decal for those living on the border of WR/South Surrey. Thank you.
- Lived and owned house in White Rock for over 40 years. Let's keep our parking decals to White Rock Residents only
- I think South Surrey residents should be able to buy the White Rock parking decal and we support all the White Rock waterfront restaurants and businesses
- We pay for a decal for parking. In the winter months it is free. In the summer months there is no parking available on any sunny day - there may be in the parking garage but we are on west beach side but that is quite a hike for us.
- As a Marine Drive resident, across from the east beach washrooms, that shares two vehicles with my wife we find ourselves having to park one vehicle outside. We have 1 parking space in our building. We always purchase decals and permits but that only covers a few hours a day of parking. Paying for the parking across the street can run us as much as 40\$ a day in peak season. I would like to see a specific decal that allowed a Marine Drive Resident to park adjacent to their home (and specific to 1 block similar to the permits ? Something along the lines of the business decals. I would be willing to pay 400\$ or so dollars for that privilege. Just as businesses are extended this option I believe a parallel options be made available for residents. There are about 2 dozen vehicles on East beach in a similar dilemma to us so it would likely also be the case on the west beach. I believe that rather than spend what can add up to nearly 10,000 dollars a year for parking 6 hours a day after work and on weekends that a discounted decal for directly outside our homes is fair. Thank you for your consideration.
- Please let South Surrey residents buy a White Rock public parking tag!

- I live on 165th and 8th. Five streets over from White Rock. I run to the beach in 5 minutes and would love the opportunity to be able to buy a South Surrey or south rock parking pass to not have to worry about feeding the metre. I know a lot of locals would jump at the opportunity.
- Please allow South Surrey residents to purchase a White Rock parking pass
- I am so close to White Rock yet not able to buy parking pass even though I am done there about 4 times a week
- Parking sticker parking is sometimes confusing such as at Centennial Park. We would suggest that parking meters be clearly identified as part of the parking sticker program. For example, it is as simple as painting them a distinct colour so a driver can identify it as such without even getting out of their car to check.
- As a South Surrey resident that has lived in White Rock (over 60 years) now 4 blocks into Surrey find it difficult to access the beach parking. I would be happy in paying annual fee (more than White Rock residents) to be able to use the waterfront more regularly. As of now we walk to the beach and use the restaurants and shopping. But as i am aging the walk is getting more difficult. Which in turn means less shopping and restaurant time a loss for the businesses. If a parking decal could be accessed for S Surrey residences on a higher premium...hoorah for the extra dollars White Rock could earn.
- Please allow South Surrey residents to purchase parking permits for White Rock Beach. It's a huge hassle always needing to pay for parking when we go. We've been favouring Crescent Beach as a result.

Waterfront Parking

Themes:

- Parking is expensive
- Desire to have residents only parking spots or discounted rates for residents

Comments:

- I would like to see dictated parking spots at the waterfront that are ONLY for residents with the appropriate decals. Suggest starting with 12 spots per lot with signage
- I avoid the beach areas now
- Parking on waterfront too expensive
- We live in White Rock to enjoy this beach community. In busy summer season we literally cannot find parking at beach even with paid decal.
- I think the hang tag permits should also be applicable for the waterfront pay parking (eg. shouldn't need to pay for an extra decal as have already paid for a permit) but time limits should still apply
- Rates for paid parking on east and west beach are abysmal
- Expensive waterfront parking charges. It is a deterrent in patronizing in that area.
- Quick short parking for picking up take out food orders on Marine Dr.
- Would be nice to have more designated parked at the beach just for residences, if I have a boat or kayak and I can't walk from home. Even if it's short-term parking.
- We should have dedicated waterfront parking for residence
- Too expensive for locals to pay parking and habituate shops on the waterfront. Parking should be SIGNIFICANTLY CHEAPER OR FREE for residents.
- I would like to add that parking on the waterfront is only somewhat an issue for us as we avoid peak days and hours
- Would love to have resident only parking available at the beach
- The new parking lot behind the boat house seems to be unused. I think the problem is people with a family don't want to carry all their beach items long distances. It would be nice to have a shuttle service of some sort that would help visitors carry items to a drop off zone. Also, would be nice to have some more pullout

areas where a driver can quickly unload their family and items and then find a parking spot. Like what we see at the airport.

- The lack of free parking at waterfront during the slow months to make it easy for locals to visit the shops and restaurants.
- It would be nice to have dedicated watercraft parking at the waterfront as parking is often full due to RVs camping and people just sitting in their cars.
- I would like to see dictated parking spots at the waterfront that are ONLY for residents with the appropriate decals. Suggest starting with 12 spots per lot with signage
- Parking fees are too expensive for longer stays at the beach. There should be a max fee to stay as long as you want to promote longer visits
- Lack of local residential only parking at waterfront. When picking up food from local restaurants, it becomes extremely difficult
- We live in White Rock to enjoy this beach community. In busy summer season we literally cannot find parking at beach even with paid decal.
- When asking friends/family why they don't visit the ocean, they say it's because of the high parking rate. Local tourism is affected especially by those that can come early and off season.
- Parking on waterfront too expensive
- I refuse to use our beach because I have lived here my whole life and it's a nightmare to park down there. You even removed a small parking lot for picnic tables and a fountain (outside Ocean Beach). Ridiculous.
- Too many details to keep track of. The annual pass only allows 4 hours per day. Yet, that precludes spending the day on the beach and frequenting Marine Drive merchants. As a matter of fact, as much these merchants and restaurants are trying to stay in business throughout the pandemic, the city seems to want to make parking and access as difficult and confusing as possible.
- No access to Marine Drive from the East nor for bicycles during the summer one way "closure". Seems ridiculous to have the lane closures all the way along the beach with only a couple of restaurants utilizing that space. That's a lot of money dedicated to less than 1/2 dozen restaurants. Better idea ... do a one way a week street closure and make it a festival atmosphere with street vendors all the way along.
- I think the hang tag permits should also be applicable for the waterfront pay parking (eg. shouldn't need to pay for an extra decal as have already paid for a permit) but time limits should still apply.
- Too expensive to park by the water in my own backyard. I want to support my neighbours but I can park on the surrey side and have yet to pay a dime to park. Not saying I want to park for free but how about a rate for locals?
- The cost is terrible , it puts people off of even going to White Rock. You could charge a \$1.00 a hour , Who wants to go out for supper and feed the metro while you are eating supper or pay 8.00 flat, crazy to many other restaurants to go to where you do not pay. Why not let the people park on the side streets instead of making it all residential like Crescent does ? You want people to enjoy the ocean , it's the only water we have out here ,no fresh water without hitting the highway and trying to get into Cultus . Make some more parking spots. Or something. There are more and more people moving to White Rock and South Surrey , what's going to happen in the future. We need more parking and infrastructure out this way need to get with the program , as the high rises build Thx I appreciate being able to give my input. You need HELP
- We often avoid parking at the waterfront on the weekends as it is just too busy, too little parking, and far too many people, especially during the pandemic. I'm on the fence about the 1-way street closure and will wait to see how it plays out for safety and for the restaurant and businesses. It does add a 5-7-minute drive there and back that we didn't have before a bit of a pain and also high gas prices when you're on pension.
- White Rock beach parking near the marijuana shop is extremely confusing since there are different types of meters which say you must park at different meters for different spots.

- On the east side of Kent St. North of Columbia. There are limited parking spots which are consistently used by non-residents to accords the beach and more recently the pot shop on Marine Dr. These spaces need to be resident only parking” for the people on Kent St. And surrounding streets. The property adjacent to the city works on the east side of Kent St, south of Columbia St. could also be designated as resident only parking to ease the situation.

Parkade

Themes:

- Desire to see better sanitation and maintenance standards in City parkades

Comments:

- Near Marine Dr parking arcades are too expensive!
- No other challenges. But why isn't he top level of the parkade open? On busy weekends you can see it says only 4 or 5 open spaces but the top level remains closed.
- There is zero free parking for businesses along marine drive! For staff or owners. Each business should be given passes for the parkade to use as they wish
- Not a parking issue but the "car rallies" and other antics going on in the new parkade are a significant disruptive nuisance and my visitors are wary of parking there.
- None to speak of . Would be nice if they were cleaned and looked after a bit better . Also far to much drinking and partying in parkade on Vidal during weekends etc.in the evening hours.
- More advertising needed for white elephant wr parking garage
- Specifically, the Montecito Park are the underground one off Vidal has is no longer cleaned well or regularly, there has been broken glass strewn across space 2468 for at least 6 months, maybe more. The parkade is frequently littered with refuse that sits there for weeks before it is cleared away. It used to be cleaned regularly but since the new parkade it has opened been seriously neglected when it comes to cleaning.

Hospital Parking

Themes:

- No clear themes from comments

Comments:

- Pay parking around the hospital. There needs to be a lot or garage where you get a ticket or token on arrival and pay when you are ready to leave; i.e. you don't have to guess how long a procedure, test, or ER visit will take. This alleviates a lot of stress for patients and hospital staff.
- Work at hospital and there is no parking for staff or patients. It's absolutely horrible!
- Paying for parking in front of where I live just because it's near the hospital. After paying so much for rent. Not nice
- Many vehicles parked and left all day (1300 block Merklin) by hospital employees. Now parking on both sides of Merklin Street creating a single lane for both vehicles and pedestrians. Unsafe for all; irritating for taxpayers.

RESIDENTIAL PARKING

Themes:

- Some participants feel as though paying for residential parking permits in addition to property taxes is inappropriate.
- Issues identified with the misuse of residential parking permits, including selling them to non-residents.
- Several location-specific challenges were noted by participants, with many residents feeling that residential parking near the Waterfront is more challenging due to the number of visitors to the businesses and amenities in that area.

Comments:

- It's upsetting and frustrating that as tax-paying residents we have to purchase parking permits to park on the street in front of our home in addition to decals in addition to property taxes. It's perceived by us as more than double-dipping by the city.
- Residents giving away their permit parking to non-residents for use all year round.
- Since I live in White Rock and have paid taxes to the city for 25 years, I fail to understand why I am required to pay for a special decal to park occasionally in front of my own home. We normally park in the very limited dead end back lane however on rare occasions for deliveries I would like to park in front of the house. I am happy to pay for a decal for other locations (Centennial Park and the Beach) but I refuse to buy an additional decal on the off chance I might park on Marine Dr over 1km west of the actual beach. I was informed it was so the beach people would not park on the street. We have lived here for 25 years, and we used to get a few passes a year. It's only paper. We had kitchen reno people and we had to shuffle vehicles in front of other neighbours houses on Wheatley.
- Different rules apply to different people. Each tax paying property owner should have the same access to their homes as their neighbour does. That's not the case.
- Do not agree with paying for residential parking pass on my street. Pay high taxes already! Now have to pay again!
- Permit Parking Only section in the 800 block of Kent Street is primarily used by people using Indigenous Bloom. They loiter, they speed, they leave garbage.
- Yes parking without the new year permit got a ticket for that then look at the neighbors cars they had last year's permit they got no tickets so I was single out here
- Households that have multiple suites and many vehicles parking on the street
- Not being able to transfer parking pass to another vehicle in our household. Didn't purchase parking pass this year for that reason.
- Currently resident parking on Victoria Avenue is horrendous because of a new bus stop. Three parking spots were lost due to the bus stop.
- Too many illegal suites resulting in more cars parked on the road
- It seems that the zone I am entitled to park within limits me to 2 blocks of Victoria Ave, but those same blocks permit residents from streets other than Victoria to use, due to they not having available spots on their main streets. It just makes available spots near my residence nearly impossible to obtain.
- Extremely poorly marked resident only parking spots. The signs are randomly located along the street with no parking stall markings making it impossible to determine exactly where the actual parking space is. As a new resident to WR I parked in a marked resident only spot and received a ticket because I was too close to the neighbors driveway. Based on the size of the spot only a motorcycle or smartcar could fit in this spot without being ticketed. Several new neighbors have been ticketed for the same spot. It is a trap as far as I am concerned. Either remove such signs or indicate it is for motorcycles only. I appealed the ticket and explained this issue and received a very unsympathetic response and the sign on Maple Street remains in

place 2 years later. This experience and other parking challenges when we initially moved here made us wonder if this is a place we wanted to retire. Very unwelcoming city with regards to resident parking.

- Residents with multiple vehicles storing extra, non-used vehicles on the street for long periods of time. Residents not using their own garages for parking, instead parking on the street.
- People obtaining parking passes from their friends and non-residents parking on city streets in front of our property.
- Not being able to park in front of my own house because the neighbor has a tenant who steals mine and other neighbors spots and there's nothing that can be done about it even though we pay outrageous property tax and the dink tenant pays nothing!
- Non-residents parking on our street so no parking spots for people that actually have residences on the street
- Too many permit parking areas
- Also, we would suggest that parking adjacent to a residential property be allocated to the adjacent property. This has been done effectively in other areas like Tsawwassen. It cuts down on residential noise and congestion often from non-registered suite and AirBnB guests who park in resident street parking areas. We believe this parking should be provided on-site as is the required for registered suites. Unfortunately, on-site parking often is not provided by property owners and the burden impacts other residential properties.
- Martin St parking lot should be for residents only... also, parking for guests is not ideal either especially the disabled.
- Just the visitors to the American side of Peace Arch Park. There's no room to park on the residential streets within at least 6 blocks of the park every weekend/holiday/sunny afternoon.
- I live on Columbia and have to pay to park in front of my house. this is discriminatory as all other streets north of Columbia to 16th Ave do not. Nickel and diming the residents on top of the high taxes. Really? People no longer come to visit due to limited visitors passes. If we want to socialize we have to REPORT TO CITY HALL to request a limited number of permits for 1 day. Pathetic to say the least. If the city insists on continuing this practice ALL residents should be required to pay to live and park here. If that were the case there would definitely be an outcry by those unaffected at this time.
- Kent St. (north of Columbia) street hill. This needs to be resident only parking like everywhere else 1 block away from the beach. People park for free, go to the beach, unload surfboards, dogs etc. and take up space for residents living on Kent street. We actually got our car hit here several years ago; luckily I got the license plate . Also people park on Columbia street without passes and walk down to the pot shop.
- Residents giving away their permit parking to non-residents for use all year round.
- When the permit parking only parking surrounds the block, your apartment is except for the 5 stalls in front of the building, and no one can explain how 18 units can share that on one street when and the entrance to your building is at the back and you can no longer park on the side street best or Merklin the permit parking should be a zone not done by building. It shouldn't be my fault my building manager didn't fill in a survey cause the residents certainly were not aware and it's not fair to have to walk from the nearest non-permit place 3 blocks away at night it with groceries
- We live on Columbia Ave east beach. There are too many homes with suites that take all the parking. We find that Stevens St and Stayte are always parking in front of our home. As they have no parking. As their drive ways take up the width of their homes.
- Non-residents parking in resident-only parking areas - this has been severely abused by the customers for Indigenous Bloom and Sunlight Market & Vape Store. These impacts residents using the resident- only parking area. Plus overwrap packaging is discarded in the resident-only parking area.
- East Beach - non-residents consistently parking in permit only resident parking to go to the beach, the vape shop or Indigenous Bloom. Neither of these businesses have enough parking for their customers.

