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

City Clerk's Office (604) 541-2212
E-mail clerksoffice@whiterockcity.ca

THE CORPORATION OF THE

CITY OF WHITE ROCK

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

April 20, 2017

A **REGULAR MEETING** of CITY COUNCIL will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC,** on April 24, 2017 to begin at **7:00 p.m.** for the transaction of business as listed below.

T. Arthur, City Clerk

A G E N D A

1. CALL MEETING TO ORDER

2. ADOPTION OF AGENDA

RECOMMENDATION
THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for April 24, 2017 as circulated.

3. ADOPTION OF MINUTES

a) April 10, 2017 – Regular Council **Page 10**
b) April 12, 2017 – Public Hearing (Bylaws 2201/2200/2193 & DP 398 / 2130 & 2131) **Page 24**
c) April 12, 2017 – Special Council **Page 33**

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

- April 10, 2017 – Regular Council ;
- April 12, 2017 – Public Hearing (Bylaws 2201/2200/2193 & DP 398 / 2130 & 2131); and
- April 12, 2017 – Special Council.

3.1 MEETING RECESS

The regular Council meeting will recess in order to consider the Public Hearing regarding Bylaw 2151 for 15541 Oxenham Avenue. The Regular meeting will reconvene following the adjournment or conclusion of the Public Hearing.

4. DELEGATIONS AND PETITIONS

4.1 DELEGATIONS

4.1.1 WHITE ROCK BUSINESS IMPROVEMENT ASSOCIATION (BIA) & SOUTH SURREY/WHITE ROCK CHAMBER OF COMMERCE: UPDATE REGARDING PHASE 1 OF THE WATERFRONT TASK FORCE

Ernie Klassen, President, White Rock BIA, and Cliff Annable, Executive Director, South Surrey/White Rock Chamber of Commerce to provide an update regarding Phase 1 of the Waterfront Task Force.

4.2 PETITIONS

None

5. PRESENTATIONS AND CORPORATE REPORTS

5.1 PRESENTATIONS

5.1a TELUS PUREFIBRE IN WHITE ROCK

Telus Presenters to provide an overview of the Telus PureFibre program in White Rock.

5.1b WATER QUALITY-SECONDARY DISINFECTION IN THE DISTRIBUTION SYSTEM

Staff to provide a PowerPoint presentation regarding the Water Quality - Secondary Disinfection in the Distribution System.

5.2 CORPORATE REPORTS

5.2.1 WATER QUALITY-SECONDARY DISINFECTION IN THE DISTRIBUTION SYSTEM

Corporate report dated April 24, 2017 from the Director of Engineering and Municipal Operations titled "Water Quality - Secondary Disinfection in the Distribution System". **Page 37**

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017, from the Director of Engineering and Municipal Operations, titled "Water Quality-Secondary Disinfection in the Distribution System".

5.2.2 FINANCIAL PLAN (2017-2021) BYLAW, 2016, NO. 2175, AMENDMENT NO. 1, BYLAW 2017, NO. 2204 **Page 47**

Corporate report dated April 24, 2017 from the Director of Financial Services titled "Financial Plan (2017-2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204".

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204".

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.1.*

5.2.3 WHITE ROCK ANNUAL RATES BYLAW, 2017, NO. 2205 **Page 59**

Corporate report dated April 24, 2017 from the Director of Financial Services titled "White Rock Annual Rates Bylaw, 2017, No. 2205".

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "White Rock Annual Rates Bylaw, 2017, No. 2205."

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.2.*

5.2.4 WHITE ROCK DRAINAGE UTILITY USER FEE BYLAW, 2004, NO. 1739, AMENDMENT NO. 10, BYLAW 2017, NO. 2194 **Page 61**

Corporate report dated April 24, 2017 from the Director of Financial Services titled "White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194".

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194".

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.3.*

5.2.5 WHITE ROCK SIDEWALK USE AGREEMENT BYLAW, 2017, NO. 2203 **Page 63**

Corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services titled "White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203".

RECOMMENDATION

THAT the Committee receive for information the April 24, 2017 report from the Acting Director of Planning and Development, titled "White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203."

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.6.*

5.2.6 APPLICATION FOR A LOUNGE ENDORSEMENT FOR THE PROPOSED BREWERY LICENSE AT 15220/22 NORTH BLUFF ROAD (LL 17-006) **Page 77**

Corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services titled "Application for a Lounge Endorsement for the Proposed Brewery License at 15220/22 North Bluff Road (LL 17-006)".

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Application for a Lounge Endorsement for the Brewery Licence at 15220/22 North Bluff Road (LL 17-006)";
2. Authorize staff to schedule the required public hearing for the proposed lounge endorsement at 15220/22 North Bluff Road; and
3. Authorize staff, pending the results of the public hearing, to forward a copy of the April 24, 2017 report and the results of the public hearing to the Liquor Control and Licensing Branch along with a resolution to advise that Council has considered the potential impact for noise and the impact on the community, and is in support of the approval of the Lounge Endorsement for the Brewery License at 15220/22 North Bluff Road.

5.2.7 COMPLETION OF FINAL ADOPTION PRE-REQUISITE – MIRAMAR VILLAGE (ZON 16-043) **Page 110**

Corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services titled "Completion of Final Adoption Pre-Requisite – Miramar Village (ZON 16-043)".

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Completion of Final Adoption Pre-Requisite – Miramar Village (ZON 16-043)".

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.4.*

5.2.8 SELECTION OF JOHNSTON ROAD GATEWAY CONCEPT DESIGN **Page 112**

Corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services titled "Selection of Johnston Road Gateway Concept Design".

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Selection of Johnston Road Gateway Concept Design;" and
2. Recommend that Council direct staff to proceed with the hybrid option presented in the corporate report to the detailed design stage.

5.2.9 LANDMARK – CLARIFICATION OF ISSUES RAISED AT PUBLIC HEARING (PDA/MJP 16-023) **Page 325**

Corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services titled "Landmark – Clarification of Issues Raised at Public Hearing (PDA/MJP 16-023)".

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Landmark – Clarification of Issues Raised at Public Hearing (PDA/MJP 16-023)".

Clerk Note: *The corresponding bylaw has been placed on the agenda for consideration under the Bylaw Section 7.1.8.*

5.2.10 CONTRACT AWARD 2017 DESIGN SERVICES FOR THE WATERFRONT PARKADE

Corporate report dated April 24, 2017 from the Director of Engineering and Municipal Operations titled "Contract Award 2017 Design Services for the Waterfront Parkade". **Page 328**

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Director of Engineering and Municipal Operations, titled "Contract Award for 2017 Design Services for the Waterfront Parkade"; and
2. Approve the award of a contract for the design of the Waterfront Parkade for the City of White Rock and related tendering and contract administration in the amount of $565,110 (excluding GST) to Musson Cattell Mackey Partnership (MCMP) & Read Jones Christofferson (RJC).

6. MINUTES AND RECOMMENDATIONS OF COMMITTEES

6.1 STANDING AND SELECT COMMITTEE MINUTES

- Land Use and Planning Committee – April 10, 2017 **Page 437**
- Environmental Advisory Committee – April 5, 2017 **Page 441**

RECOMMENDATION

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

a) Land Use and Planning Committee – April 10, 2017; and
b) Environmental Advisory Committee – April 5, 2017.

6.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

The following recommendation was brought forward from the **Environmental Advisory Committee** meeting held on April 5, 2017:

RECOMMENDATION: REVEGETATION OF THE HUMP

THAT Council direct staff to address the revegetation of the Hump in the near future, and that this matter be made a higher priority in the City's workplan.

Clerk Note: *The minutes of the April 5, 2017 Environmental Advisory Committee are noted on the agenda as item 6.1 for information.*

7. BYLAWS AND PERMITS

7.1 BYLAWS

7.1.1 BYLAW 2204 - FINANCIAL PLAN (2017 TO 2021) BYLAW, 2016, NO. 2175, AMENDMENT NO. 1, BYLAW 2017, NO. 2204 Page 446

The *Community Charter* requires that the 2017 to 2021 Financial Plan Bylaw be adopted before the property tax rate bylaw is adopted. Bylaw 2204 proposes updates to Financial Plan (2017-2021) Bylaw, 2016, No. 2175 (details outlined in the corporate report noted on this agenda as item 5.2.2).

RECOMMENDATION

THAT Council give first, second, and third reading to *"Financial Plan (2017 To 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204"*.

7.1.2 BYLAW 2205 - WHITE ROCK ANNUAL RATES BYLAW, 2017, NO. 2205 Page 450

Bylaw 2205 proposes to establish the City's 2017 property tax rates based and final property values for the year. Section 197 of the *Community Charter* requires that the City's property tax rates be adopted after adoption of the City's Financial Plan, but before May 15, 2017.

RECOMMENDATION

THAT Council give first, second, and third reading to *"White Rock Annual Rates Bylaw, 2017, No. 2205"*.

7.1.3 BYLAW 2194 - WHITE ROCK DRAINAGE UTILITY USER FEE BYLAW, 2004, NO. 1739, AMENDMENT NO. 10, BYLAW 2017, NO. 2194 Page 453

Bylaw 2194 proposes to set out 2017 drainage utility fees as authorized under Section 194 of the *Community Charter* (authorizes Council to establish fees for municipal services). This bylaw is being presented for consideration of first, second, and third reading.

RECOMMENDATION

THAT Council give first, second, and third reading to *"White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194"*.

7.1.4 BYLAW 2181 – WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-16 – 15177 THRIFT AVENUE, 1461 TO 1475 JOHNSTON ROAD, AND 15152 TO 15154 RUSSELL AVENUE) BYLAW, 2017, NO. 2181 **Page 455**

Bylaw 2181 would amend the text of the CD-16 zone to restore the most recently approved version (2011) of the CD-16 zone. This bylaw received first and second reading at the January 30, 2017 Regular Council meeting. Council passed a motion to waive the Public Hearing regarding the proposed bylaw. This Bylaw received third reading at the February 20, 2017 Regular meeting; at this time, staff was also directed to resolve the registration of the Section 219 Covenant prior to consideration of final reading.

A report outlining the completion of final adoption pre-requisites was considered earlier in the agenda as item 5.1.7. These conditions have been met and this Bylaw is being presented for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-16 – 15177 Thrift Avenue, 1461 to 1475 Johnston Road, and 15152 to 15154 Russell Avenue) Bylaw, 2017, No. 2181"*.

7.1.5 BYLAW 2195 – TICKETING FOR BYLAW OFFENCES BYLAW, 2011, NO. 1929, AMENDMENT NO. 5, 2017, NO. 2195 **Page 462**

Bylaw 2195 proposes to incorporate the "*White Rock Fire Protection and Safety Bylaw 2014, No. 2057*" within the "*Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 5, 2017, No. 2195"*. This Bylaw received three readings at the April 10, 2017 Regular meeting and is being presented for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "*Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 5, 2017, No. 2195"*.

7.1.6 WHITE ROCK SIDEWALK USE AGREEMENT BYLAW, 2017, NO. 2203 **Page 464**

Bylaw 2203 proposes to repeal and replace White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349 which addresses agreements for the use of sidewalks for business purposes. This bylaw is being presented for consideration of first, second, and third reading.

RECOMMENDATION

THAT Council give first, second, and third reading to *"White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203"*.

7.1.7 BYLAW 2201 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (SIDE MOUNTED BALCONY GUARDS) BYLAW, 2017, NO. 2201 **Page 483**

Bylaw 2201 proposes a text amendment to the Zoning Bylaw to allow side mounted balcony guards to project into setbacks a maximum of 0.15m (0.5ft) in all zones. Top-mounted (also called 'surface-' or 'floor-' mounted') balcony guards require penetration through the deck for screws or anchors and can lead to building envelope issues such as rot or mould, thereby decreasing the longevity of the structure, and as such top mounted balcony guards are not a desirable construction detail. This bylaw received first and second reading at the
March 27, 2017 regular meeting, was the subject of a Public Hearing held on April 12, 2017, and is being presented for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Side Mounted Balcony Guards) Bylaw, 2017, No. 2201*".

7.1.8 BYLAW 2193 - PHASED DEVELOPMENT AGREEMENT (1484 MARTIN STREET) BYLAW, 2017, NO. 2193 **Page 485**

Bylaw 2193 proposes a Phased Development Agreement has also been proposed to regulate the phasing of the project, secure the proposed amenity contribution and servicing requirements, and to secure current zoning bylaw provisions for a term of 10 years. The proposed development of 334 residential units and 5,230.8 square metres (56,304 square feet) of commercial area in a mixed use development at 1484 Martin Street requires a Major Development Permit with Variances. This bylaw received first and second reading at the March 27, 2017 regular Council meeting, and was the subject of a Public Hearing held April 12, 2017. A corporate report providing clarification regarding questions raised at the Public Hearing was considered earlier on the agenda as item 5.2.9. This bylaw is being presented for consideration of third reading.

RECOMMENDATION

THAT Council give third reading to "*Phased Development Agreement (1484 Martin Street) Bylaw, 2017, No. 2193*".

BYLAW CONSIDERED AT A PUBLIC HEARING HELD EARLIER THIS EVENING

7.1.9 BYLAW 2151 – WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (RT-1 – 15541 OXENHAM AVENUE) BYLAW, 2017, NO. 2151 **Page 548**

Bylaw 2151 would allow the construction of a duplex on the property. This bylaw was the subject of the Land Use and Planning Committee meeting held earlier in the evening. This bylaw received first and second reading at the April 10, 2017 Regular meeting, was the subject of a Public Hearing held earlier this evening. Council may choose to consider this Bylaw for third and final reading or defer consideration to a later date.

RECOMMENDATION

THAT Council give third and final reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151*".

7.2 PERMITS

None

8. CORRESPONDENCE

8.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

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

Clerk's Note: *Council Policy No. 109 notes that the City of White Rock does not make official proclamations. Items 8.1.1 & 8.1.2 have been included under correspondence for public information purposes only.*

8.1 E-mail dated April 4, 2017 from E. Pickett, Vancouver Humane Society, requesting the proclamation of Monday, May 15, 2017 as "Meatless Monday". **Page 550**

8.2 E-mail dated April 17, 2017 from S. Zhang, Falun Dafa Association of BC, requesting the City participate in the celebration of Falun Dafa by providing a greeting message. **Page 553**

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

9. MAYOR AND COUNCILLOR REPORTS

9.1 MAYOR'S REPORT

9.2 COUNCILLORS REPORTS

9.2.1 METRO VANCOUVER BOARD IN BRIEF

None

10. MOTIONS AND NOTICES OF MOTION

10.1 MOTIONS

None

10.2 NOTICES OF MOTION

None

11. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

None

12. OTHER BUSINESS

13. CONCLUSION OF THE APRIL 24, 2017 REGULAR COUNCIL MEETING

PRESENT: Mayor Baldwin
Councillor Chesney (arrived at 7:16 p.m.)
Councillor Fathers
Councillor Knight
Councillor Lawrence
Councillor Sinclair
Councillor Meyer

STAFF: D. Bottrill, Chief Administrative Officer
G. St. Louis, Director of Engineering and Municipal Operations / Acting Director of Planning and Development Services
S. Kurylo, Director of Financial Services
P. Lemire, Fire Chief
E. Stepura, Director of Recreation and Culture
C. Isaak, Manager of Planning
T. Arthur, City Clerk
S. Lam, Deputy City Clerk

Press: 1
Public: 11

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1. CALL MEETING TO ORDER

The meeting was called to order at 7:15 p.m.

2. ADOPTION OF AGENDA

2017-139 **It was MOVED and SECONDED**

THAT the Corporation of the City of White Rock Council adopts the agenda for its regular meeting scheduled for April 10, 2017 as circulated.

CARRIED

3. ADOPTION OF MINUTES

a) March 27, 2017 – Public Hearing (LL 17-001, White Rock Beach Beer Company)
b) March 27, 2017 – Regular Council

2017-140 **It was MOVED and SECONDED**

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

- March 27, 2017 – Public Hearing (LL 17-001, White Rock Beach Beer Company); and
- March 27, 2017 – Regular Council.

CARRIED

Councillor Chesney arrived at the meeting at 7:16 p.m.

Unapproved

4. DELEGATIONS AND PETITIONS

4.1 DELEGATIONS

4.1.1 POP-UP GALLERY OF WHITE ROCK

Elizabeth Hollick and Linda Pearce, artists, appeared as a delegation to thank the City for their support with the Pop-Up Gallery of White Rock.

2017-141 **It was MOVED and SECONDED**

THAT Council receives the information provided by Elizabeth Hollick and Linda Pearce, artists to thank the City for their support for the Pop-Up Gallery of White Rock.

CARRIED

4.1.2 NEW WESTMINSTER AND DISTRICT LABOUR COUNCIL: DAY OF MOURNING FOR WORKERS KILLED AND INJURED

Stephen Crozier, New Westminster and District Labour Council and White Rock resident, provided a delegation regarding April 28, 2017 as the "Day of Mourning for Workers Killed and Injured".

2017-142 **It was MOVED and SECONDED**

THAT Council receives the information provided by Stephen Crozier, New Westminster and District Labour Council and White Rock resident, regarding April 28, 2017 as the "Day of Mourning for Workers Killed and Injured".

CARRIED

4.2 PETITIONS

None

5. PRESENTATIONS AND CORPORATE REPORTS

5.1 PRESENTATIONS

None

5.2 CORPORATE REPORTS

5.2.1 CONTRACT AWARD FOR CAPITAL REPLACEMENT OF ENGINE 2

Corporate report dated April 10, 2017 from the Fire Chief titled "Contract Award for Capital Replacement of Engine 2".