Handing out tickets has not stopped the problem....we need to be able to stop them from parking in permit only areas altogether, as it is not fair to the residents who pay for these permits to park at their homes.

- Indigenous bloom customers parking in front of resident buildings all day everyday and not paying for parking, therefore, residents or guests cannot park close to their buildings.
- We live at Oxford and Blackwood. Lots come here to park free and walk down the steps to the beach. Our lives will be a nightmare if high-rise go in on Martin. No street parking provisions for residents here on this block.

Visitor Parking

Themes:

- Parking restrictions and passes can be challenging for residents and visitors to find parking on street.

Comments:

- Redone streets removed street parking now no where for visitors to park
- 2 hour only parking until 6pm on my street is inconvenient. Having to interrupt visit to move car every 2 hours or be ticketed. No provision for residents here to purchase the hanging visitor parking passes that are available in other congested areas of the city.
- Parking on our street (Sunset Drive) was taken away a few years ago because of a safety complaint. This impacted residents ability to park in front of their homes or have guests who visit with cars. For example, our neighbour no longer has his Canada Day BBQ because there is nowhere for guests to park. This is incredibly sad. There appears to be no timeline for the city to rectify the road by reclaiming it from properties and widening it to safe standards. We pay extremely high taxes and we don't even have street parking! We don't buy the parking permits because there are no parking areas available where we can take advantage of permit parking. This as well as no street parking make it difficult for us to have guests.
- Requiring different passes and permits, for both residents and visitors, in order to park in different locations across the city, is an enormous inconvenience -- please simplify, and find a solution that allows guests to park without having to shuttle guest passes back and forth

ELECTRIC VEHICLE CHARGING

Themes:

- Some participants multi-family residences do not provide charging infrastructure so they do or would have to rely on public charging.

Comments:

- Would like an electric car but only have street parking, no driveway or garage. What is the city doing about this and ensuring everyone can have electric vehicles?
- My condo building does not have electric car charging capacity, so I have to rely of public infrastructure. Condos should perhaps be mandated to provide at least some charging infrastructure.
- Barely any room for visitor permit parking on Columbia and Kent, near our property. Columbia and Kent area should be made permit parking only for the homeowners who pay tax in that area. Particularly Kent street.

LOADING AND LARGE VEHICLES

Themes:

- Identified issue with RVs parking long term on residential streets.

Comments:

- Semi truck parking at night along George and Thrift. When they leave in the morning they wake us up.
- Loading areas should be removed to add more street parking if possible...waste of valuable space especially where loading areas are not needed.
- Note on lack of loading space outside apartment - should be a larger space to accommodate trucks easier
- Translink buses stopping in residential parking zones instead of waiting at their bus stop
- People parking in loading zones in front of restaurants/pub and using it as their parking spot, then pretending to move their car when they see parking patrol coming to ticket them... when really, they've been parking at the restaurant/bar for an extended period of time.
- RVs parking on our street for weeks at a time.
- Deliveries on marine drive should happen outside busy hours. So unsafe especially when they park right by crosswalks
- RVs parking on residential streets. Especially those who live in their units. They do not pay taxes. Please put up no RV parking on these streets. We live on Fir and Buena Vista, and the RVs camp out in front. Please put a stop to it before our area becomes a homeless camp. Most unacceptable. Thank you

BOULEVARD PARKING

Themes:

- Same issues as described by staff

Comments:

- Parking on Boulevards? Looks bad and damages city property, then homeowner complains and taxpayers money to fix? does not make sense that people park on the boulevard and not ticketed even when its in the bylaw that you can't do it, enforcement is severely lacking. most cities do not have this issue, if you allow the bylaw to go on being broken, then people learn its ok? parking in front of stop signs, crosswalks, driveways is an issue. The biggest issue out west is that people park in the narrow lanes, bylaw says 3M of paved lane must be there but lanes are only 3 m wide at best? then people park on the landscaped boulevard in the lane and people drive around and damage the landscaped portion of city property that homeowner maintains. zero enforcement in the west end and lanes in particular, what if a fire happens and fire truck cant pass? do they ram it to save lives? We only rely on parking revenue to support tax base, why not enforce and create revenue rather than rewarding illegal parking and damage to boulevards? more officers who are passionate about serving the city and creating revenue from rule breakers. what about tow company, does city have a contract like other cities where they tow away in town center restrictions or no stopping or bus zones? would be good to see.
- People parking on side streets and grass areas that are not meant for parking. Creates difficulty to pass by. Also, on streets with approved parking on both sides which creates a bottle neck as two vehicles cannot pass by side by side.

PARKING REGULATIONS

Themes:

- Issues with permitted surfacing for off-street parking in single-family residential areas, with houses being required to have landscaped yards rather than permitting more off-street parking.

Comments:

- Households that have multiple suites and many vehicles parking on the street
- Having the city allow some houses to put paving stones for extra driveway and not others. I was told it was timing of when permit was given as rules changed but I am not sure that is true. At the very least it appears inconsistent. It creates lack of trust with the city.
- I think people should be allowed to pave parking on no sidewalk in front of house. I live on Kent street and there is no sidewalk on either side. City won't allow us to pave spots directly in front of our house. Must be grass for new build.
- The city's recent requirement for new single family home construction to place lawn, NOT pavement, gravel, or anything that can be used as a parking area in front of the new home (right out to the street edge) forces homeowners and visitors to park on the lawn, or some distance away in front of someone else's house. As I have the only patch of gravel in front of my house for a large part of my block, it is continuously used for delivery trucks, construction vehicles, garbage pickup and visitors to other homes. The city has been very short-sighted in reducing the number of on-street parking spaces throughout White Rock, particularly in areas of new home construction. I have lived here for 41 years and never seen it this bad!

ACCESSIBLE PARKING

Themes:

- Desire from participants to see more accessible parking around the City, particularly at the Waterfront.

Comments:

- Difficult to support local business when you are handicap. There are too few spaces.
- Disability parking
- People with handicapped tags but are fully able yet take a spot as too lazy to walk. They should ticket.
- No handicap parking outside apartment buildings around fir and thrift.
- We need an accessible parking spot on the north side of Buena Vista Ave somewhere close to our 15169 Buena Vista entrance. At the moment the closest one is around the corner on Johnston Rd which does not serve our elderly residents well.
- Handicapped parking.
- There is an acute shortage of handicapped parking spaces, particularly on the beach! For an example there is only one designated handicapped spot between the foot of Oxford Street and the museum. That is a considerable distance. The few spaces at the museum are often occupied by vehicles not displaying the appropriate handicapped permit.
- White Rock needs a trolley from town to beach. I'm disabled without handicap sticker...parking is expensive to go down with any regularity and I'm not able to walk up the hill. A local trolley that allows people to bring on chairs etc. Its now time. 2021 is the year for a trolley from the mall to the pier and back with one stop at 5 corners.
- Parking for handicapped especially at beach & hospital. At PAH, handicap parking is in pay parking lot. I have already purchased decal. It is almost impossible for handicapped to get up hill to door. On emergency side the only space is usually full, blocked by construction vehicles or compromised because selfish Parker's park so that you cannot use 2nd space. Then you half to walk entire length of hospital to get to lab, x-ray, admitting, etc. New high rises do not provide adequate parking for tenants & visitors. I now find it

difficult to visit my doctor because I now can't get street parking most of the time at Thrift & George & there are no handicap spaces. Parking at the beach is ridiculous. We pay for parking decals, but it's hard to park again, especially for handicapped to visit specific restaurants or safe beach entry. Parking officers are too aggressive & quick to ticket. This is not great for visitors or people without cell phones. Most people come here to live in order to get out of the density of the city; pay parking, etc. We didn't come here to be in another city which is increasing density without the infrastructure to support it comfortably. It is also difficult to park close to outdoor exercise area in Centennial park & often at the "only" true dog park in White Rock. Everyone I know will revolt if you are thinking about adding more pay parking to the city. We need more green space around high rises, & parks. It is ridiculous that the outdoor spaces abutting the Community Center are pay parking. What a bad deal the city made there! Often it is impossible to get a scarce handicap or close space in the underground area. A lot of spaces are taken by brewery patrons who sit for hours. I wish more people would pay attention to what's happening around them instead, of waiting until changes are made & then complaining when it's too late. Over density & inadequate parking are not friendly to visitors, residents, or businesses. Have I said enough?

- Limited easy access handicap parking at waterfront. Some spaces not wide enough. Not able to find disabled parking to limit long walks to popular buildings and beaches.
- Not enough handicap parking
- There is an acute shortage of handicapped parking spaces, particularly on the beach! For an example there is only one designated handicapped spot between the foot of Oxford Street and the museum. That is a considerable distance. The few spaces at the museum are often occupied by vehicles not displaying the appropriate handicapped permit.
- Also, you took away the loading zone at 1153 Vidal Street, this is becoming an increasing issue for me as I assist my aging parents in that building and there is no legal and simple way to access their front door. It should be noted I don't find it hard to find parking in White Rock.

CONSTRUCTION-RELATED PARKING

Themes:

- Widespread issues with construction-related parking in White Rock in both residential areas and in key centres.

Comments:

- The most difficult issue now is the parking challenges due to nearby construction
- Tired of construction workers taking parking in front of my apartment. Thought the City was dealing with this! Can never get parked on Johnston Rd. By Rexall, HSBC, etc.
- Construction workers are taking up all the parking spots uptown and around the hospital
- Construction Workers parking in dedicated customer parking on Foster, north of Russell; in Hospital parking lots and curbside parking designated for healthcare users only; and using up limited on street parking on our street where there are no curbs or parking spaces They park on the boulevards and in the road traffic lanes.
- Construction workers parking on residential streets taking up the available parking spots for residents
- Construction workers taking all spots and leaving garbage everywhere
- Due to lots of construction lots of people park in residence parking loading zone. Please need to a something permit issue to construction so they can park in specified area by builder site and they park whole day.
- Parking issues dues to developments

- Due to lots of construction lots of people park in residence parking loading zone. Please need to a something permit issue to construction so they can park in specified area by builder site, and they park whole day. Please issue big fines to people parking in loading zone. Struggle for people who moving in building and see car park there
- Construction workers and hospital staff/visitors are taking up all the free street parking down Merklin Street, we can never visit friends there unless we walk. Best street, Vine, Russell is the same , and we end up parking more than the two blocks we are aloud we our Paid for passes!
- Places to park vans for tradesman working at buildings in White Rock is becoming nonexistent. We have had to cancel and rebook jobs because no parking was available. Vans do not fit in the underground.
- Nearby high-rise construction has deluged our no limit parking in our residential area (Martin and Roper) with construction workers vehicles between 8am and 4pm. It's to a point where you feel you need to leave your vehicle in a street parking spot because using it may result in no availability when you come home. This has been an ongoing issue starting with the Bosa new development and now Foster Martin etc etc

ALTERNATE TRANSPORTATION

Themes:

- Desire to see more safe and secure bicycle parking to increase the convenience of travelling by bicycle.
- Conflicts between parking and pedestrian safety, particularly at crossings, was noted as an issue by some participants

Comments:

- I am a walker to all my amenities, and I find pedestrians are at a high risk crossing intersections due to the abundant car speed and drivers eyeing cars rather than walking people.
- Where to safely secure my \$5K electric bike. Would like to see BIKE LOCKERS like they have in Europe, and a way to reserve via an App, so have one reserved and can count on staying to shop and meander. This would help open White Rock to families and visitors wishing to bicycle and enjoy the area, as well as locals to be more active and healthier, lessening the space/strain on vehicle parking.
- Wouldn't be so many parking challenges if you would provide MANY more bike racks for those of us who prefer to get to where we're going on our own power.
- Parked vehicles limit visibility close to pedestrian crossings on Johnston. User activated crossing lights would be safer for all.
- Parking on Marine drive is too close to intersection crosswalks making it dangerous for pedestrians.
- 5 corners parking and crosswalk. Drivers need to be educated on what a stop sign is as well as a do not enter sign. Non-residents are clueless to these signs.