2017-143 **It was MOVED and SECONDED**

THAT Council:

1. Receives for information the corporate report dated April 10, 2017 from the Fire Chief titled "Contract Award for Capital Replacement of Engine 2;" and
2. Approves the award of a contract in the amount of $627,000 (excluding taxes) for the supply and delivery of a mid-ship mounted Pumper Unit to Fire Power

Unapproved

Emergency Apparatus of Nanaimo, exclusive BC Dealer for Fort Garry Fire Trucks of Winnipeg, with the funding sources as noted in this corporate report.

CARRIED

5.2.2 BEER AND WINE GARDEN – SIP, TASTE AND MINGLE ON THE WATERFRONT RECEPTION

Corporate report dated April 10, 2017 from the Director of Recreation and Culture titled "Beer and Wine Garden – Sip, Taste and Mingle on the Waterfront Reception".

2017-144 **It was MOVED and SECONDED**

THAT Council:

1. Receives for information the corporate report dated April 10, 2017 from the Director of Recreation and Culture, titled "Beer and Wine Garden – Sip, Taste and Mingle on the Waterfront Reception;" and
2. Approves the request for a beer and wine garden for the Sip, Taste and Mingle on the Waterfront Reception being hosted by the White Rock Museum & Archives Society on Wednesday, June 14, 2017 from 7:00 p.m. – 10:00 p.m. at the White Rock Museum and Archives Plaza in accordance with the terms and conditions outlined in the corporate report.

CARRIED

5.2.3 TEXOR – COMPLETION OF FINAL ADOPTION PRE-REQUISITES (OCP/ZON/MJP 16-004)

Corporate report dated April 10, 2017 from the Acting Director of Planning and Development Services titled "Texor – Completion of Final Adoption Pre-Requisites (OCP/ZON/MJP 16-004)".

2017-145 **It was MOVED and SECONDED**

THAT Council receives for information the corporate report dated April 10, 2017 from the Acting Director of Planning and Development Services, titled "Texor – Completion of Final Adoption Pre-Requisites (OCP/ZON/MJP 16-004)".

CARRIED

5.2.4 TICKETING FOR BYLAW OFFENCES BYLAW, 2011, NO. 1929, AMENDMENT 5, 2017, NO. 2195

Corporate report dated April 10, 2017 from the Acting Director of Planning and Development Services titled "Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment 5, 2017, No. 2195".

2017-146 **It was MOVED and SECONDED**

THAT Council receives for information the April 10, 2017 report from the Acting Director of Planning and Development Services, titled "Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment 5, 2017, No. 2195".

CARRIED

Unapproved

6. MINUTES AND RECOMMENDATIONS OF COMMITTEES

6.1 STANDING AND SELECT COMMITTEE MINUTES

- Land Use and Planning Committee – March 27, 2017
- Tour de White Rock Committee – March 16, 2017
- Cultural Advisory Committee – March 28, 2017
- Economic Investment Committee – March 29, 2017

2017-147 **It was MOVED and SECONDED**

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

a) Land Use and Planning Committee – March 27, 2017;
b) Tour de White Rock Committee – March 16, 2017;
c) Cultural Advisory Committee – March 28, 2017; and
d) Economic Investment Committee – March 29, 2017.

CARRIED

6.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

6.2.1 The following recommendations were brought forward from the **Economic Investment Committee** meeting held on March 29, 2017:

2017-148 **It was MOVED and SECONDED**

THAT Council receives the following recommendations from the Economic Investment Committee to be considered as part of the Official Community Plan feedback process:

1) Include in the Official Community Plan provision(s) to attract construction of hotel/ condominium/convention centre;
2) Include in the Official Community Plan provision(s) to build more office/commercial space beyond ground level (second and third floor) within the Town Centre;
3) Include in the Official Community Plan provision(s) for live/work in the same building;
4) Directs staff to explore motorized people movement between the Town Centre and the Waterfront and East and West along Marine Drive;
5) Include in the Official Community Plan provision(s) that encourage healthy living options;
6) Directs staff to review 2009-2011previous work/study/analysis in regard to moving City Hall to the Town Centre area;
7) Adopt within the City's Design Guidelines and Vision encouragement of a Westcoast Contemporary Theme;
8) Directs staff to engage a design consultant to provide a concept design rendering or vision (Westcoast Contemporary) for development within the City and to encourage

Unapproved

current building owners within the Lower Town Centre, to embrace the theme offer a City cost sharing program to help initiate revitalization of these existing buildings;

9) Include in the Official Community Plan provision(s) maintaining a flow of height transition from the Town Centre to the Lower Town Centre, not reliant only on density;

10) Include in the Official Community Plan provision(s) in regard to the proposed 2.5 FSR in the Lower Town Centre allowing for further consideration in regard to the FAR ensuring decisions can be made from an economically viable perspective;

11) Continue the Vision / Rendering with the Westcoast Contemporary theme at the Waterfront;

12) Employ a trolley or golf cart service on a permanent basis May – September, with a graduated timeframe until school is out, for either a designated loop from the Town Centre to the Waterfront or just from East to West along the Waterfront;

13) Support a year-long attraction at the beach that will be included for budgetary purposes within the City's Community Amenity Contribution Policy;

14) Endorse the City explore the possibility of having the Amtrak train stop in White Rock; and

15) Form a Wayfinding Committee to develop a signage plan for the City of White Rock.

CARRIED

7. BYLAWS AND PERMITS

7.1 BYLAWS

7.1.1 BYLAW 2195 – TICKETING FOR BYLAW OFFENCES BYLAW, 2011, NO. 1929, AMENDMENT NO. 5, 2017, NO. 2195 **Page 59**

Bylaw 2195 proposes to incorporate the "*White Rock Fire Protection and Safety Bylaw 2014, No. 2057*" within the "*Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 5, 2017, No. 2195*".

2017-149 **It was MOVED and SECONDED**

THAT Council gives first, second and third reading to "*Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 5, 2017, No. 2195*".

CARRIED

7.1.2 BYLAW 2190 - COMMUNITY AMENITY RESERVE FUND BYLAW, 2017, NO. 2190

Bylaw 2190, as set out by Council Policy No. 511 and section 188 of the *Community Charter*, would establish a reserve fund for the receiving and spending of monies for amenities. This bylaw received first, second, and third reading at the March 27, 2017 Regular Council meeting and was presented for consideration of final reading.

2017-150 **It was MOVED and SECONDED**

Unapproved

THAT Council gives final reading to "*Community Amenity Reserve Fund Bylaw, 2017, No. 2190*".

CARRIED

7.1.3 **BYLAW 2191 - WHITE ROCK SECONDARY SUITE SERVICE FEE BYLAW, 2012, NO. 2009, AMENDMENT NO. 3, BYLAW 2017, NO. 2191**

Bylaw 2191 proposes to set out the 2017 secondary suite service fee based on associated revenues in Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175. This fee is recommended to increase by $10, from $270 to $280, as stated in Bylaw No. 2191. This bylaw received first, second, and third reading at the March 27, 2017 Regular Council meeting was presented for consideration of final reading.

2017-151 **It was MOVED and SECONDED**

THAT Council gives final reading to "*White Rock Secondary Suite Service Fee Bylaw, 2012, No. 2009, Amendment No. 3, Bylaw 2017, No. 2191*".

CARRIED

7.1.4 **BYLAW 2192 - COLLECTION, REMOVAL, DISPOSAL AND RECYCLING OF SOLID WASTE BYLAW 2015, NO. 2084, AMENDMENT NO. 3, BYLAW 2017, NO. 2192**

Bylaw 2192 proposes to set out the 2017 solid waste collection user fee based on associated revenues in Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175. This fee is recommended to be $333, as stated in Bylaw No. 2192. This incorporates a reduction of $7 compared to 2016's fee. This bylaw received first, second, and third reading at the March 27, 2017 Regular Council meeting was presented for consideration of final reading.

2017-152 **It was MOVED and SECONDED**

THAT Council gives final reading to "*Collection, Removal, Disposal and Recycling of Solid Waste Bylaw 2015, No. 2084, Amendment No. 3, Bylaw 2017, No. 2192*".

CARRIED

7.1.5 **TWO (2) BYLAWS REGARDING 14022/34 NORTH BLUFF ROAD AND 1590 NICHOL ROAD (TEXOR)**

Bylaws 2126 and 2127 would allow the development of a five-storey, mixed use development with 51 residential units and commercial space at 14022/34 North Bluff Road and 1590 Nichol Road. These bylaws received first and second reading at the November 28, 2016 Special meeting, and were the subject of a Public Hearing on December 12, 2016. These bylaws also received third reading on December 12, 2016, and were presented for consideration of final reading.