GENERAL PARKING COMMENTS

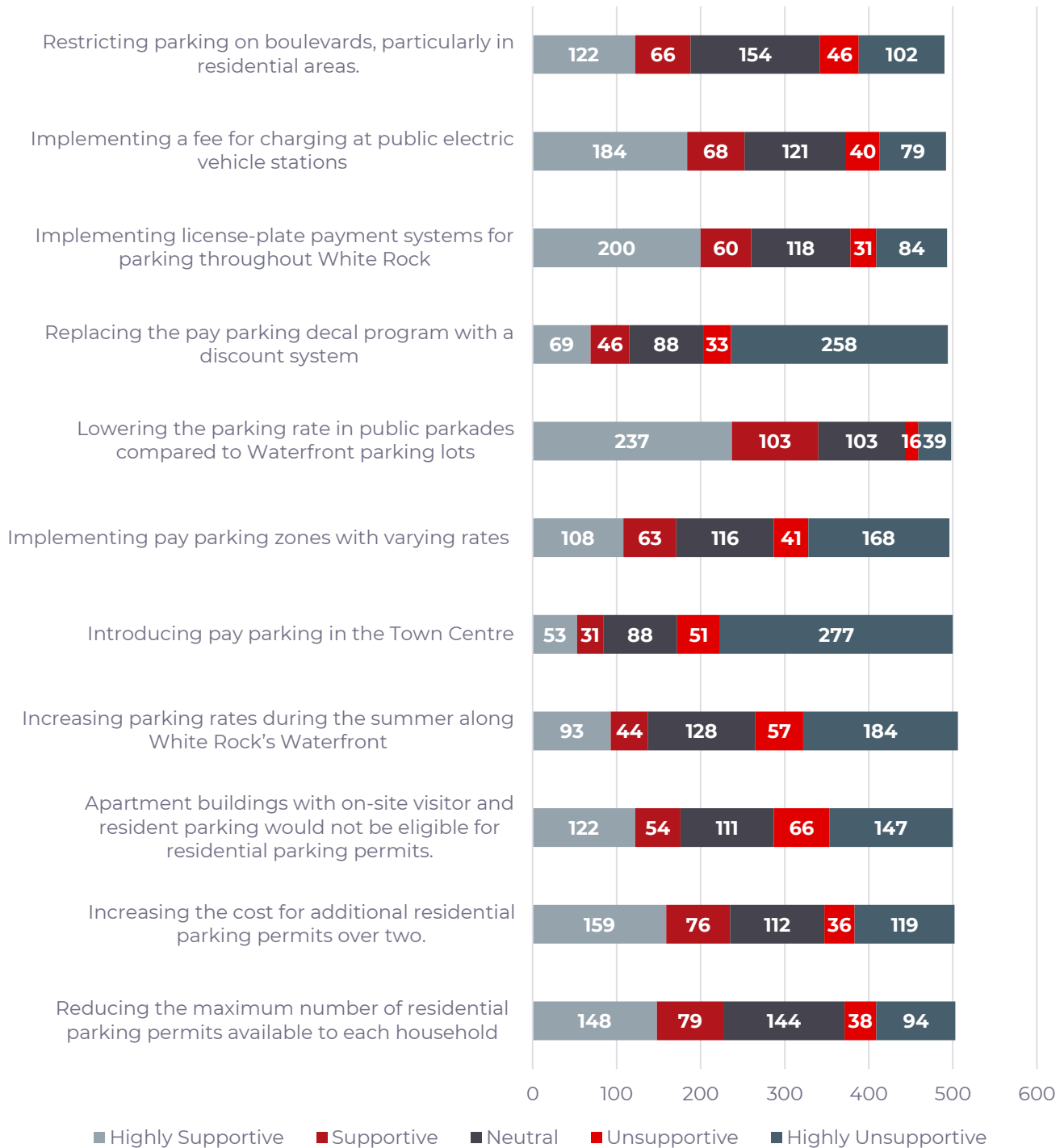
- People parking within 10 meters of an intersection, within 10 meters on the approach to any flashing beacon, stop sign, or traffic controlled signal.
- Finding parking at the White Rock and crescent beach is difficult during summer season. I am discouraged to go to these areas on sunny days because of it
- Stepping out of car onto a piece of rebar that was sticking out of the ground. There are no sidewalks and the pieces of board and puddles make it dangerous. Fir street.
- Spaces are small and my car keeps getting hit by doors.

- Street parking that should not be allowed as it causes visibility issues (ie-the east side of Oxford, between Thrift and North Bluff. That strip is nothing but a free park and ride for commuters taking the bus. Staff from the nursing home dart out from between cars and the lane is so narrow it forces you to drive into oncoming traffic to avoid hitting car doors and pedestrians that can pop out at any time). Another location where street parking should not be allowed is Gordon Ave on the south side between Duprez and Bay, again it is a narrow lane, and cars parked there cause visibility issues, especially at the already blind corner of Duprez and Bay. If you are not going to make it no parking, at least put in a convex mirror on Duprez, so that the traffic on Duprez can be seen by traffic on Gordon, and vice versa.
- Not so much a challenge as a gripe. We bought a pass for 2019 just before the storm and were not able to use it for 6 months (TBC) because the prom was closed off; we bought a pass for 2020 and were not able to use it... again because the city closed off access. It would have been nice if the City would've recognised our 2020 pass through 2021.
- The band aid solution put in place this summer for making Marine Drive one way. This project was very poorly planned and the overall cost far out weighed the benefits. Solving a problem for few to the determinant of many taxpayers. Not impressed.
- I feel like South Surrey should get parking break at the beach or you need that summer trolly to promote safe driving no drinking and driving
- Why does the city pay BNSF railway for parking spaces on leased land and in addition exempt them from paying property tax on the land that they own? The City receives no royalties from the transportation of coal and hazardous material through our community. Surely the BNSF could be convinced to work with our community as a good corporate citizen to permit us to enjoy our beaches without paying exorbitant parking fees.
- I live next to Hogg park. The park attracts cars. The apartment building adds cars and the homes with suites add cars to 15400 Roper Ave. RV vehicles are parked on street over allowable time. Speeding through park zone on Roper very dangerous
- In my area, vehicles are parked on North Bluff Road by commuters or by neighbouring homes with multiple suites. It's near impossible to get my half ton truck out of the driveway during peak driving times. People seem to average around 70 km per hour going past and I need to go almost 2 blocks before I reach 50 km safely. Perhaps make it 2 hour public parking or, even better, bring back the bike lane. The space is already there. I see no where on this survey about bikes. Or the crazy elderly people who regularly drive their mobility scooters uptown, on the road!
- Cars and delivery vehicles double parking on Johnson in the Rexall Pharmacy block.
- Yes. People parking on my front lawn when dropping off and picking up their children at Peace Arch Elementary as well as neighbours and delivery people parking there.
- Also people taking their children to peace arch elementary school, park on my front lawn and tear up the grass. I have to replace soil and buy sod every spring to fix the mud pit
- People parking all over the laneways - very difficult to get through. In the lane, we have cars (and massive trucks) extending from driveway aprons into the lane, making it difficult to see and pass through. We also have issues with a vacant lot on the lane being used as a parkade rather than using their own parking.

NON-PARKING RELATED COMMENTS

- The current council and their moronic ideas. Walker is also the worst. My entire household will be voting against them at the upcoming election.

THE CITY IS INTERESTED IN HOW YOU FEEL CERTAIN PARKING STRATEGIES WILL IMPACT YOU BASED ON YOUR DAILY ACTIVITIES AND EXPERIENCES PARKING IN WHITE ROCK.



OTHER PARKING STRATEGY OPTIONS NOT LISTED

ENFORCEMENT

Themes:

- General desire among commentors to increase enforcement levels including increasing parking patrols and fines for violations.

Comments:

- Increase the price of parking tickets to further discourage illegal parkers from parking in resident permit parking only areas.
- It seems that many people I speak to have had negative experiences with overzealous parking enforcement practices on the waterfront.
- Find a more effective way to monitor the resident parking permits and their use. They should be tied to the resident and license plate.
- Have parking officers patrol permit areas for cars that a) don't have permits and b) have expired permits. Sources also needs to be looked at as there are a lot of workers that park on Columbia cutting down on resident parking.
- Actual patrolling. I like on a street with permit parking and no one ever gets a ticket, guests and visitors continue to park on our street with no permit and no one ever gets a ticket. Sometimes they park for 8 hours with no repercussions

PAY PARKING

General Comments

Themes:

- Sentiment that increasing fees for parking negatively impact residents and businesses, and may discourage certain user groups or visitors coming to White Rock.
- Some support for South Surrey residents to be granted White Rock parking passes.

Comments:

- The idea of charging more is a cash grab, it doesn't help to control the parking. We need 2 cars for our family, not an option.
- The city's policies are negatively affecting all Marine Drive businesses by over charging for parking. We would be more than happy to pay an annual non-resident parking fee for convenience and support of White Rock merchants.
- I don't want to see increases in parking costs - this affects people with lower incomes, and I think they should have equal access.
- Local seniors should honestly have a cheaper fee across White Rock. Many seniors are facing a lot of financial issues even in White Rock, local seniors should have a discount so they can enjoy the pier and community they built for us. I have talked to some seniors and it's hard for them to get down to the pier, thankfully there is public transport, but some would like to take their own vehicle and avoid being around other people on the busses during a pandemic.

- Increasing cost of parking for residents is not the way to go. Residents pay enough in taxes how about free parking for residents. non-residents should pay more not residents
- White Rock parking passes should be available to South Surrey residents.
- Parking is too expensive
- Pay parking at the White Rock waterfront is too expensive in the summer, and as a result, we avoid the area. Allow South Surrey residents to purchase an annual pass, tied to a vehicle, for parking in pay parking areas.
- As an owner in White Rock we should be able to use our yellow decal for all paid parking in White Rock.
- Reduce the length of time allowed for parking in the areas with high parking occupancy. In specific areas, such as near the White Rock Pier, i.e., limit to one hour, not renewable.
- Price

Decal Program

Themes:

- The parking decal program should be continued as a benefit for White Rock residents.

Comments:

- DO NOT REPLACE THE CURRENT RESIDENT DECAL PROGRAM.
- Enable areas in the town centre where resident parking decals are valid
- Do not change the parking decal for resident this is one of the benefits of living here and paying taxes. If any thing there should be a dedicated parking lot or stalls for residents.
- I'm all for switching to parking based on plates registered to White Rock residents instead of decals but maintain 2-4 hours free per day. Or DRASTICALLY REDUCE fees across the board for residents so we are encouraged to shop the waterfront year-round all week long.
- Lived here over 40 years. The parking decals need to stay a perk for residents.
- The decal program is one of the benefits of being a White Rock resident, it would be terrible to see that go
- We pay enormous taxes in White Rock, do NOT take away our parking decals!
- Before we got our parking decal, we didn't go to the waterfront at all as pensioners we could not afford to park there. We would walk to Semiahmoo Bay at the reserve and back home. My husband who is 81 has trouble with his knee and hills are a challenge. Now with the decal, we go to the waterfront daily for a walk and usually stay an hour, and it's been a Godsend to have this pass. So perhaps the decal could be for 2 or 3-hour daily parking limit then you would have more turnover of parking spaces, and the locals would still be able to enjoy their own city.
- Would love to see South Surrey residents be able to purchase parking decals

Town Centre Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Residents of White Rock should not have to pay for any parking in the town center.

Waterfront Parking

Themes:

- Desire for resident-specific parking locations or rates along the Waterfront.
- Encourage parking strategies that support waterfront businesses.
- Consider re-allocating some parking space along the Waterfront to public or commercial space, including outdoor patios or seating areas.

Comments:

- Eliminate waterfront parking, turn it into an open-air market like Granville, force people to use parkade and have it become pedestrian only/emergency traffic
- Raising the cost of parking near the pier will one hurt the restaurants & businesses along the waterfront. They have already suffered loss of revenues due to the pandemic well ongoing construction along the waterfront.
- Prevent visitors to the waterfront from parking free up the hill to avoid parking fees.
- No charge for senior residents on all beach areas
- Exclusive waterfront parking area for White Rock residents & business owners.
- Eliminate the small parking lot overlooking the pier and turn the space to a patio which would also assist the local businesses.
- We should have more access to waterfront parking for residents, dedicated spots to drop off boats or park temporarily. We should cater more to residents.
- If the city must charge for parking, then only do so in the summertime along the waterfront between the hours of noon to 6 p.m. Renegotiate the lease arrangement with BNSF to facilitate this change. This way our businesses along Marine Drive will not be discriminated against for the location they have chosen to operate their businesses and there would be fewer commercial vacancies along the waterfront.

Parkade

Themes:

- Desire to reduce parking rates in public parkades to encourage use of the facility and to make it generally more affordable.

Comments:

- Build more parkades.
- I would reduce the parking at the Parkade to encourage more to use.
- White Rock needs a large capacity parking facility in the Town Centre with a shuttle bus to take them to the beach front. This would reduce traffic and avoid the chaos during the summer months. Centennial arena would have been the ideal location for such an endeavor instead of at the beach (Victoria/Columbia at Vidal parkade). Poor, poor planning.
- Make parkade free during marine drive one way to encourage parking.
- Monitor parkades (particularly on the higher levels) more frequently to prevent social gatherings/loitering or at least ensure they've paid.
- Waterfront parkade parking fees are excessive.

- Residents with yellow permits to be allowed overnight parking in the parkade if unable to obtain a spot in their zone....or allow residents to purchase a special sticker which allows for parkade use.

Hospital Parking

Themes:

- Consider strategies to alleviate parking challenges at the hospital and allow greater access for those using hospital facilities.

Comments:

- Limit certain parking spots around the hospital to 1 hour it's impossible to get parking for mammogram, x ray or appointment at White Rock medical clinic
- Allow the parking pass to be used within the parking lot at the Hospital (though I think it's run by Impark?). Even with the free parking at street level, we find that either a) construction vehicles are using the spots and/or b) we have to drive around and around in order to find one.

RESIDENTIAL PARKING

Themes:

- Support for limiting the number of residential parking permits, whether through changing the number of permits available to households or charging higher fees for parking permits as the number of passes in a household increases.
- Some support for reserving resident parking in the areas directly in front of a permit holder's house.
- Consider providing alternate strategies to address shortage of resident parking, including providing more options for on-site parking.