Unapproved

a. **BYLAW 2126 – OFFICIAL COMMUNITY PLAN BYLAW, 2008, NO. 1837, AMENDMENT NO. 22 (14022/34 NORTH BLUFF ROAD AND 1590 NICHOL ROAD), 2016, NO. 2126 (TEXOR)**

2017-153 **It was MOVED and SECONDED**
THAT Council gives final reading to *"Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 22, (14022/34 North Bluff Road and 1590 Nichol Road), 2016, No. 2126."*

CARRIED
Councillor Chesney voted in the negative

b. **BYLAW 2127 – WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-56 – 14022/34 NORTH BLUFF ROAD AND 1590 NICHOL ROAD) BYLAW, 2016, NO. 2127**

2017-154 **It was MOVED and SECONDED**
THAT Council gives final reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-56 – 14022/34 North Bluff Road and 1590 Nichol Road) Bylaw, 2016, No. 2127"*.

CARRIED
Councillor Chesney voted in the negative

BYLAWS CONSIDERED AT LAND USE AND PLANNING COMMITTEE HELD EARLIER IN THE EVENING

7.1.6 **BYLAW 2151 – WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (RT-1 – 15541 OXENHAM AVENUE) BYLAW, 2017, NO. 2151**
Bylaw 2151 would allow the construction of a duplex on the property. This bylaw was the subject of the Land Use and Planning Committee meeting held earlier in the evening. The staff recommendation at that time was to provide first and second reading to Bylaw 2151. This Bylaw has only been placed on the agenda in the circumstance the Committee recommends to move forward with first and second reading.

2017-155 **It was MOVED and SECONDED**
THAT Council:
1. Gives first and second reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151*"; and
2. Directs staff to schedule the required public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151*".

CARRIED

Unapproved

7.1.7 **TWO (2) BYLAWS REGARDING 1516/26/36/50/56 FINLAY STREET AND 15601/21 RUSSELL AVENUE (OVIEDO HOMES LTD.)**

Bylaws 2156 and 2157 would allow for a 13-storey building with 126 residential units over retail and office space. These bylaws were the subject of the Land Use and Planning Committee meeting held earlier in the evening. The staff recommendation at that time was to **reject** consideration. The Land Use and Planning Committee recommended that Council move forward with consideration of the bylaw readings with the notation that staff will make a concerted effort to review the matter of an affordable housing agreement in lieu of a cash amenity (or at least partly)/ public hearing and staff presented additional approval requirements as follows for consideration of Council.

a. **BYLAW 2156 - OFFICIAL COMMUNITY PLAN BYLAW, 2008, NO. 1837, AMENDMENT NO. 27 (1516/26/36/50/56 FINLAY STREET AND 15601/21 RUSSELL AVENUE) BYLAW, 2017, NO. 2156 (OVIEDO HOMES LTD.)**

2017-156 **It was MOVED and SECONDED**

THAT Council gives first and second reading to *"Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156"*.

CARRIED
Councillors Chesney, Fathers
and Mayor Baldwin voted in the negative

b. **BYLAW 2157 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-57 – 1516/26/36/50/56 FINLAY STREET AND 15601/21 RUSSELL AVENUE) BYLAW, 2017, NO. 2157 (OVIEDO HOMES LTD.)**

2017-157 **It was MOVED and SECONDED**

THAT Council gives first and second reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157"*.

CARRIED
Councillors Chesney, Fathers
and Mayor Baldwin voted in the negative

2017-158 **It was MOVED and SECONDED**

THAT Council endorses the following approval requirements for *"Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156" and "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157" as follows:*

1. Confirm the consultation approach in the staff report April 10, 2017 as appropriate for consultation with persons, organizations and authorities that will be affected by the amended "Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156," pursuant to Section 475 of the *Local Government Act*;

Unapproved

2. Consider the amended "Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156" in conjunction with the City's Financial Plan, and Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;
3. Direct staff to confirm the proposed amenity contribution with the applicant prior to the public hearing; and
4. Direct staff to resolve the following issues prior to final adoption:

a. registration of a Section 219 restrictive covenant for the amenity contribution;

b. registration of a Section 219 restrictive covenant for the servicing requirements; and

c. registration of a Section 219 restrictive covenant for enhanced life safety items to the satisfaction of the Fire Chief; and

THAT Council directs staff to schedule the required public hearing for *"Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156" and "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157"*.

CARRIED
Councillors Chesney, Fathers
and Mayor Baldwin voted in the negative

7.2 **PERMITS**
None

8. **CORRESPONDENCE**

8.1 **CORRESPONDENCE - RECEIVED FOR INFORMATION**

2017-159 **It was MOVED and SECONDED**
THAT Council receives the following items of correspondence as circulated:

8.1.1 Letter dated March 1, 2017 from S. McVittie, Vice President of the Royal Society of St. George, requesting April 23, 2017 be proclaimed as St. George Day in White Rock;

8.1.2 Letter from R. Naidoo requesting April 24, 2017 be proclaimed as Human Values Day;

8.1.3 Letter received March 10, 2017 from Hon. S. Bond, Minister of Jobs, Tourism and Skills Training and Minister Responsible for Labour and G. Kyllo, Parliamentary Secretary, The BC Jobs Plan, regarding *Canada Starts Here: The BC Jobs Plan;* and

8.1.6 Letter dated March 23, 2017 from K. Mullinix, Director of KPU – Institute for Sustainable Food Systems, to inform of the Southwest British Columbia Bioregional Food System Design Project. Attached to the correspondence was 1)

Unapproved

the Full Study Report, and 2) the Executive Summary, both which are available for view online at www.kpu.ca/isfs/swbcproject

CARRIED

8.1.4 Two (2) letters regarding confirmation of E-Comm Board of Directors Designates – 2017-2018 Term (for Township of Langley, City of Surrey, and City of White Rock) & City of White Rock representative for the upcoming June 2017 Annual General Meeting:

a) Letter dated March 30, 2017 to the City of White Rock from The Township of Langley; and
b) Letter dated March 24, 2017 from J. Robertson, Corporate Secretary for E-Comm 9-1-1.

CARRIED

2017-160 **It was MOVED and SECONDED**
THAT Council
1. Receives the following correspondence for information:
   - Letter dated March 30, 2017 to the City of White Rock from The Township of Langley
   - Letter dated March 24, 2017 from J. Robertson, Corporate Secretary for E-Comm 9-1-1;
2. Reconfirms Mayor Jack Froese, Township of Langley, as the E-Comm Board of Directors Designate representing the Township of Langley / City of White Rock for the 2017-2018 term; and
3. Confirms appointment of Councillor Lawrence as "E-Comm Board of Directors Designate 2017 - 2018 Term" to vote in regard to the City of White Rock shares at the June 2017 Annual General Meeting.

CARRIED

8.1.5 Letter dated March 17, 2017 from C. Somerville, Federation of Canadian Municipalities (FCM), President, advising that the FCM Legal Defense Fund has been fully depleted, and requesting the City of White Rock contribute the optional $467.04 (as attached to the correspondence) towards the FCM Legal Defense Fund

2017-161 **It was MOVED and SECONDED**
THAT Council receives the following:
1. Letter dated March 17, 2017 from C. Somerville, Federation of Canadian Municipalities (FCM), President, advising that the FCM Legal Defense Fund has been fully depleted; and
2. Authorizes the City of White Rock to contribute $467.04 towards the FCM Legal Defense Fund.

CARRIED

Unapproved

9. MAYOR AND COUNCILLOR REPORTS

9.1 MAYOR'S REPORT

Mayor Baldwin noted the following community events / information:

- April 5, Fire Incident on Marine Drive, Thank you to the Fire Chief, our Local Fire Department, White Rock RCMP, BC Ambulance and staff for their prompt and caring response
- March 29/30, Municipal Pension Board of Trustees meetings
- Mach 31, Metro Vancouver Board of Directors meeting
- March 31, Annual Pow Wow Celebration at Earl Marriott Senior Secondary
- Recently met with newly elected Chief Harley Chappell of the Semiahmoo First Nation
- April 1, The White Rock Business Improvement Association (BIA) "Keep the Drive Alive" event complimenting what the City has and will be undertaking for the waterfront:
  - -Recent sidewalk expansion on East Beach;
  - -New lamp standards so flowers can be displayed
  - -Clean up and beautification with the assistance of the City's new Parks Manager
  - -Free trolley service to the waterfront in partnership with the BIA
  - -Memorial Park
  - -Plantings along the hump;
  - -Parkade at Vidal Street (300 parking spaces)
  - -Climate proofing the East End of the promenade
  - -Working with the Ministry of Environment to elevate east end of the promenade to create more dry land to permit widening of the promenade and space for picnicking and an all abilities/ages playground
  - -More all ability access points to the beach
  - -Additional events: City's 60th Anniversary/Canada 150 Birthday (Snowbirds)
- April 4, Rotary Club (Guest Speaker re: $11.7 Joint Grant from the Province and Federal Government
- April 5, Provincial Announcement $8.2 m for the expansion of the Peace Arch Hospital ER including a surgical suite
- April 6, White Rock Community Policing/Victim Service/Auxiliary Appreciation and Awards Dinner
- April 7, TransLink Mayor's Council on Regional Transportation meeting
- April 8, South Surrey White Rock Minor Softball Association Opening Day Celebration
- April 8, BIA, Vitality Expo
- April 8, Tourism White Rock Volunteer Appreciation