Comments:

- Homes with suites have to many cars.
- Close off Parker from Marine to control traffic and make the three pay park stalls into residents only parking.
- Don't charge people to pay for parking where they live. Now paying \$12 per year per vehicle. Not nice. The last council did it for free. That worked fine.
- End the discriminatory resident pay parking passes for those that live near the water - in my case East Beach - you should not be charging me to park on my street!
- Severely reduce the amount of "residents only permit parking". The system is being abused. Owners have fleets of vehicles using those permits. They are also the ones doing the damage to the boulevards by encroaching or squatting on City property also know as encroachments. They even go so far as to put up illegal "No parking "signs on the City property they have encroached upon. Some even pave over the grass. New home builders are completely paving over the City Property in front of their house and put up "No Parking Signs". It's out of control. There is no Bylaw Enforcement .You can't get parking in many areas of White Rock because there are so many "Residents Only Permit Parking " zones.
- Houses without driveways or garages should have designated resident only parking in front of their house, 1 or 2 stalls.

- Significantly increase cost of residential parking decals/hangers to house addresses where there are more than TWO requests. This may encourage residents to park on their own property, perhaps clean out their garage.
- Let people have exclusive use of the parking in front of their house. This would avoid fights over parking.
- Only allow for residential parking passes per house no matter how many suites or units are in that home so not per resident, but her residents know Home should be allowed 24 parking passes.
- Implementing Permit Zones instead of by street to allow resident to have further area to park with their permit.
- Now you are cooking with gas!!! Parking for resident homeowners/taxpayers using their license plates to confirm their residency. Yes!
- In residential areas allocate street parking to adjacent property (see comments previously)
- Reduce the number of streets allowing Resident Parking only. The area around the hospital has been completely closed down to anyone but residents and those streets are empty most days. Perhaps mark one side for residents only but the current situation is ridiculous.
- Residential parking should be given in priority to those that live on/near those blocks though parking permits.
- Giving back "some" of the parking spots under parking lot under 1153 Vidal St. to residences of above address specially in off season months.to cut down need for decals and parking permits
- The availability of on street parking in residential (not city centre or waterfront areas) needs to be addressed. Insufficient parking is available due to the city's demand on new homeowners to place lawn out to the road edge when there are no curbs.
- I would rather the City allow people to make more parking on their properties, so people aren't parking in the streets. See my previous comment on the city allowing it not allowing people to create extra parking using the paving stones.
- If you allow visitor or extra street parking for residential, the first permit should be free to park specifically in front of their residence. The next one or two should then have a higher cost. Some people with 3 or 4 passes & homes with larger driveways still hog all the parking in front of their neighbours' homes making it more difficult for often smaller homes & limited driveways to park.
- In residential areas, having more than one driveway is not allowed. This seems silly when we want people off the street. As long as not an encroachment, is a permeable surface, and doesn't make the property look like a parking lot, allow a second driveway onto lanes and/or side streets. Introduce Visitor Permits (available to residents) and Reduce Resident Permits as people should 'regularly' be parking on their own properties. Maybe allow two of each at \$12. Resident permits should be reduced to two or three max AND NOT BE GIVEN ADDITIONAL FOR SUITES. One home should not be allowed 8+ permits.
- Many homeowners in my area (East beach) have paved or otherwise altered the frontage of their property in order to claim the street parking as their own. This is in violation of rules governing the construction of driveways and causes a serious lack of street parking for residents with proper permits. Some homeowners just don't want a car blocking their view of the road. A few homeowners have become aggressive in protecting what they feel is "their" parking, even if they never use it. The city needs to review all of these spots, and in my case particularly Maple Street, because it is only going to get worse with time.
- Why do tax payers in WR have to pay for residential parking passes? Double tax!!!
- We Live in a condo. Neighbours who live in single family residences and those with suites park in front of our building taking up limited space and leave their double wide driveways and garages empty.
- Very few permit residential parking for our condo complex

Visitor Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Give residents a small number of free on street parking in their block passes per year, two or three will do. We have no parking and if we have a guest or two, they have to park elsewhere. Normally the street in front of the house is vacant anyway.

ELECTRIC VEHICLE CHARGING

Themes:

- Mixed opinions on implementing a fee for EV charging, with some suggesting strict time limits or requiring payment over a certain time limit.

Comments:

- Implement a 2-hour free parking for charging electric vehicles but you would have to supply a credit card so if you go over 2 hours it would charge your card. This would help to turn over vehicles at charging stations
- More EV chargers rather than charging for them
- Don't charge for electricity - but limit the time - then turn off - for next customer

BICYCLE PARKING

Themes:

- Consider providing safe and secure bicycle parking in key areas around White Rock.

Comments:

- Bike lockers needed to encourage locals and visitors to spend time at the waterfront by arriving by bicycle and trusting their bike is not at risk of theft.
- What about safe bike parking? I can bike to the beach, but I safely cannot store it to walk the promenade or enjoy the beach. The same goes for city centre. I'd even pay a small fee to leave my truck at home and bike to these areas. My bike isn't even very expensive, but it's sure to be gone left in either of these areas.
- Build bicycle parking stalls with surveillance.

LOADING AND LARGE VEHICLES

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Again, may I express the need to limit RV parking on residential street, especially overnight stays, some tourists yes for a few hours but not overnight. I pay taxes, they do not

BOULEVARD PARKING

Themes:

- General opinion that boulevard parking is an issue, with multiple possible solutions based on feedback.

Comments:

- Severely reduce the amount of "residents only permit parking". The system is being abused. Owners have fleets of vehicles using those permits. They are also the ones doing the damage to the boulevards by encroaching or squatting on City property also know as encroachments. They even go so far as to put up illegal "No parking "signs on the City property they have encroached upon. Some even pave over the grass. New home builders are completely paving over the City Property in front of their house and put up "No Parking Signs". It's out of control. There is no Bylaw Enforcement .You can't get parking in many areas of White Rock because there are so many "Residents Only Permit Parking " zones.
- Please discourage boulevard encroachments and asphalt/gravel on city land.
- The availability of on street parking in residential (not city centre or waterfront areas) needs to be addressed. Insufficient parking is available due to the city's demand on new homeowners to place lawn out to the road edge when there are no curbs.
- Boulevard parking should not be allowed. Altering boulevards to create parking is making the city look less than attractive. Boulevards should be green spaces that slow runoff, lower summer heat. and keep cars from hitting fences.
- Re parking restriction on boulevards: mark all streets with traffic lanes, establish cycle and parking lanes and sidewalks, and only then can you act on boulevard parking.
- I'm a basement tenant, I park on boulevard (with owner permission) many construction workers park within 2 inches of my car or the fire hydrant at my house. Not safe

ACCESSIBLE PARKING

Themes:

- Accessible parking is an important resource for those with mobility issues to access areas of the city such as the Waterfront.

Comments:

- As a person with mobility issues, a city-wide all-purpose permit would mean less physical pain and improved personal safety when parking.
- I am mobility challenged. I enjoy the waterfront and beach. I live on an apartment building with insufficient onsite parking. Please don't make more difficult or expensive to park at hospital beach or CAL. these areas are vital in my senior years and are the reason I chose to live in White Rock.
- Valet parking for handicap with Spark Permit. Or designated large parking area with a special shuttle.
- Disability parking on waterfront
- Disability parking
- No handicap parking outside apartment buildings around fir and thrift.

CONSTRUCTION-RELATED PARKING

Themes:

- Require construction companies to provide parking or to pay for alternate parking arrangements.

Comments:

- Make developers and builders provide parking for their workers.
- Require construction sites and other large businesses (i.e. PAH) to provide parking for their staff.
- Charge constructions companies for any street or city parking that they use and fine them heavily when they park in areas that are clearly labeled “no construction parking”. The street parking by the hospital is full of construction workers all day long.

ALTERNATE TRANSPORTATION

Themes:

- Support for a shuttle bus from larger parking areas to the waterfront or the Town Centre.
- Diversifying transportation options including encouraging active modes and creating viable transit within the city.

Comments:

- I suggest making the White Rock city downtown area a walk only area...once all the new high rises are complete the parking...the traffic and the horn honking will be horrendous!
- Have designated waterfront parking in uptown areas and implement the long-awaited funicular, escalator, or shuttle system
- I think a trolley system for free from up town in the summer would ideally be the way to control local partaking cause most locals wouldn't rather not pay and if tourists come, they would access parking easier. Right till the end of bars closing to stop drunk driving too. This would be the friendliest option for these rules are discriminatory both ableist and classist
- Trolley in the summer from uptown White Rock are with lots of parking
- What about a shuttle from city centre to bring people to and from the busy beach areas to reduce congestion?
- Increase ways to get around that do not require cars. Make it easier to leave cars at home, increase walkability and/or ways to get up and down the hills.
- Add a shuttle service to the waterfront during summer months to reduce traffic on Marine Drive.
- Utilize shuttle services on the weekends at locations where parking is available (Centennial Arena, Semiahmoo Shopping Centre,) and actually promote it.
- Park and ride model with large parking area further from beach and increased shuttle. Service with a reasonable fee per person or per carload. Designated drop off areas very close to beach to allow passengers and water/picnic gear to be unloaded.
- We should be less focused on parking for revenue and encourage more walking and transit
- Shuttle bus from centennial park to waterfront was amazing and we spent a ton more time and money there!
- Transit is not a viable option. We tried it once during a Canada Day celebration and it took 2 hours to travel the 4 km from our house.

- Make Marine Drive a pedestrian only street.

GENERAL PARKING COMMENTS

- Need more street, curb, boulevard parking
- Leave things the way they are.
- More parking!!!!
- Free parking in winter is smart for local business.
- Yearly decals for Seniors living, say, within at least 20 blocks of WR border.
- Parking should be subsidised for WR residents and linked to license plates.
- Lease additional space for parking or parkades from First Nations along waterfront.
- Make dedicated small spaces for motorcycles.
- To me, it seems the sub-text of the survey is revenue-generating via higher parking fees. White Rock Beach is a unique asset to Pacific Coast residents, and a wider view of how to resuscitate the very dedicated businesses on Marine Drive would perhaps be more relevant. Please see the comments below for an example of outside-the-box thinking in this regard.
- I live 1/2 block outside of WR yet I own property in White Rock and work In White Rock, yes I am not eligible to get a parking permit. Plus, the Marine drive is half blocked off. The whole system is annoying.
- No available extra parking on 150 block Royal ave
- Angle parking for all areas, would stop backing in parking and allow cars to back up easily with out going into main road. Curb the speed down Marine Drive East Beach. More 30 k signs, speed cameras, children and police cut-outs, artificial speed bumps all together would help with dangerous parking, noise, neighborhood.
- Parking In White Rock is horrible, restricted parking everywhere it's a real shame you push people away from spending money in the city and have them go elsewhere.
- Parking so close to our underground parking so we have to go out to check carefully when leaving ---No proper signs to say how far back from the driveway the vehicle has to be!!

NON-PARKING RELATED COMMENTS

- Hire new people
- Have the current council and willy nilly walker resign.
- Marine drive being one way seems to have calmed the racing and the traffic actually seems better. If the north south crosswalk on Vidal and marine was in front of the boathouse instead of the coffee shop it would alleviate traffic even more by allowing cars to turn right without worrying about pedestrians.

WHAT ARE SOME OF YOUR COMMENTS, CONCERNS OR SUGGESTIONS ABOUT PARKING IN WHITE ROCK?

PARKING MANAGEMENT

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Hire a parking company to take over, this takes the city out of this business and people who complain with vitriol would be dealing with a company. make parking officers bylaw officers. Parking would be third party and would generate more revenue by a long shot. more enforcement from a private company because their metrics would show where the problems lie, and then they would resource manage that to combat the issues all the while educating the public through enforcement. follow the rules and all will be well, break the rules and you will be fined, seems like the system was set up properly, but this is not how parking is enforced in WR. people park at the waterfront spots all day and sit in their cars, they do not pay because they don't leave? how does that make sense, if you are parked in a stall pay for it. start enforcing more and things will change, behaviour, revenue, let's do our jobs and begin to regulate this issue. unfortunately, its all over the city and is getting much worse. especially the damage boulevard which leads to damaged asphalt and ponding of water etc.

ENFORCEMENT

Themes:

- General consensus that the enforcement is lacking and could improve parking issues in both residential areas, mixed-use centres, and popular destinations.
- Ideas to improve parking enforcement include increasing fines for parking, increasing patrols, and implementing license plate recognition.

Comments:

- It needs to apply the same rules for everyone.
- Need better by-law enforcement
- Enforcement of parking in resident parking areas.
- Make the parking fines high to pay for people who do not follow the rules. Check streets close to the beach frequently for passes. We pay a lot of taxes, yet people can park for free at Kent and Columbia Hill where it should be "resident only".
- IT's an ENFORCEMENT MESS!!! Set it up so it can be properly enforced, then enforce it!
- More parking enforcement needed near Indigenous Bloom store as customers are NOT paying anything.
- Enforce the no parking signs. On Royal Ave there is always someone parking in front of the no parking sign. Making it a safety concern walking up the hill
- License plate only parking will cut down on the cheaters that give their unused parking stubs to others.
- Have parking services patrol residential streets more often, especially in area where "permit parking only" signs are posted.

PAY PARKING

General Comments

Themes:

- Some agreement among commenters that pay parking rates are already too high or not should be increased further. Thoughts that high parking rates hurt residents and businesses.
- Sentiment that residents should not have to pay for parking anywhere in the city.
- Some interest in maintaining higher rates in specific areas of the city or providing variable seasonal rates.

Comments:

- Parking rates must be lowered
- Price too high
- Parking should be free
- Appears as a cash grab. Perhaps limit parking to 30 minutes or one hour to encourage turnover.
- It would be nice to have lower rates. It's one of the main reasons we go to Crescent Beach more often.
- Generally, I think we do a pretty good job. Our parking rates at the beach in the summer are over the top. As a taxpayer and recognizing that it is a part of our revenue, I'm not in favour of reduced parking rates at the waterfront during the summer. I do think we should extend the "shoulder" season with reduced rates and make the "free" parking for a longer period at the beach. November 30 to March 1 seems reasonable.
- We pay huge taxes. Residents should get a break on parking
- The parking situation and cost makes me avoid and go to other places in South Surrey.
- Adding more parking fees hurts locals who just want to shop in their own town.
- It's awful. As a resident, it's a constant fight with tourists to find a spot to park and for our guests.
- As I have said many times I DO NOT THINK AS A RESIDENT OF THE CITY ...AND A TAX PAYER... THAT I SHOULD HAVE TO PAY TO PARK IN MY OWN CITY!!!!
- Pay parking rates are constantly changing every year and month, from being free one month to paid the next and back again. It's very confusing and unreliable when planning to visit. No signage on Marine drive letting you know what time Pay parking is in effect from.
- While I understand payment helps encourage more turnover in high demand places AND it provides city income, I believe White Rock would be better served if parking were free through-out the city. This would encourage visitors, not penalize, for choosing to visit White Rock over other areas (e.g. Crescent Beach, Morgan Crossing) where parking is free.
- On the issue of raising fees in commercial areas, businesses are already struggling. Let's not ignore that.
- Parking space is at a premium for our very popular 2.5 sq mile community but making us all pay more is not a solution. It may raise funds for the city but it's not an actual solution.
- Allow South Surrey residents to purchase annual parking passes for White Rock (including the beach) to encourage us to come more frequently, especially in slow season. We usually rush our visits (i.e. cut time short at restaurants) due to parking expiring. It's such a hassle to buy parking each day we visit, especially we sometimes visit 2-3 times a week. We've starting frequenting Crescent Beach instead because of the free parking.
- Pay parking should be cheaper in the slow season. Restaurant patrons and shop patrons should receive a refund for their parking or discount for their parking when they present their parking receipt to the restaurant/business after they've paid their bill/made their purchase/supported local business.
- There are not enough unrestricted spots in busy business districts.

- Why are you even thinking about charging residents more for parking? We already pay some of the highest property taxes in BC. CHARGE VISITORS MORE. Why can't the city make all of the various kinds of parking revenues already collected work for your coffers and budget without charging more? This appears very greedy like the city is reaching its hand out for more money.
- We lived in Steveston and Richmond for 26 years before W. Rock and they didn't charge for parking at all near Steveston Waterfront and Garry Point Park locations or had a 2-hour free limit - reasonable. It was helpful as we had a dog then and it didn't cost us a fortune to park. About 5 years ago I got a parking ticket at W.R waterfront when I parked for 5 minutes on a fall rainy day. I was ticked off for months after that vowing never to come to White Rock to park again. And as I said earlier, we didn't we just walked from home on Stevens St. but now with a bum knee we really rely on our daily walks and having the decal has been wonderful for us and we appreciate it.

Decal Program

Themes:

- Consensus that the decal program should be maintained. It is noted that the decal is convenient and is a benefit for White Rock taxpayers.
- Some participants expressed an interest in extending the decal program to residents of South Surrey.

Comments:

- Let South Surrey residents buy decal too
- Allow South Surrey residents to purchase a parking decal, especially those who OWN property and work in White Rock.
- Please consider creating a South Surrey decal for those locals in surrounding streets to purchase. Those living in south meridian for instance are only a few streets away, walking distance to beach but unable to purchase a decal.
- The other idea would be finding a partnership with Surrey so that you can offer permits and decals to South Surrey residents and increase revenue. Not sure if that's possible or feasible but just thinking outside the box.
- I use the resident parking decal otherwise I would not park at the beach.
- Resident decal is appreciated with annual fees. Please it needs to be valid all places include hospital
- White Rock taxpayers should be able to keep the parking decal due to White Rock's higher taxes than those of other non-resident visitors (i.e. Surrey) to the Waterfront. It's the only bonus we get plus we also have to buy bottled water to drink.
- Do not replace the current resident decal program
- The question on replacing the decal with a discount is interesting. My answer may vary depending on the discount but in general it's interesting idea.
- Do not take away the parking decal for residents. Paying property taxes and supporting the community is important factor, so residents should be able to have some benefits. thank you.
- I think in White Rock with the very high taxes we pay that there should be more parking availability for residents i.e. decal parking spots should be available for a 12 hour or one 24 hour period versus a 4 hour limit.
- I am not in favour of discounted parking for the decal system. The decal system is all about convenience and the discounted system would take that away. Think about White Rock's demographic—seniors who need convenience.

- Not worth getting a decal if you still charge for parking. Give seniors and those with disabilities a break. Looks like I Will start shopping elsewhere where there is no fee for parking
- No increase for decals, & no more pay parking.
- Residents should be favoured over those who come from all over Metro Vancouver. Love my decal.

Town Centre Parking

Themes:

- General disapproval of instituting paid parking in the Town Centre. If implemented, it was thought it could see opposition and deter customers to local businesses.

Comments:

- Leave uptown with free parking on the streets it one of the last town centers with free parking and I have a decal, but it is a nice way to get people to go to those shops.
- Town Centre parking is a disaster.
- If the City does not provide free parking in the city centre I will probably not go, there as often and I fear paid only parking will impact businesses negatively.
- I think you may have major pushback if you institute pay parking in the Town Centre

Waterfront Parking

Themes:

- Residents should not have to pay for parking along the Waterfront.
- Waterfront parking is busy and overpriced and could deter visitors or customers to businesses in that area of the city.
- Some waterfront residents are struggling with parking around their homes and occasionally have difficulties with visitor behaviour.

Comments:

- Difficult for residents to get parking at waterfront for food pick up
- Residents should not have to pay for parking at Waterfront
- There should be specific residents only parking at beach.
- Would love to have 4-hour parking for residents at the beach too
- We should have more access to waterfront parking for residents, dedicated spots to drop off boats or park temporarily. We should cater more to residents.
- I really believe that along the beachfront that it should be catered more to the residences and shops / restaurants in the area . You know - the "taxpayers".
- Hate paying 10 a day just to walk in the beach I can see out my window, or 5 to park to get an ice cream cone or a coffee...honestly keeps me away from the waterfront. Retired and on a fixed income. Want to spend on the waterfront but not twice! Gouge the tourists and visitors, not the daily locals! I'd be down there everyday picking up garbage for FREE if it didn't cost me 30 to park. The decal program is silly, could work if you could order online and have it sent out or printable.
- It has become a huge problem at East Beach due to the volume of customers at Indigenous Bloom and the severe lack of available free parking. Patrons frequently do not pay at the pay parking areas and take up

resident permit parking (where they toss their IB and vape shop packaging even though the City recently put in a garbage can).

- This is a serious issue for me and probably others with houses close to the waterfront restaurant areas. I have had people threaten me just because I told them to move their car when parked on my driveway. They say things like it's only a few minutes or they are just going for lunch, like that makes it OK to park on private property, or they just tell me to F-off. If I was 30 years younger, they wouldn't get away with that. But now I must rely on the law to prevent idiots from taking advantage of me, but it doesn't.
- Waterfront parking (lack of availability and cost) keeps me from visiting that area of town and only hurts the businesses located there. Residents (South / White Rock) should receive reduced parking rates (plate based) as opposed to higher rates that non-residents should be paying. It is the residents who spend the entertainment dollars year-round, especially in the winter months when non-resident visitors are scarce.
- The cost of waterfront parking is too high. As a resident of South Surrey, I can't enjoy White Rock's waterfront much of the year. The surrounding hills prevent me from walking there as I have bilateral knee replacements.
- Why do we need to pay for parking along the waterfront if we are only going for a beer or dinner?
- Visitor parking at the waterfront should be kept at a reasonable price to encourage visitors from out of the city. Higher rates near the pier and restaurants sounds like a good idea.
- I usually don't go to White Rock (waterfront) during the summer & I love White Rock & have previously lived there for many years. I'm in the Crescent Heights area, so I usually go to Crescent Beach. I would love to have dinner on the waterfront in White Rock or walk on the pier, but it's very rare that I do that because simply the pay parking.
- Overpriced. Limit parking time on waterfront
- I think increased waterfront parking rates will alienate the visitors we need to keep waterfront businesses going, especially as COVID-19 restrictions are relaxed.

Parking Zones

Themes:

- Some support for the varied zone parking to limit parking time, but would require communication with the public.

Comments:

- Zone pay parking sounds good, but would the public be aware of it.
- Limit prime time parking hours in most popular areas.
- I think the zone parking is ableist. Lots of people who are not technically disabled enough for a sticker still can't really walk far this would cut off the beach for people who likely have money for close parking if we hike the price. This does not seem decent just because someone who does not have handicap statues does not mean they can walk far. Plus, seniors love the beach this is cruel. People with limited mobility should not be forced to pay more hell what about parents with young children. Moreover, this is seriously classist why should poorer people not get to enjoy the beach? Why deny them a chance to park and enjoy the day. With work down due to COVID now I don't even go I drive by the beach and eat at Earls one milestones over the nice mom and pop shops at the beach.

Parkade

Themes:

- Improve signage and communication around public parkade locations and rates.

- Some support for reduced rates in parkades to divert traffic from the waterfront and hospital areas.

Comments:

- Covered parking is a premium, why would you lower rates at the parkade? It is the only parking revenue we don't have to give a cut to BNSF. Also, it only took two years to get signage to tell people where it is, that is the reason it was not being used earlier. Only locals knew it was there.
- Make the City's public parkade at the beach cheaper and make sure people know and they would use it.
- The beach and hospital areas need to funnel cars into the parkades.
- I would suggest discount vouchers for those that park in the parkade that are distributed by the waterfront businesses and restaurants. We need to revitalize our waterfront.

Hospital Parking

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- I have found that the free parking at the hospital during covid has resulted in workers and others parking there so no spots for people going to the hospital for treatments. Also, a lot more paid parking around hospital. I think it should be 2 hr parking. Don't penalize people for having to go to the hospital.

RESIDENTIAL PARKING

Themes:

- Some sentiment that residents should not have to pay for residential parking passes and it should be included in property taxes.
- Some participants expressed challenges with finding parking for visitors near to their home due to parking restrictions.
- Noted that resident parking passes are sold by some residents to hospital staff and that it is difficult to identify vehicles that do not belong to residents.
- Comments identify some issues with residential parking permits being issued to multi-family development.
- Some areas are identified as having an oversupply of parking that could be converted to public parking.
- Ideas to improve the residential parking pass program include: allowing transfers of parking passes between vehicles, improving signage in resident-only parking areas, and providing free passes up to two vehicles than charging higher rates beyond that.

Comments:

- Allow transfer of parking pass to other vehicles in household.
- Please don't penalize residents and their guests for wanting to park in their own neighbourhoods.
- Parking passes are not working. Residents buy them but sell them to the hospital staff. It's cheaper for the hospital staff.
- Concerned that residential parking passes are often used by renters of non-registered suites or Air BnBs when parking should be provided on-site. If the City doesn't deal with the non -registered suite issue it

probably won't reduce the number of cars on the residential streets. Parking pricing costs will probably be passed onto renters so I think it will be ineffective. I marked it as 5 only because I fear you will implement it.

- There should be a more effective way to report non-residents parking in resident areas.
- Keep other people from other roads from parking in front of our home.
- I do not like getting parking tickets in front of my own house, there is only a 3-hour parking zone, and I am not allowed to park on the two side streets near me as I cannot get a parking decal for those areas. I have only received one ticket as I move my car within the 3-hour period but feel that even if I get a ticket, I should be able to cancel it as I am a resident parking in front of my own property.
- Permit parking area not easily identified. Apartment parking taking up too much non permit street parking
- Stop giving parking permits to strata buildings with sufficient parking as noted in the survey.
- Each resident should be able to get two free passes to park on their own street and then charge a premium for any additional passes
- We think residential parking passes should be included in decal fee as before. Was shocked this year to learn it was extra now.
- Residents of White Rock shouldn't have to pay for permits and decals. The cost should be higher visitors.
- End the discriminatory resident pay parking passes for those that live near the water - in my case East Beach - you should not be charging me to park on my street!
- More signs along residential streets saying permit parking only lacking in that area people will park if there are no signs.
- Businesses like the Indigenous Bloom and the Sunlight Market and Vape Shop, etc., with high numbers of customers, should have more parking available to accommodate their customer usage. Kent street resident-only parking areas, for example are overrun with customers for these two shops.
- On resident parking passes 3 or 4 cars per household seems a lot.
- Parking, with the additional high-density buildings that have been built in our City by the Sea, has made parking spaces critical. I suppose those high-density buildings have the opportunity to walk locally, with the exception of to the beach however our bus system seems to be very adequate. I know that when "my" parking space is used by unknowns, I must admit, my hackles rise! Neighbours are usually generous enough to offer their off-street parking pads for occasions whereby a family function is to happen or just a group of friends, though at times, this too is a parking nightmare. Car pooling can be done, not convenient in most cases though. Thank you again for this opportunity.
- As previously stated, friends no longer visit due to residential parking permits. We park across our driveway but have found out that we are subject to a fine if we do not display a hanging permit. Even if we purchase a sticker, we have to also purchase a hanging permit. Money grab...the sticker was all we used to require as it is tied to the license plate. When the sticker practice started you were able to get a different shape (triangle, circle etc.) for residential parking FOR FREE because we pay property taxes!
- Make through streets from Marine to North Bluff no street parking or parking on one side. My specific issue is Bishop Road. The previous council allowed 3 lots turn into 9 monster homes, with full suites. Bishop Hill. They have two parking spots on their own land and no street parking on the strata land. So Bishop Road is Bishop Hill's parking lot. People park on both sides and, at times I have to wait quite a while for my turn to go as two cars can rarely pass. It is the first right turn coming from the beach west bound so it's somewhat busy all year round.
- Removing the Permit Parking Only section of 800 block of Kent Street as there are only 3-4 residents who use it, the rest are parking illegally to go to the beach or Indigenous Bloom.
- Marine drive west of Oxford actually has too much resident parking that should be converted to lucrative pay parking as homes have sufficient parking on Gordon Ave. There is an inequitable amount of resident parking there and is never fully used.