Unapproved

9.2 COUNCILLORS REPORTS

Councillor Chesney noted the following community events / information:

- March 30, Official Community Plan Pop Up Feedback Session
- March 31 & April 2, Annual Pow Wow Celebration at Earl Marriott Senior Secondary
- April 1, Community Conversation
- April 5, Provincial Announcement $8.2 m for the expansion of the Peace Arch Hospital ER including a Surgical Suite
- April 6, White Rock Community Policing/Victim Service/Auxiliary Appreciation and Awards Dinner

Councillor Sinclair noted the following community events / information:

- March 28, Cultural Advisory Committee
- April 5, Provincial Announcement $8.2 m for the expansion of the Peace Arch Hospital ER including a surgical suite
- April 1, Laura's Coffee Corner Grand Opening of the new site
- Pop Up Town Art Gallery "Drawing on Life"

Councillor Fathers noted the following community events / information:

- March 28, Opening of Semiahmoo Arts Exhibit "Double Exposure Photography"
- March 28, Official Community Plan Pop Up Feedback Session
- March 29, Economic Investment Committee
- March 31, Social Justice Film Festival "To the Ends of the Earth"
- April 1, Laura's Coffee Corner Grand Opening of the new site
- April 1, White Rock Business Improvement Association (BIA) "Keep the Drive Alive" event
- April 6, White Rock Community Policing/Victim Service/Auxiliary Appreciation and Awards Dinner
- April 6, Club 240 / 1920's Swing Band (Alex Browne)

Unapproved

Councillor Meyer noted the following community events / information:

- March 29, Economic Investment Committee
- April 1, Laura's Coffee Corner Grand Opening of the new site
- April 1, White Rock Business Improvement Association (BIA) "Keep the Drive Alive" event
- Information Session Re: Fire of April 5
- April 5, Environmental Advisory Committee
- Announced the erosion control works being conducted on the beach is note complete (East / West Beach)

Councillor Lawrence noted the following community events / information:

- Thank you to all those who were involved in the fire response for the fire on Marine Drive and commend the ESS staff, all involved were professional and compassionate during a difficult time

9.2.1 **METRO VANCOUVER BOARD IN BRIEF**

METRO VANCOUVER BOARD IN BRIEF – MARCH 31, 2017

2017-162 **It was MOVED and SECONDED**
THAT Council receives for information the March 31, 2017 Metro Vancouver Board in Brief document.

CARRIED

10. **MOTIONS AND NOTICES OF MOTION**

10.1 **MOTIONS**
None

10.2 **NOTICES OF MOTION**
None

11. **RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**
None

Unapproved

12. **OTHER BUSINESS**

13. **CONCLUSION OF THE APRIL 10, 2017 REGULAR COUNCIL MEETING**
The Chairperson declared the meeting concluded at 8:06 p.m.

Mayor Baldwin

Tracey Arthur, City Clerk

Unapproved

PRESENT: Mayor Baldwin
Councillor Chesney
Councillor Fathers
Councillor Knight
Councillor Lawrence
Councillor Sinclair
Councillor Meyer

STAFF: D. Bottrill, Chief Administrative Officer
G. St. Louis, Acting Director of Planning and Development Services
Director of Engineering and Municipal Operations
C. Isaak, Manager of Planning
T. Arthur, City Clerk
K. Overton, Manager, Property, Risk Management, and FOI, City of White Rock

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1. PUBLIC HEARING MEETING TO ORDER

The public hearing / meeting was called to order at 5:05 p.m.

2. CITY CLERK TO READ A STATEMENT OF PROCEDURES FOR ALL FOUR (4) PUBLIC HEARINGS/PUBLIC MEETING TO BE HELD AT THIS TIME

The City Clerk read the statement of procedures for all four (4) of the Public Hearings / Meeting outlined within the agenda

3. BYLAW 2201

3.1 WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (SIDE MOUNTED BALCONY GUARDS) BYLAW, 2017, NO. 2201

The Chairperson called the Public Hearing to order at 5:09 p.m.

The City Clerk noted the **purpose** of Bylaw No. 2201: **Bylaw 2201** proposes a text amendment to the Zoning Bylaw to allow side mounted balcony guards to project into setbacks a maximum of 0.15m (0.5ft) in all zones. Securing balcony guards to the side of the building is a preferred construction practice for waterproofing, as top-mounted (also called 'surface-' or 'floor-' mounted') balcony guards require penetration through the waterproof membrane for screws or anchors and can lead to drainage and building envelope issues. The proposed amendment is intended to encourage builders to mount balcony guards to the side of the structure.

The City Clerk advised that the Public Hearing was publicized as follows:

- Notice was given in the **April 5 and 7, 2017** editions of the Peace Arch News; and
- A copy of the notice was placed on the public notice posting board at City Hall on **March 23, 2017.**

The Chairperson invited the Acting Director of Planning and Development Services to present the proposed Bylaw.

Unapproved

The City Clerk noted as of 12:00 p.m. April 12, 2017, there were no submissions received in regard to Bylaw 2201.

The Chairperson invited those in attendance to present their comments:

- K. Jones, White Rock, BC, stated the concept of the side mounted balcony guards was good but does not agree with them encroaching into the setbacks and stated that a requirement from the City as part of the zoning bylaw should not have an incentive given in regard to it.

As there were no further speakers the Chairperson concluded the Public Hearing for Bylaw 2201 at 5:13 p.m.

4. BYLAW 2200

4.1 WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-19 – 1550 OXFORD STREET) BYLAW, 2017, NO. 2200

CIVIC ADDRESS: 1550 OXFORD STREET (EVERGREEN)

The Chairperson called the Public Hearing regarding Bylaw 2200 to order at 5:14 p.m.

The City Clerk noted the purpose of Bylaw No. 2200: **Bylaw 2200** proposes to allow three (3) additional complex care beds on the property. The proposal would increase the number of complex care beds on the property from 249 to 252, and the total number of beds/units from 443 to 446.

The City Clerk advised that the Public Hearing was publicized as follows:

- **549** notices were mailed to properties within a 100 metre radius of the subject site;
- Notice was given in the **April 5 and 7, 2017** editions of the Peace Arch News; and
- A copy of the notice was placed on the public notice posting board at City Hall on **March 23, 2017.**

The Chairperson invited the Acting Director of Planning and Development Services to present the proposed Bylaw.

The City Clerk noted the following written submissions were received with respect to Bylaw 2200:

As of 12:00 p.m. April 12, 2017, there was one (1) submission received, included in the agenda package that was from a South Surrey resident who was opposed to the bylaw application.

The Chairperson invited those in attendance to present their comments:

- J. Kirlik, Surrey, BC read and submitted a statement for Stephen Bennett, Executive Director of Evergreen Baptist Home in support of the application.

As there were no further speakers the Chairperson concluded the Public Hearing for Bylaw 2200 at 5:19 p.m.

Unapproved

5. BYLAW 2193 & DEVELOPMENT PERMIT NO. 398

5.1 PHASED DEVELOPMENT AGREEMENT (1484 MARTIN STREET) BYLAW, 2017, NO. 2193 & DEVELOPMENT PERMIT NO. 398

CIVIC ADDRESS: 1484 MARTIN STREET (LANDMARK)

The Chairperson called the Public Hearing / Public Meeting to order at 5:20 p.m.

The City Clerk noted the purpose of Bylaw No. 2193 & Development Permit No. 398:

Bylaw 2193 attaches and enters into a Phased Development Agreement (PDA) to regulate the phasing of the project, secure the proposed community amenity contribution and servicing requirements, and secure current zoning bylaw provisions for a term of 10 years.

Development Permit 398: proposes to regulate the form and character of the proposed three-tower mixed use development, and to allow the following variances: increasing the maximum height from 80.7 metres to 85.6 metres to allow the elevator overruns and architectural features, and variances to the White Rock Sign Bylaw 2010, No. 1923 for the orientation, size, and number of signs proposed for the site.

The City Clerk advised that the Public Hearing was publicized as follows:

- **1147** notices were mailed to properties within a 100 metre radius of the subject site;
- Notice was given in the **April 5 and 7, 2017** editions of the Peace Arch News; and
- A copy of the notice was placed on the public notice posting board at City Hall on **March 23, 2017.**

The Chairperson invited the Acting Director of Planning and Development Services to present the proposed Bylaw.