- Pay parking 15747 Marine Drive, can it be changed to resident only parking instead?

Visitor Parking

Themes:

- From combined feedback across the previous section and this theme, it is challenging for visitors to find parking. Suggestion that visitors should be able to park for free.

Comments:

- Visitors parking FREE
- It is sometimes difficult for our guests to find a place to park

ELECTRIC VEHICLE CHARGING

Themes:

- Participants would like to see a fee for public EV charging.

Comments:

- We need to charge for charging stations for electric vehicles.
- Electric vehicles that use White Rock power to charge should absolutely be charged an extra fee. White Rock taxpayers should not have to pay for that.

LOADING AND LARGE VEHICLES

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- Should be no work truck or RV parking on the street overnight. They impede vision and take up too much space. Some RVs never move from month to month.

BOULEVARD PARKING

Themes:

- General disapproval of boulevard parking due to damage to curbs and greenery.

Comments:

- The city doesn't maintain boulevards, residents do so fix the damage or put in a curb.
- Please ticket people parking on grass boulevards This has been an issue since I moved here in 1996. Parking on grass eventually turns to mud
- I'm against eliminating Boulevard parking. What parking would be left when parking is already severely limited ? I suggest ticketing cars for damaging boulevards. Enforcement is key. Boulevard design may be an issue? Are there curbs to prevent Boulevard damage?

- PLEASE DEAL WITH THE UGLY ENCROACHMENTS PEOPLE HAVE MADE FOR PARKING. Many of these homes have illegal suites, Airbnb etc. and it has made an ugly mess along Victoria Ave, Pacific Ave (just west of city hall). Encourage greening of boulevards rather than parking uses. A patchwork of asphalt pads is grim. Boulevards are a wasteland of confusion in White Rock with people not knowing if they are allowed to maintain, or if they should, or if they can plant there. This is an issue that really needs clarity so that the city can encourage people to maintain (like in every other city) and hopefully make them greenspaces.
- Would it be possible to re-claim the roadway land/access, from the single-family homes who have built/finished off their homes and property directly onto the City of White Rock's roadway allowances? Many owners/residents seem to use this as their own personal property including posting 'no parking/private parking' signs which prevents the public from accessing street parking that it rightly theirs to park on.

PARKING REGULATIONS

Themes:

- Several participants identified that residential development should have sufficient parking to not require on-street vehicles.
- Conception that parking from suite tenants is an issue, and should also be accommodated on-site.

Comments:

- All new building should have more parking for residents of the building to alleviate the demand for street parking. It's going in the wrong direct to require less. It might seem like you are being ecologically minded but it is unrealistic to think demand for parking will be less . Transit just doesn't get you were you want to go most times.
- Apartments and high rises must have adequate parking stalls to avoid parking on streets.
- Not enough parking in towers when most people have 2 cars but only 1 spot so street spots get taken up
- New homes built on hillside should be require a minimum of 4 parking spaces. Currently most new builds are maximizing house and not providing enough parking. Often only parallel parking driveways. Particularly a problem since no longer allowed a parking pad at top street level.
- People should be able to make their driveways one car width wider than their garage to accommodate more cars. They should pay to have their driveway's access to the street widened. Illegal suites are not helping.
- There are many illegal suites, and I don't report them as I don't want people to lose their housing BUT where there is no parking for suites, they really can't exist - it's just not fair to the rest of the neighbourhoods. If the suite doesn't bother anyone, then I don't care either, but if it has cars all over the place, it needs to be addressed by the city please

ACCESSIBLE PARKING

Themes:

- Desire to increase the number of accessible parking spots in key areas along the waterfront and near businesses and address issues around walkability.

Comments:

- I patronize businesses that have handicapped parking directly in front of their doors. I've switched most of my banking to branches with drive-through ATMs.

- Free disability parking
- Handicap parking on streets around apartment Fir and Thrift
- have a way to drop off the elderly. They love revisiting White Rock but the walk is hard. Maybe offering a few 10 stops parking spots even with pay parking to monitor. My relatives love coming but it's walking is an issue.
- Increased and well thought out placement of handicap spots so there is accessibility to all business recreational & shopping facilities.

CONSTRUCTION-RELATED PARKING

Themes:

- Comments generally indicate that construction-related parking is an issue in White Rock. Desire for better systems to manage construction parking and alleviate pressure in certain residential areas, including making developers provide parking for their employees or paying for all parking occupied by their workers.

Comments:

- Construction and building trades workers should not be able to print up fake "Parking Passes". They should have to pay for a real pass from the city and it should be time limited.
- Construction vehicles and worker vehicles in the city center needs to be dealt with. With all the tower construction going on there is little available parking during the day in those areas.
- The main problem I encounter is construction workers parking in residential areas of uptown all day long while they are at work. Stop them!

CURBSIDE MANAGEMENT

Themes:

- Lack of sufficient comments to identify consistent themes.

Comments:

- RVs and other large expensive items should not be parked in White Rock. They should be in secure rented parking.
- Make a permanent circular one-way route and remove on street seating.

ALTERNATE TRANSPORTATION

Themes:

- Desire from some survey participants to prioritize sustainable transportation modes including walking, cycling, and public transit.
- Consideration should be given to a shuttle service from larger parking areas to key destinations in the City to alleviate some pressure on waterfront and town centre parking.

Comments:

- If you really want to reduce demand on parking, the only solution is to provide alternative transportation options, especially to and from the waterfront.

- Need to encourage less vehicle traffic by providing alternative public transportation to the waterfront.
- Adding a separated bike lane to the one-way Marine Drive might encourage people to park at the ends and ride. Adding bike racks too.
- The city pays 30% of all parking revenue to Translink, what return on our contribution do we received from Translink? Over 1.63 billion has already been pledged to build the Surrey - Langley Sky Train extension, what has White Rock received in the past 10 years other than a parking lot in South Surrey that is never used (over 4 million to construct) and double decker buses. When will the two buses that run eastbound along Marine Drive operate on a staggered schedule to not have them follow each other along the waterfront? Why can't Translink setup a bus service that runs from the town centre down Johnson and Buena Vista along Marine Drive to Maple Street and return to Town Centre every 15 minutes to encourage more use of public transit between uptown and our waterfront?
- Semiahmoo Mall parking lot often has lots of empty spaces, especially the covered and open areas by the Rothwood Academy area. Why not put on extra shuttle buses to transport people to and from the waterfront for those parking at the Mall. It might also encourage more business to the Mall merchants.
- I mainly walk as I want to avoid the traffic congestion
- Need to encourage bicycling, especially in light of the electric bike craze.
- An off-site, like 176 and 8th avenue and shuttle bus system could be considered
- We should be less focused on parking for revenue and encourage more walking and transit
- Sidewalks. You need sidewalks everywhere! People are restricted as to where they can walk safely. Get rid of the brick sidewalks. I have tripped and fallen twice. That is a horrible experience!

GENERAL PARKING COMMENTS

- Any time I use my car to shop in White Rock, I never have a problem finding a space uptown. And who in their right mind would drive to the beach on the weekend/on a sunny day/on a holiday.
- I don't know if many understand how rapidly White Rock's population is growing and how many more people and vehicles there are in the city. Simply charging more to "deter parking" isn't going to cut it when there are major constructions erected and little road work and infrastructure to handle this overnight population growth. We also have had our border closed for the last year and our city was much busier when our American neighbors were able to come shop. When it reopens, that will be even more people rightfully coming to enjoy the city. It will be interesting to see how parking is managed.
- Stop the cash grabbing. Resident and Business owners pay enough Taxes they should be able to park where they live or work.
- The current parking strategies are killing local businesses. If you prioritize how to profit off parking to an extreme, there will be no restaurants and businesses left to park for. Consider the priorities of the community as a whole, not just the city treasury.
- Living on Victoria Ave the traffic coming through gets really bad there is parking on both sides of the street so with traffic going both ways they all get stuck, and no one can go through many times it has been dead stopped till some directs people out should be both ways to local only.
- Make the traffic flow easier to get to parking on Marine drive
- What are you doing? If you cannot make it as a city with the current parking rates, then just stop. Join Surrey so your constituents can reduce their house taxes by 60% and have affordable parking. The rates at the beach are already ridiculous. Is your goal to completely kill the rest of the businesses in White Rock? I live in surrey but own a rental condo White Rock. I used to eat out in White Rock all the time. Now it's a very rare occasion that this happens. I understand costs increase and you need to put up rates, you are at the point now where people can no longer pay those rates. Put paid parking up town and watch those business die. Note how empty the paid parking lot is behind the TD/Canada Trust as an example. Semiahmoo center

is also going to have a full redesign so your businesses will also be competing against that as well. Rather than focussing on increasing parking costs, maybe focus on increasing support for business and infrastructure. On another note, it's nice of White Rock to keep building high rises, but what is White Rock contributing to the local infrastructure?

- The issues are less with White Rock residents (most of us can walk around White Rock) and more with visitors from neighbouring cities. The waterfront area is so congested that I rarely want to go battle the crowds of out of towners
- Think I have brought forward my complaint, no overnight camping on our streets
Thank you.
- Cleaning out the garages and parking in them would help the situation immensely.
- Look to other communities for ways they have incited people to clear out their garages and driveways and use their own darned parking.
- In respect to the 3 questions I did not answer, I have question marks regarding them. The charging station one is not specific enough as to areas involved etc. The license plate one states " throughout all areas of the city" which suggests you are considering making more pay parking which I don't support, as does the other question about variable rate parking again suggesting increased pay parking areas which I don't support.
- The parking on Marine Drive between Kent Street and Maple Street is terrible due to visitors in the summer and customers shopping at Indigenous Bloom (IB). IB should have to provide parking on their own land and not be taking up street parking. Their customers rarely pay for parking, instead park in residential areas and run over to the store. Traffic from these vehicles is overwhelming and dangerous.
- Residents of White Rock need to be the priority for parking in the City.
- That there is a segregation of parking because of where u live

A resident is a resident

Zone the city

And u need to have a zone decal for ur car. For daytime and after 6 or 9pm it's free

But after 6 pm its free where ever

With you decal u get 1visitor u hanging pass

Cant me money hungry for parking money

NON-PARKING RELATED COMMENTS

- Stop allowing the construction of these high-rise buildings . Makes me wonder about my vote next election.
- Stop making everything about money and increasing the city's revenue...go back to being a people first city not a money first city.
- It would improve if we have the current council and willy nilly walker resign.
- It has become blatantly obvious that a lot of the residents don't want visitors or "outsiders". But if they chase them all away, then is each one of them going to be going down to the beach everyday and support each one? Because by chasing people away, the businesses will not succeed!
- I think White Rock City Council only cares about money and not about people enjoying the space. Especially people who live in close proximity to the beach.
- Stop making dumb decisions

- Less high rises more available parking. Let's keep our small in area city livable. Perhaps a few lots near business hubs like the currently free one across at Russell & 152 with possibly a strip of grass on one side with benches or even small picnic tables. Covid has taught us to have alternatives. Concerns would be turning the city into another revenue producing cash cow, which negatively affects livability, especially for lesser income residents & seniors.

DATE: October 25, 2021

FILE: 1325.0089.01

PAGE: 25 of 26

SUBJECT: White Rock City-Wide Parking Strategy

APPENDIX B

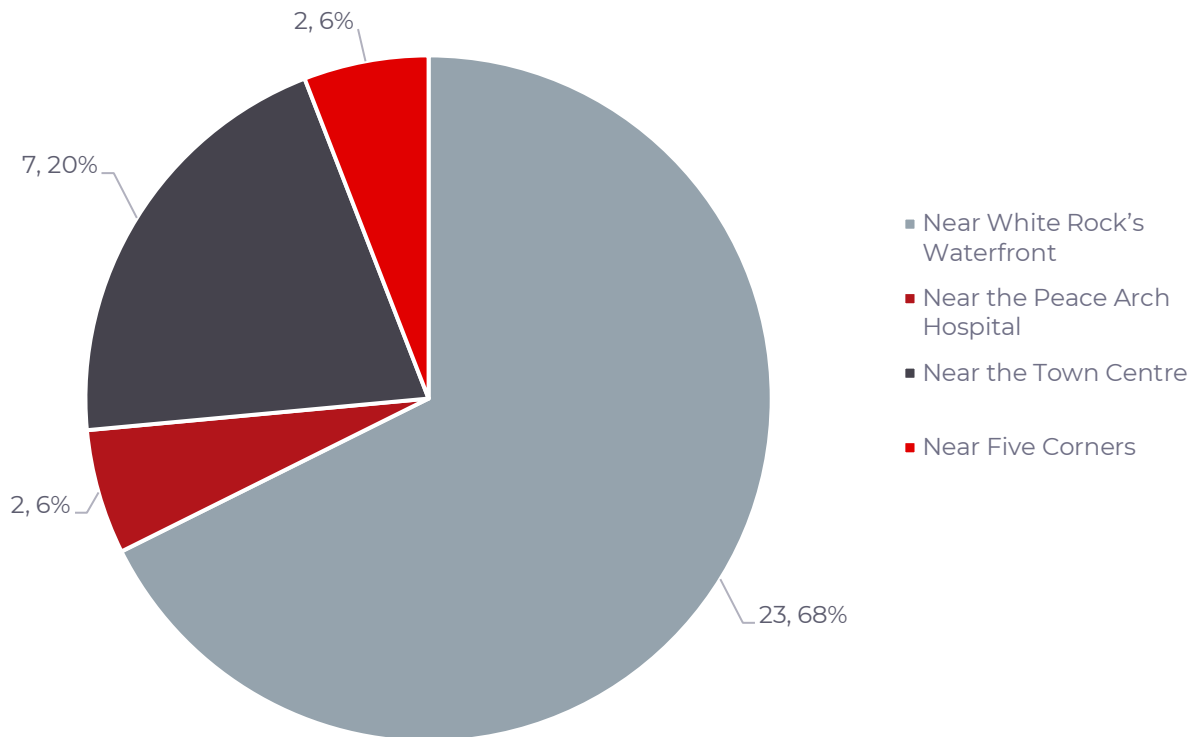
LOCAL BUSINESS SURVEY RESULTS

LOCAL BUSINESS SURVEY RESULTS

This appendix details the complete data received as part of the local business survey for the White Rock Parking Strategy. Note that all comments have been added verbatim as submitted in the survey.