The City Clerk noted the following written submissions were received with respect to Bylaw 2193 and DP No. 398:

As of 12:00 p.m. April 12, 2017, there were 16 submissions received. 10 were included in the agenda package and 6 were presented on table.

- 16 in opposition with the following breakdown:
  - 14 residing in White Rock
  - 2 not residing in White Rock

Councillor Meyer noted the following at this time: After the last Council meeting there has been some public comments regarding the phasing of the project. Specifically comments concerning the preference to construct the first phase with the tower that has a larger commercial and office space component.

The Chairperson noted that the proponent would speak to this matter as part of the public hearing.

Unapproved

The Chairperson invited those in attendance to present their comments:

- N. Stowe, Representative of the application, Surrey, BC, outlined the project process including supportive feedback from the City's Advisory Design Panel and stated the applicant's commitment as long term believing the development would be a good fit for the City with its interactive public space, street commercial and restaurants offering a walkable neighbourhood.

- S. Brown, Executive President of 5th Avenue Real Estate, Surrey, BC, submitted thirteen (13) written letters of support for the application and spoke in regard to marketable matters of the proposal: due to proposed unit size this offers those currently living in the area ability to downsize but remain in White Rock, walkable neighbourhood promoting local business, it is an affordable opportunity for families that can't afford a single family dwelling and stated this type of development will enhance the Town Centre by creating vibrancy.

  Note: When Mr. Brown dropped off the noted submissions to the City Clerk a further submission was given from L. Wood who was not in support of the application.

- D. Kohlsmith, White Rock, BC, not in support of the application stating the design was too modernistic and high, height of 12 – 14 stories would be a better fit for the area (better compliance with the nearby Sussex building).

- T. Rachmacker, White Rock, BC, in support of the application, understood this lot would be built upon when he moved nearby.

- P. Kutak, Representative of the application, Burnaby, BC, spoke in support of the application noting the company's commitment to building the project and added that they have taken environmental practices into consideration, have been working on a parking plan for during construction in best effort to minimize disruption of the neighbours, have provided parking that exceeds the requirements, as well as a Community Amenity Contribution.

  Mr. Kutak addressed Councillor Meyers inquiry at the start of the meeting regarding the phasing of the buildings, stating that Landmark had shifted the phasing as provided in the public hearing information where the residential units were to be built first then the commercial / business component (once realized proportion of residential units vs. commercial / business) stating it made more economic sense for building B to go first in order to bring in the population then fill the additional need of the property owners with commercial / business) the design is to be a continual build until completion. Phasing proposed is due to economics.

- F. Spencer, White Rock, BC, not in support of the application noting concern with the phased development agreement term of 10 years stating construction over that length of time is a problem for the nearby residents and will have an impact on the property assessments, noted the building height and concern that it will set a precedent in terms of height for the area.

- J. Crawford, White Rock, BC, in support of the application stating he liked the building's modern design, appears to help maintain the view corridor and the development gives the opportunity for the public to "age in place" (downsize with no yard to look after and remain in the City of White Rock).

Unapproved

- M. Kenchington, Representative of the application, gave an overview of the application process including two (2) meetings with the neighbours and various meetings with the City, each time they refined the project in reflection of the feedback and took into consideration the real estate market, stated that the application will help revitalize Town Centre and promoted liveability / walkability neighbourhoods.
- P. Embley, Surrey, BC and property owner within the City of White Rock, not in support of the application noting concern in regard to parking during project construction and with drainage along Foster Street and impact this development will have on that current concern, had tried to get in contact with the applicant on this later matter.
- D. Hundt, White Rock, BC, not in support of the application noting concern with the proposed building heights and impact (shadow / shading / lack of sunlight) and stating the building footprint is too far out to sidewalk and will result in blocking views, further concerns were noted regarding: street traffic congestion, parking, 10 year Phased Development Agreement (too long for construction and the impact) it was suggested to reduce the size of buildings and have them comply with the rest of the neighbourhood.
- J. Dahl, White Rock, BC, not in support of the application, not against development and stated that it was known the lot would be developed. Concern was noted in regard to the shadow studies on the surrounding buildings, infrastructure (water supply concern), traffic and stated that it would be preferable to have infrastructure updated and address the shadow impact.
- P. Petrala, White Rock, BC, not in support of the application noting concern with the design and with the proposed building heights, not in compliance with the Official Community Plan (OCP) and would prefer to see more modestly profitable step down complex, stating that it is not required to go up in order to achieve density (wind tunnels). Further concerns were noted in regard to fire safety, views, additional need for use at the hospital, FAR density bonus, the proposed form and design too dense and concern that this will set an unwanted precedent.
- R. Louis, White Rock, BC, not in support of the application stated concern with the City's collection of Community Amenity Contributions and how the funds would be spent noting it should go to basic infrastructure, sidewalk maintenance, improving the business environment. Also noted that the City should jointly be planning with the City of Surrey (planning in conjunction) and concern noted in regard to current water supply in regard to fire safety.
- D. Thompson, White Rock, BC, not in support of the application, stated that they were aware there would be development on the nearby lot to the Sussex building, but is not in support of the proposed style and the design of the buildings (wind tunnels). Had met previously with the applicant and it was stated that they did not want high towers and a further meeting, although was noted there would be one, it did not occur. There is a need for commercial space, developer did not appear to listen to what the neighbours wanted further concerns were noted in regard to views, additional traffic, noise, water supply (fire safety).
- G. Knights, White Rock, BC, not in support of the application, noting concern in regard to the how busy the area already is, traffic, water supply, additional need at the hospital, does not think additional towers are what the City needs, would like to see a "reasonable" height.
- K. Conners, Surrey, BC, local relator, in support of the application, stating that there were valid points made this evening by some of the residents and noted there is a lack of supply of residential (towers are affordable housing) in the Town Centre, the application promotes

Unapproved

walkability as it is close to transportation, there are many who want to downsize and live in a walkable environment like the application provides.

- D. Clements, White Rock, BC, in support of the application stating it is a good development concept for the City's future; however when the project moves forward a parking plan must be put in place and transportation needs to be considered.
- K. Jones, White Rock, BC, not in support of the project noting it is contrary to the recommendations of the City's Planning Department and the new OCP, the current design will case wind tunnels and will overlook the nearby buildings, does not agree that the application will promote liveability within the City, adding that growth should be controlled.
- M. Hornack, White Rock, BC, stated the public hearing process is important, it's important to give the opportunity for all in attendance to hear what each other have to say.
- P. Petrala (second time), White Rock, BC, not in support of the application, noting further concern with population increases, the City should consider building for those living in White Rock year round, concern with higher population and the possible impact on the hospital and infrastructure, water capacity, does not want to see towers built.
- R. Louis (second time), White Rock, BC stated that the Community Amenity Contributions (CAC) tracking (new bylaws) is not the only measure required and that a City Committee should be established to consider how the CAC funds should be spent and there should be input on these expenditures by the residents and stakeholders.
- K. Jones (second time), White Rock, BC, not in support of the application, noting concern with the proposed Phased Development Agreement: firefighting room - who will be responsible for stocking and maintaining it, description of the minor amendment of the agreement, provision regarding no further public hearing, 10 year term, stated the agreement should be further reviewed.
- H. Ellis, White Rock, BC, in support of the application, stated that he was excited about the area developing; the application will enhance the neighbourhood / the City.
- P. Keely, White Rock BC, not in support of the application, would like to see it scaled down, and would like the citizens give be able to give input as to how the Community Amenity Contribution will be utilized (tax decrease).
- P. Petrala (third time), White Rock BC, not in support of the application would like to see integration of social and affordable housing (negotiations should be done with BC Housing in regard to affordable housing so BC Housing workers can live / conduct homecare support).
- B. Ross, White Rock, BC, not in support of the application, noting concerns in regard to the following: the shadow the building will create, increase of traffic, water capacity, water quality and sewerage.
- J. Duffy, White Rock, BC, not in support of the application, understood there would be development on the subject site but hoped it would be 12 – 14 stories in height maximum, does not think the proposed heights fit in the neighbourhood. Concern that the height will shadow the nearby building, and with the construction time if it were to take 10 years.
- R. Louis (third time) White Rock, BC, concern as to how the CAC funds and Development Cost Charges would be spent.

The Chairperson called a recess at 6:54 p.m. for a ten (10) minute break.

Unapproved

The Chairperson reconvened the Public Hearing / Meeting for Bylaw No. 2193 and Development Permit 398 at 7:02 p.m. with all noted members of Council and staff in attendance.

The Chairperson resumed asking if there were any further speakers:

- K. Jones (third time), White Rock, BC, noted further concern in regard to the Phased Development Agreement and stated it required further review.

As there were no further speakers the Chairperson concluded the Public Hearing for Bylaw 2193 & DP. No. 398 at 7:05 p.m.