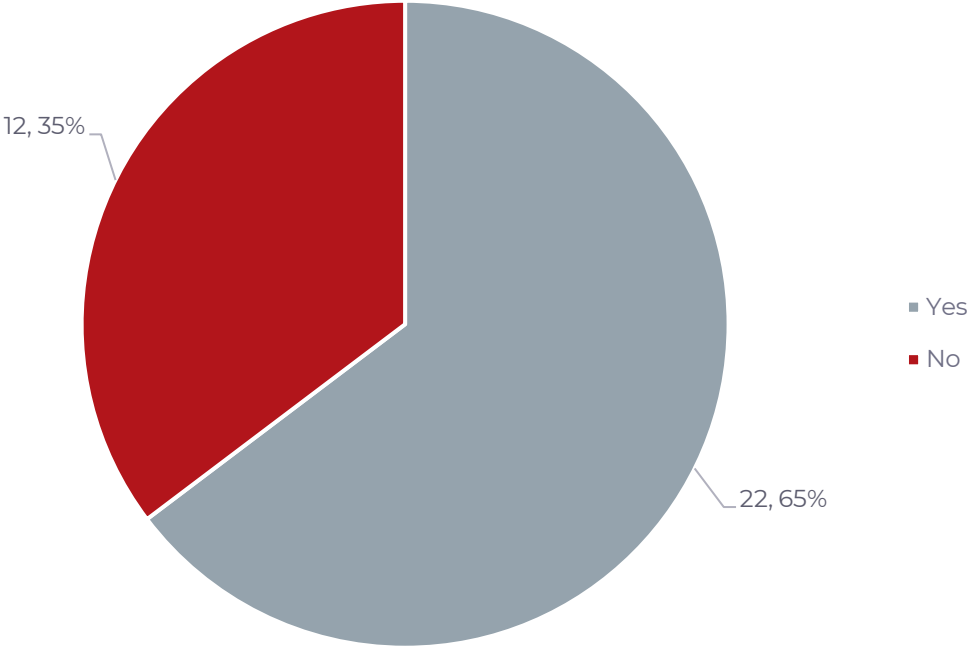
The local business survey received a total of 34 responses.

WHICH OPTION BEST DESCRIBES WHERE YOUR BUSINESS IS LOCATED?



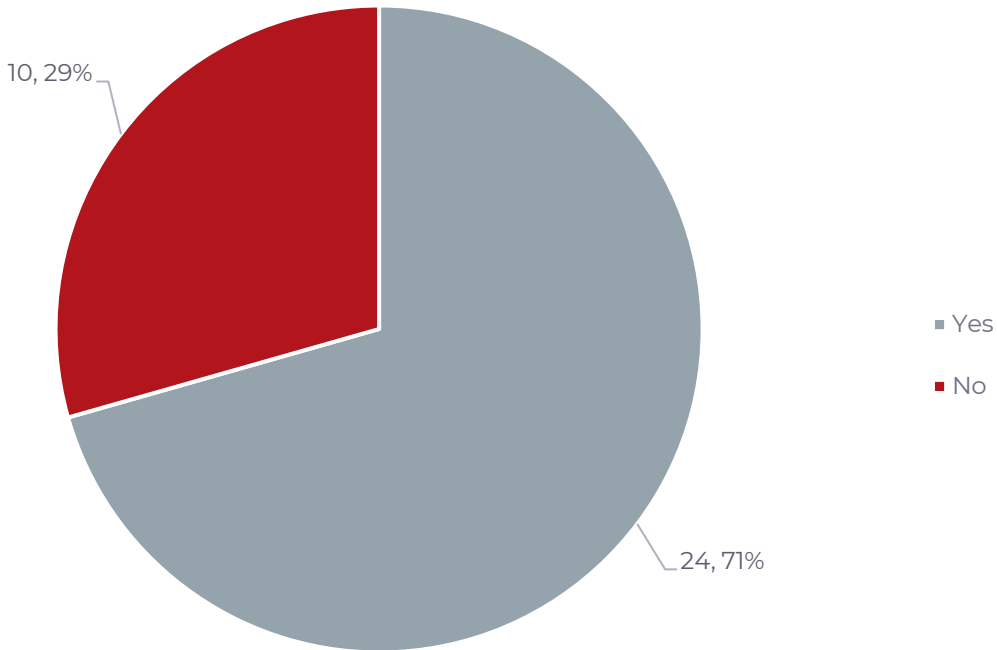
More specifically, which area best describes where you live:	
Near White Rock's Waterfront	23
Near the Peace Arch Hospital	2
Near the Town Centre	7
Near Five Corners	2

DOES YOUR BUSINESS PROVIDE OFF-STREET PARKING FOR CUSTOMERS?



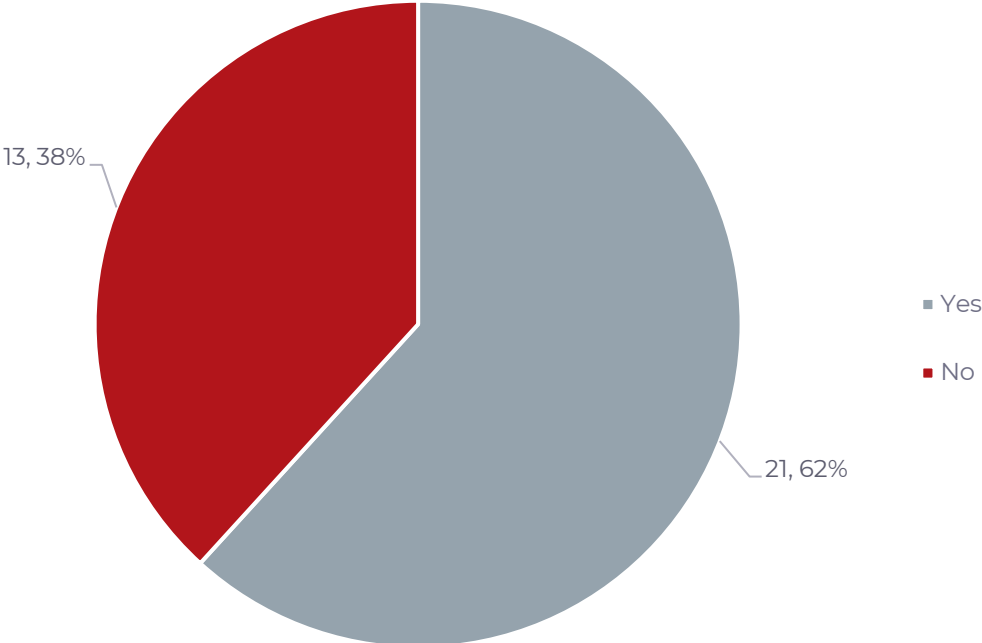
How many vehicles does your household own or lease?	
Yes	22
No	12

DOES YOUR BUSINESS PROVIDE DEDICATED OFF-STREET PARKING FOR EMPLOYEES?



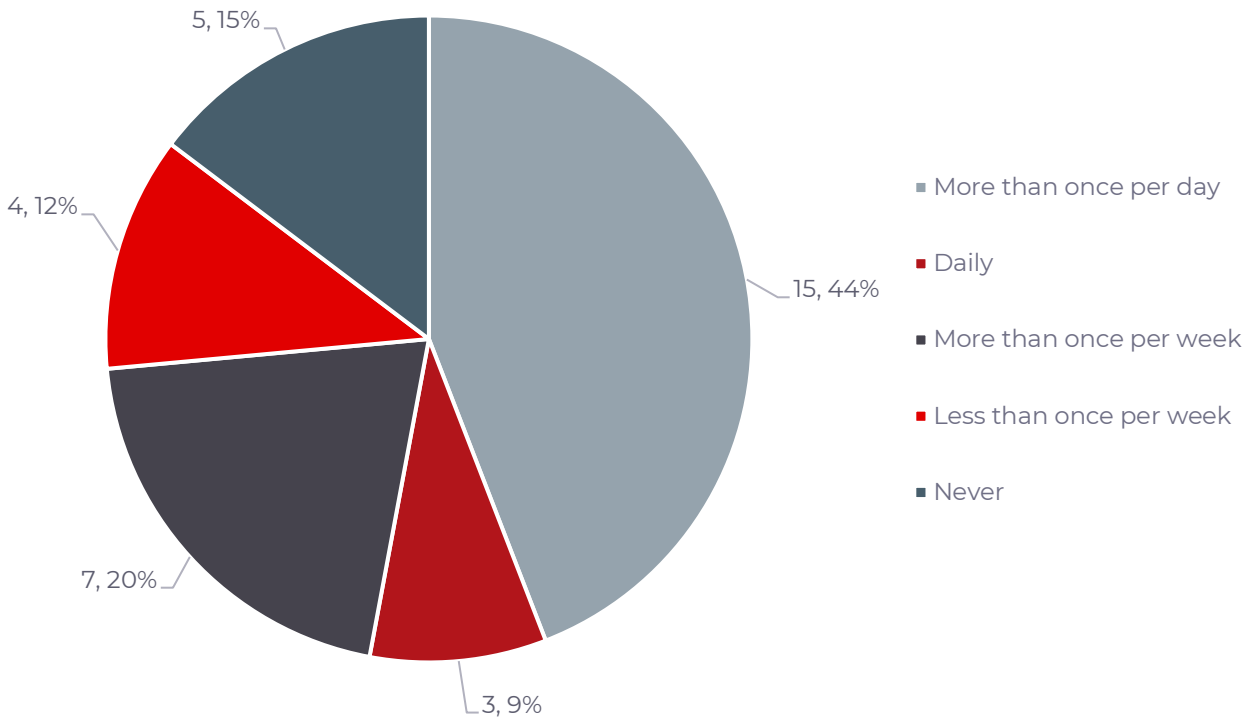
Does your business provide dedicated off-street parking for employees?	
Yes	24
No	10

DOES YOUR BUSINESS HAVE DEDICATED OFF-STREET LOADING AND/OR DELIVERY FACILITIES?



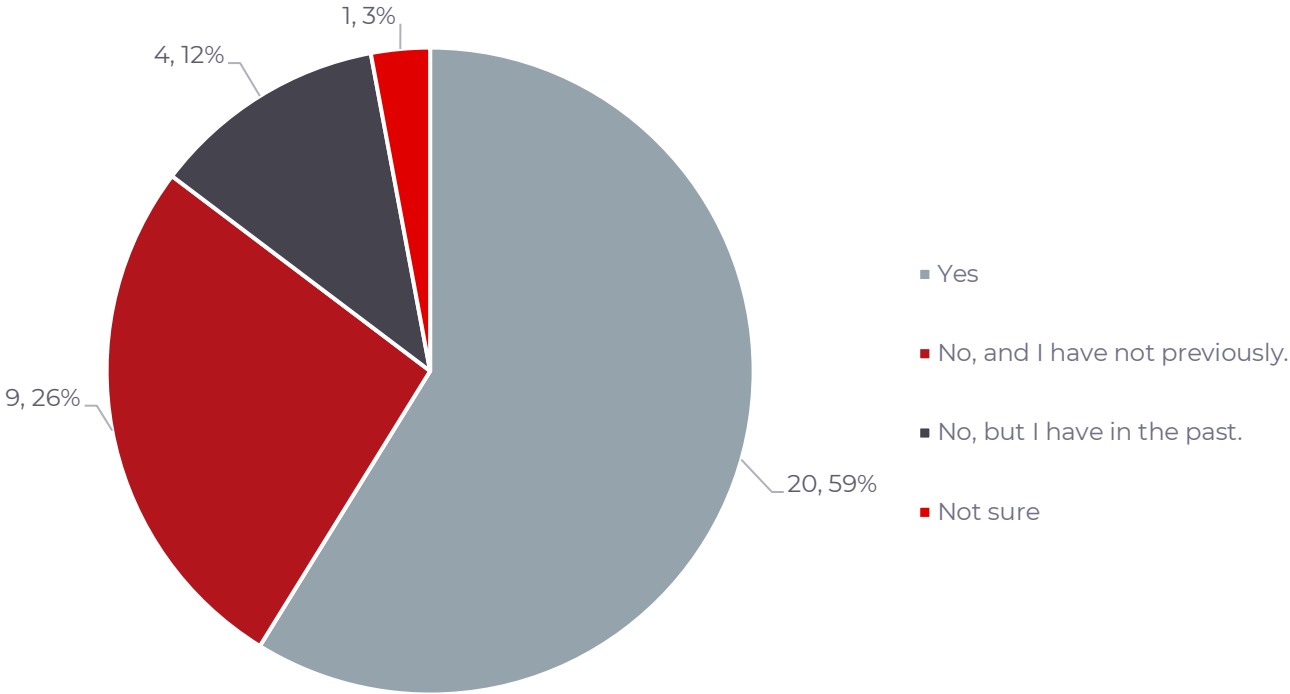
Does your business have dedicated off-street loading and/or delivery facilities?	
Yes	21
No	13

HOW FREQUENTLY DOES YOUR BUSINESS RECEIVE OR LOAD DELIVERIES ON-STREET?