6. BYLAWS 2130 & 2131

6.1 OFFICIAL COMMUNITY PLAN BYLAW 1837, 2008, AMENDMENT NO. 24 (14825/35 THRIFT AVENUE), 2016, NO. 2130

WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-51 – 14825/35 THRIFT AVENUE) BYLAW, 2016, NO. 2131

CIVIC ADDRESS: 14825/35 THRIFT AVENUE (FORGE)

The Chairperson called the Public Hearing to order at 7:06 p.m.

The City Clerk noted the purpose of Bylaws No. 2130 & 2131:

Bylaw 2130 proposes a change in the Official Community Plan (OCP) designation for the properties located at 14825/35 Thrift Avenue from 'Multi-Unit Residential – Low Density' to 'Multi-Unit Residential – Medium Density'.

Bylaw 2131 proposes a change in the zoning of the property from 'RS-1 One Unit Residential Zone' to 'CD-51 Comprehensive Development Zone.'

In response to concerns regarding height and density raised by the public at the previous public hearing the applicant has provided new drawings for the construction of a residential building 10-storeys in height with 25 units.

The City Clerk advised that the Public Hearing was publicized as follows:

- **151** notices were mailed to properties within a 100 metre radius of the subject site;
- Notice was given in the **April 5 and 7, 2017** editions of the Peace Arch News; and
- A copy of the notice was placed on the public notice posting board at City Hall on **March 23, 2017.**

The Chairperson invited the Acting Director of Planning and Development Services to present the proposed Bylaw.

The City Clerk noted the following written submissions were received with respect to Bylaws 2130 and 2131:

Unapproved

As of 12:00 p.m. April 12, 2017, there were 33 submissions received. 13 were included in the agenda package and 20 were presented on table.

- 30 in opposition with the following breakdown:
  - 24 residing in White Rock
  - 6 not residing in White Rock

- 3 in support with the following breakdown:
  - 1 residing in White Rock
  - 2 not residing in White Rock

The Chairperson invited those in attendance to present their comments:

- R. Surridge, White Rock BC, not in support of the application noting concern with the following: proposed density (still significant), removal of trees on the site and nearby, privacy shading and stated the footprint should be located at least 60 feet from the property line (80 feet separation) the building next store (The Royce) will be only 40 feet away. The proposed building is too tall and too close, the west side of The Royce will be overlooked and there was concern with privacy and impact on views.

- C. McQuire, White Rock, BC, not in support of the application, stating that there should have been a further information meeting held prior to the amended application going to public hearing, the application does not follow the current Official Community Plan (OCP), the proposed density and height do not fit with the area and the additional traffic and disruption of liveability and parking during the construction.

- S. Leary, White Rock BC, not in support of the application stating that a tower is not suited for the site, and that there will be impact on the sun/view and that the proposed Community Amenity Contribution (CAC) is not significant.

- R. Louis, White Rock, BC, stated not against development and supports cohesive projects but in order to have this the City should establish a Joint Planning Committee with the City of Surrey reviewing development along North Bluff Road. Suggested that the CAC would go toward debt reduction (Water Utility Purchase) or to upgrade and maintain infrastructure including roadways or creation of a Façade Improvement Program.

- M. Gallagher, White Rock, BC, not in support of the application, the Royce building blends with the area, it is a beautiful area, and the proposed building is to too high and does not fit with the area look.

- K. Jones, White Rock, BC, not in support of the application, the proposal is not in keeping with the surrounding neighbourhood, towers in the area are not compatible with phasing from Single Family Dwellings right in the area, should not be any higher than the existing Royce building and it should be further set back from the water well (protecting water), the proposal is not in compliance with the OCP present and future.

-

Unapproved

- R. Louis (second time), White Rock BC, noted concern in regard to the City's water capacity and new high rise buildings (fire safety and water capacity use), would like to see there be a report come forward in regard to the adequacy of the water supply when dealing with emergencies prior to the project moving forward to be included is information in regard to the water valves from the City of Surrey and if they are working.

The Chairperson asked the Director of Engineering and Municipal Operations to confirm the City's current water capacity at this time compared to when the City purchased the water utility in October 2015 and comment in regard to the water valves from the City of Surrey.

The Director of Engineering and Municipal Operations noted the following:

The City's current water capacity is approximately 6 million litres compared to 4.5 million litres that there was in May 2016. Since May 2016 the City completed construction of the Merklin reservoir adding to the City's water capacity.

The water valves from the City of Surrey are there for emergency purposes, there was one valve that the water flowed from White Rock to Surrey during the May 2016 fire and this was due to the water pressure in White Rock being higher than Surrey's water pressure at the time.

As there were no further speakers the Chairperson concluded the Public Hearing for Bylaws 2130 and 2131 at 7:37 p.m.

7. MEETING CONCLUSION

The Chairperson concluded the Public Hearing / Public Meeting session for April 12, 2017 at 7:37 p.m.

Mayor Baldwin

Tracey Arthur, City Clerk

Unapproved

PRESENT: Mayor Baldwin
Councillor Chesney
Councillor Fathers
Councillor Knight
Councillor Lawrence
Councillor Sinclair
Councillor Meyer

STAFF: D. Bottrill, Chief Administrative Officer
G. St. Louis, Acting Director of Planning and Development Services/ Director of Engineering and Municipal Operations
T. Arthur, City Clerk
K. Overton, Manager of Property, Risk Management, and FOI

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1. CALL MEETING TO ORDER

The meeting was called to order at 5:04 p.m.

2. ADOPTION OF AGENDA

2017-163 **It was MOVED and SECONDED**

THAT the Corporation of the City of White Rock Council adopts the agenda for its special meeting scheduled for April 12, 2017 as circulated.

CARRIED

3. MEETING RECESS / RECONVEENED

The special meeting was recessed at 5:05 p.m. in order to consider the Public Hearings/Public Meeting regarding Bylaws 2201, 2200, 2193 & Development Permit No. 398 and Bylaws 2130 and 2131. The Special meeting will reconvene following the adjournment or conclusion of the Public Hearings/Public Meeting.

The Chairperson reconvened the special meeting at 7:40 p.m. with all noted members of Council and staff in attendance.

4. WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (SIDE MOUNTED BALCONY GUARDS) BYLAW, 2017, NO. 2201

Bylaw 2201 proposes a text amendment to the Zoning Bylaw to allow side mounted balcony guards to project into setbacks a maximum of 0.15m (0.5ft) in all zones. Top-mounted (also called ‘surface-’ or ‘floor-’ mounted’) balcony guards require penetration through the deck for screws or anchors and can lead to building envelope issues such as rot or mould, thereby decreasing the longevity of the structure, and as such top mounted balcony guards are not a desirable construction detail.
This bylaw received first and second reading at the March 27, 2017 regular Council meeting and was the subject of a Public Hearing held earlier this evening.

Unapproved

2017-164 **It was MOVED and SECONDED**
THAT Council gives third and final reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Side Mounted Balcony Guards) Bylaw, 2017, No. 2201"*.

CARRIED

5. WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-19 – 1550 OXFORD STREET) BYLAW, 2017, NO. 2200 (EVERGREEN)

Bylaw 2200 proposes to allow three (3) additional complex care beds on the property. The proposal would increase the number of complex care beds on the property from 249 to 252, and the total number of beds/units from 443 to 446. This bylaw received first and second reading at the March 27, 2017 regular Council meeting and was the subject of a Public Hearing held earlier this evening.

2017-165 **It was MOVED and SECONDED**
THAT Council gives third reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-19 – 1550 Oxford Street) Bylaw, 2017, No. 2200 (Evergreen)"*.

CARRIED

6. PHASED DEVELOPMENT AGREEMENT (1484 MARTIN STREET) BYLAW, 2017, NO. 2193 (LANDMARK)

Bylaw 2193 proposes a Phased Development Agreement has also been proposed to regulate the phasing of the project, secure the proposed amenity contribution and servicing requirements, and to secure current zoning bylaw provisions for a term of 10 years. The proposed development of 334 residential units and 5,230.8 square metres (56,304 square feet) of commercial area in a mixed use development at 1484 Martin Street requires a Major Development Permit with Variances. This bylaw received first and second reading at the March 27, 2017 regular Council meeting and was the subject of a Public Hearing held earlier this evening.

Council discussed the proposed bylaw / application and the following comments were noted:

- Staff to work with the proponent in regard to the phasing of the project / back to the original proposal where the commercial / business component is included in the first phase
- The extra lift of 15 feet was noted, suggesting that the building be dropped two (2) storeys in order to bring the height to the current OCP
- Adequate height and density without considering variances
- Support was expressed for a proposed parking plan
- The site is in keeping with the Official Community Plan

2017-166 **It was MOVED and SECONDED**
THAT Council defers consideration of third reading of "*Phased Development Agreement (1484 Martin Street) Bylaw, 2017, No. 2193 (LANDMARK)"* in order to seek clarification regarding phasing, and in order to obtain a written parking plan.