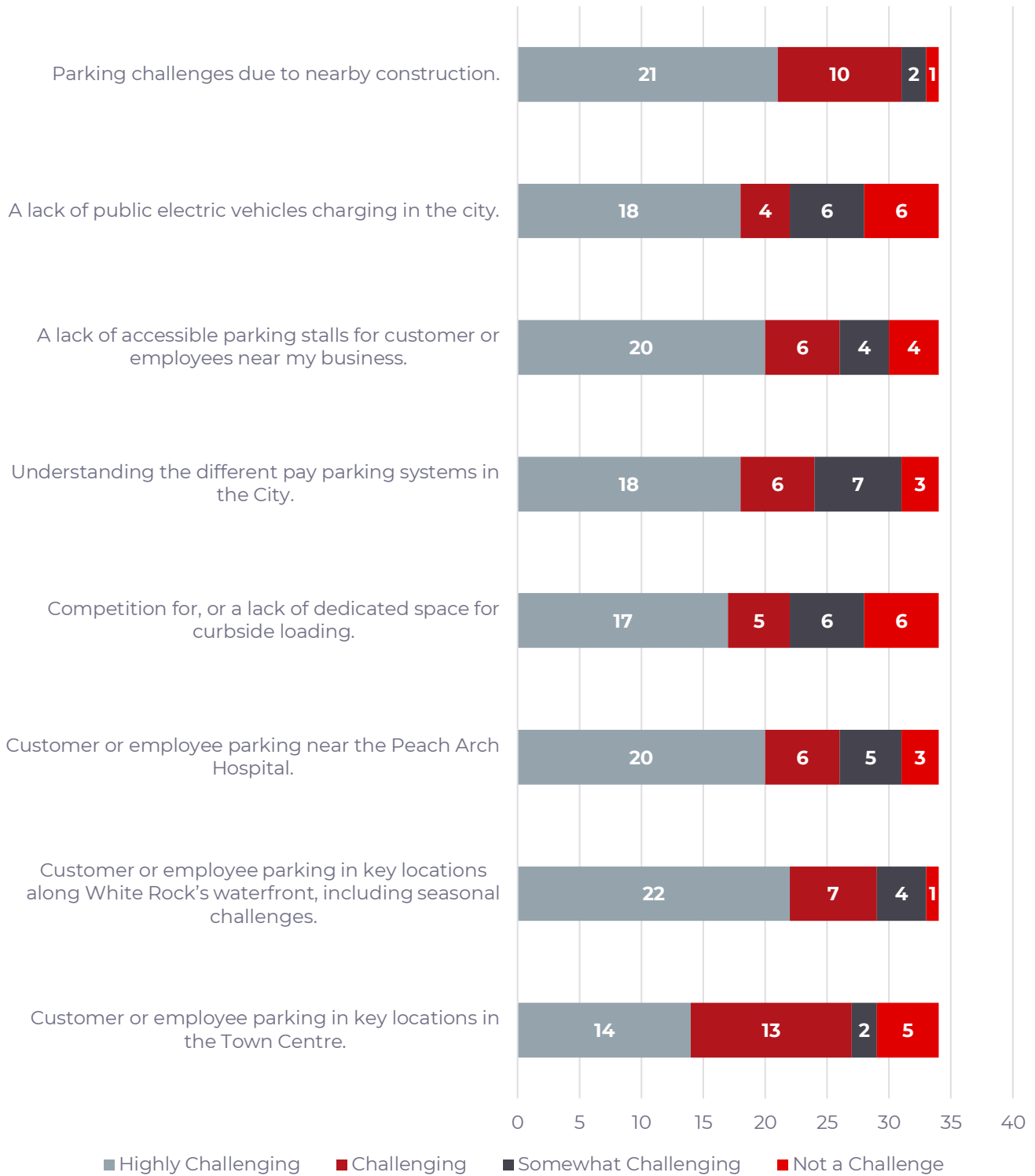
How frequently does your business receive or load deliveries on-street?	
More than once per day	15
Daily	3
More than once per week	7
Less than once per week	4
Never	5

DO YOU PARTICIPATE IN THE CITY'S PAY PARKING DECAL PROGRAM AT THE WATERFRONT AND/OR CENTENNIAL ARENA AND/OR PEACE ARCH HOSPITAL?



Do you participate in the city's pay parking decal program at the waterfront and/or centennial arena and/or peace arch hospital?	
Yes	20
No, and I have not previously.	9
No, but I have in the past.	4
Not sure	1

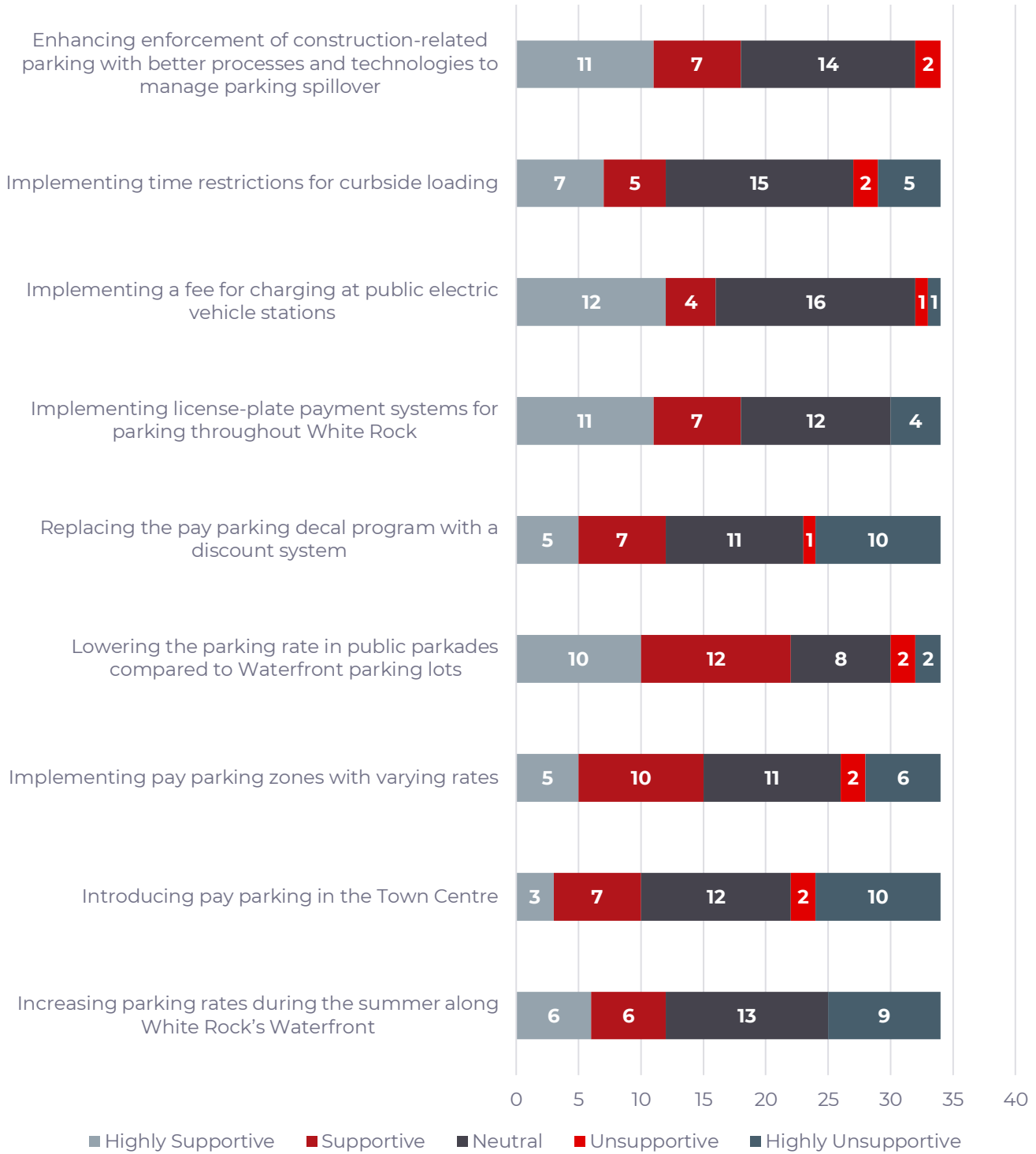
WHAT CHALLENGES, IF ANY, DO YOU, CUSTOMERS, EMPLOYEES, OR DELIVERY DRIVERS MOST COMMONLY FACE WHEN PARKING IN WHITE ROCK?



IF YOUR CHALLENGE WASN'T AVAILABLE IN QUESTION 7, PLEASE DESCRIBE BELOW.

If your challenge wasn't available in question 7, please describe below.
It's very difficult to find street parking close to peach arch
Having to park for a certain amount of time and then move the vehicle to another location if staying longer than allotted time.

FOR EACH OF THE FOLLOWING PARKING OPTIONS, PLEASE RATE HOW SUPPORTIVE OR UNSUPPORTIVE YOU AND YOUR BUSINESS WOULD BE.



WHAT ARE SOME OF YOUR COMMENTS, CONCERNS, OR SUGGESTIONS ABOUT PARKING IN WHITE ROCK?

parking is too expensive at the waterfront for longer stays and ad the hospital

Construction parking has been the second most challenging issue up to now. The biggest issue is delivery trucks blocking access to parking lots behind buildings so customers cant come to visit.

make free parking for short period of time such as

A) Parking in the city should be free for the first hour then if you will be longer then the cost can kick in. Most often you need to be in and out in one hour. B) Developers should have to organize parking for the construction staff or bus /van them in from areas of the city that have more available parking. C) Around doctors offices should have 2 hours free parking to allow for the extra time. Seniors should have free parking with a decal. D) while many people are visitors to the beach, and don't use our city parking on a consistent basis I think the stall parking works at the beach. 2 hour limit

Too many parking restrictions will cause customers to go elsewhere.

It's always going to be an issue in the summer wherever you go. Everyone needs to suck it up for three months and do their best. I still think the shuttle bus system to the beach can work if well advertised and easy, Just not sure where the extra parking would come from (maybe the new towers put in extra?) but these extra spots would be pretty well no revenue 9 months of the year. Good luck ;)

Give Restaurant & Business owners decals for their clients time at the business or restaurant or stamp their receipt to cover parking.

Waterfront commercial properties pay high property taxes, give their clients the time to be there and not come out to tickets on their vehicle.

Do not consider charging for parking in the uptown (Johnston road) or the five corners area. You will harm the businesses greatly. Literally clients can cross 16 Ave to access plenty of free parking & patron the business there instead of here in White Rock.

White Rock charges the 3rd highest business taxes in the GVRD. Business & commercial property owners should have free decals to park throughout White Rock.

Please patrol & ticket cars that exceed the parking limits. This will assist in construction areas where the workers take so much parking all day long.

Please put angle parking own Johnston Road so that cars BACK into the park space. (New Westminster does this backward angle parking.) The current system is so dangerous trying to pull out backwards as traffic comes down the descent on Johnston Road.

Put small angle park spaces for motor cycles & scooters like they do in Europe. So frustrating when parking is hard to find to have the motorcycles & scooters take an entire park space up.

Recently the City of White Rock eliminated high demand park spaces outside Bayview Place condos on George street. This was short sighted and so frustrating to loose commercial /residential parking in this high

density area.

During preparations for the high rises the City of White Rock has without warning to business owners shut down access on roads & side walks. This has happened several times in the last few years with all the new high rises. This is insensitive & really harmful to business owners. The commercial owners make a huge commitment with leases and their other employee & lease hold/business investments. Be grateful these business are in your community because South Surrey is looking really appealing.

I urge you to be thoughtful in your decision making and the way you inform businesses about such shutdowns. Make it a minimal interruption. If you shut down road or sidewalk access we are harmed beyond measure.

We have been in the community running our business for over 36 years. I hope that my comments assist you in offering support to aid the economic survival of the hard working self employed people who occupy the commercial areas of White Rock.

A multi-level public parkade should be developed in the town centre, like the one developed on the beach.

We need to park on waterfront as we have a consultation office there. We need more affordable parking options for offices, employers and employees on waterfront.

parking is too expensive at the waterfront for longer stays and ad the hospital

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Too many parking restrictions will cause customers to go elsewhere.

It's always going to be an issue in the summer wherever you go. Everyone needs to suck it up for three months and do their best. I still think the shuttle bus system to the beach can work if well advertised and easy, Just not sure where the extra parking would come from (maybe the new towers put in extra?) but these extra spots would be pretty well no revenue 9 months of the year. Good luck ;)

Give Restaurant & Business owners decals for their clients time at the business or restaurant or stamp their receipt to cover parking.

Waterfront commercial properties pay high property taxes, give their clients the time to be there and not come out to tickets on their vehicle.

Do not consider charging for parking in the uptown (Johnston road) or the five corners area. You will harm the businesses greatly. Literally clients can cross 16 Ave to access plenty of free parking & patron the business there instead of here in White Rock.

White Rock charges the 3rd highest business taxes in the GVRD. Business & commercial property owners should have free decals to park throughout White Rock.

Please patrol & ticket cars that exceed the parking limits. This will assist in construction areas where the workers take so much parking all day long.

Please put angle parking on Johnston Road so that cars BACK into the park space. (New Westminster does this backward angle parking.) The current system is so dangerous trying to pull out backwards as traffic comes down the descent on Johnston Road.

Put small angle park spaces for motor cycles & scooters like they do in Europe. So frustrating when parking is hard to find to have the motorcycles & scooters take an entire park space up.

Recently the City of White Rock eliminated high demand park spaces outside Bayview Place condos on George street. This was short sighted and so frustrating to lose commercial/residential parking in this high density area.

During preparations for the high rises the City of White Rock has without warning to business owners shut down access on roads & side walks. This has happened several times in the last few years with all the new high rises. This is insensitive & really harmful to business owners. The commercial owners make a huge commitment with leases and their other employee & lease hold/business investments. Be grateful these business are in your community because South Surrey is looking really appealing.

I urge you to be thoughtful in your decision making and the way you inform businesses about such shutdowns. Make it a minimal interruption. If you shut down road or sidewalk access we are harmed beyond measure.

We have been in the community running our business for over 36 years. I hope that my comments assist you in offering support to aid the economic survival of the hard working self employed people who occupy the commercial areas of White Rock.

A multi-level public parkade should be developed in the town centre, like the one developed on the beach.

We need to park on waterfront as we have a consultation office there. We need more affordable parking options for offices, employers and employees on waterfront.

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