CARRIED

7. TWO (2) BYLAWS REGARDING 14825/35 THRIFT AVENUE (FORGE)

Unapproved

On July 25, 2016 Council gave first and second readings to the Official Community Plan (OCP) and Zoning Amendment Bylaws (2130 and 2131) and Phased Development Agreement (PDA) Bylaw (2135) for a 12-storey, 33-unit residential development at 14825/35 Thrift Avenue. Following that, minor revisions to the PDA had been requested by the applicants and the first and second readings of the PDA bylaw were rescinded and the amended bylaws were presented for new first and second reading on September 19, 2017. A Public Hearing regarding these bylaws was held on November 30, 2017. These Bylaws were presented for consideration of third reading at the December 5, 2016 Council meeting; however, the motion for third reading was not seconded.

Second reading of Bylaws 2130 and 2131 was rescinded and given new second reading at the March 27, 2017 Regular Council meeting. Amended Bylaws 2130 and 2131 were the subject of a Public Hearing held earlier this evening.

7a. **OFFICIAL COMMUNITY PLAN BYLAW 1837, 2008, AMENDMENT NO. 24 (14825/35 THRIFT AVENUE), 2016, NO. 2130**

2017-167 **It was MOVED and SECONDED**
THAT Council gives third reading to *"Official Community Plan Bylaw 1837, 2008, Amendment No. 24 (14825/35 Thrift Avenue), 2016, No. 2130"*.

CARRIED
Councillor Chesney and Fathers voted in the negative

Unapproved

7b. **WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-51 – 14825/35 THRIFT AVENUE) BYLAW, 2016, NO. 2131**

2017-168 **It was MOVED and SECONDED**
THAT Council gives third reading to *"White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-51 – 14825/35 Thrift Avenue) Bylaw, 2016, No. 2131"*.

CARRIED
Councillors Chesney, Fathers and
Mayor Baldwin voted in the negative

8. **CONCLUSION OF THE APRIL 12, 2017 SPECIAL COUNCIL MEETING**
The Chairperson declared the special meeting concluded at 8:04 p.m.

Mayor Baldwin

Tracey Arthur, City Clerk

Unapproved

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Director, Engineering & Municipal Operations**

SUBJECT: **Water Quality-Secondary Disinfection in the Distribution System**

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017, from the Director of Engineering and Municipal Operations, titled "Water Quality-Secondary Disinfection in the Distribution System."

INTRODUCTION

This corporate report outlines changes to the secondary disinfection to maintain a uniform secondary disinfection throughout the water distribution system within the City of White Rock.

PAST PRACTICE / POLICY / LEGISLATION

As part of its acquisition and operation of the water utility, the City is under mandate by the Fraser Health Authority to implement a secondary form of water disinfection. The work is necessary to treat the water supply and upgrade critical infrastructure in the White Rock system, and is a part of the City's commitment to implement the Total Water Quality Management (TWQM) Project.

In August 2010, E. coli contamination was confirmed at the Merklin reservoir and a boil water advisory was issued for the entire City. Following this event, the Fraser Health Authority ordered EPCOR to provide secondary disinfection of the entire water distribution system by June 30, 2016. There were two (2) choices available for the secondary disinfection: chlorination or chloramination. Based on recommendations by their technical experts, engineers, and bench-scale testing, EPCOR chose chloramination as a secondary disinfectant.

Since 2010, EPCOR had been adding a small amount of chlorine to the system, which reacts with the naturally occurring ammonia in the water to form monochloramine, at the Merklin pumping station.

In December 2015, following the City of White Rock's acquisition of the Water System, City staff provided an information council report regarding secondary disinfectant options. Both chloramine and chlorine are effective secondary disinfection options and are the only two (2) options that would be effective in the water system, and approved by the Fraser Health Authority as nearly 100 million North Americans have been drinking water treated with chloramine since 1930.

Due to public feedback, City Council chose to implement chlorination (free chlorine) instead of chloramination for secondary disinfection of water.

Following this decision, chlorination was started at the Oxford pumping station on October 4, 2016 to provide the distribution system with chlorine residual as required by the "Permit to Operate" by Fraser Health Authority.

The preliminary dosage for chlorination started with 0.5 mg/L. The amount was increased at a very slow pace in order to reduce the impact on the distribution system and minimize any aesthetics changes to the water i.e. odour, colour, taste and turbidity. Samples downstream from the Oxford Pumping Station were collected and delivered to a certified lab for metals analysis to evaluate the impact of chlorination on metals release from the distribution system pipes.

Chlorination at the Merklin pumping station for Wells 6 and 7 since 2010 was maintained at a dosage of approximately 1.00 mg/L. The chlorine dosage was increased through December 2016 and January 2017 to 1.2 mg/L. Staff stopped increasing the dosage of chlorine at the Merklin site to prevent the formation of dichloramine, which would lead to odour and taste issues.

ANALYSIS

- Currently, the City is working with two (2) different water characteristics, which has resulted in two (2) secondary disinfectant outcomes:
  - Oxford pumping station: there is free chlorine residual in the sections of the distribution system.
  - Merklin pumping station: due to higher levels of naturally occurring ammonia, when chlorine is added to this distribution system, the reaction creates chloramine. This secondary disinfectant residual has been in effect since 2010, under EPCOR.
- Most jurisdictions have a uniform secondary disinfection process. The system has some challenges because the water at the Merklin Pumping Station (Wells 6 & 7) has naturally ammonia concentration of up to 0.17 mg/L compared to 0.06 mg/L at the Oxford pumping station (Wells 1, 2 & 3). This was confirmed by a previous EPCOR study in 2015 (Bench-Scale Chlorination and Chloramination of White Rock Well Water, 2015) and confirmed by tests by the City of White Rock operators in 2016.
- There are higher manganese concentrations coming from the Merklin Site, which is not oxidized as much as the manganese at the area supplied by the Oxford Pumping Station.
- When the demand is reduced at the area supplied by Merklin pumping station, water supplied by the Oxford pumping station will move into that section, the free chlorine residual will cause oxidation of the higher concentration of manganese in the water. In addition, the decades of deposits of manganese in the pipes which were not exposed to chlorine, will also cause discolouration of the water.

Staff has received a variety of discoloured water concerns and complaints since the implementation of secondary disinfection, in October of 2016. After the initial application, the majority of the complaints were found to be located around the transitional area where the Merklin and Oxford water mix. Staff continue to flush watermains in the area affected in the best effort to minimize the impact to residents. Additional complaints were originated by works on private property that affected the water quality for residents. Lack of notification from the

management of some of the strata buildings to the residents regarding maintenance work (e.g. back flow and sprinkler systems flushing) resulted in having disturbed water.

These issues can be resolved by using chloramine as the secondary disinfection to mirror the secondary disinfection process that has been in place at the Merklin pumping station since 2010.

BUDGET IMPLICATIONS

There will be a minimal budget implication due to the fact that the City of White Rock has kept the pumps that were originally installed for the ammonia application and these pumps can be reinstalled. The cost of the addition of approximately 0.1 mg/L would be a very small addition to the operation cost.

A significant amount of staff time has been spent flushing the watermains in areas of complaints, and sampling and testing provided by a certified laboratory. Flushing of the entire system has also been increased from once a year to twice a year, which has increased costs of operations.

RISK MANAGEMENT

To resolve the issue of discoloured water in the distribution system, the secondary disinfection at the Oxford pumping station will be adjusted by adding ammonia at a low concentration (approximately 0.1 mg/L).

This adjustment will provide a uniform secondary disinfection in the distribution system which will reduce the impact of different disinfectants, and it is expected to see the positive results within a few months of the application.

CONCLUSION

Due to the number of concerns and complaints and the extent of water discoloration, staff will add ammonia at the Oxford pumping station to mirror the water quality of the Merklin pumping station. By adding ammonia to the Oxford pumping station, both the Merklin and Oxford sites will be using chloramine as a secondary disinfectant in the distribution system. This is expected to improve the aesthetics of the water in the entire distribution system, while meeting Fraser Heath Authority's mandate for secondary disinfection.

Respectfully submitted,
Greg St. Louis, P. Eng.

Director, Engineering and Municipal Operations

Comments from the Chief Administrative Officer:

This corporate report is provided for information.

Dan Bottrill
Chief Administrative Officer

Appendix A: December 14, 2015 Council Report, Total Water Quality Management Project – Phase 1 Oxford Street Site Update

Appendix A

December 14, 2015 Council Report, Total Water Quality Management Project – Phase 1 Oxford Street Site Update

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **December 14, 2015**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Director, Engineering and Municipal Operations**

SUBJECT: **Total Water Quality Management Project – Phase 1 Oxford Street Site Update**

RECOMMENDATION

THAT Council receive for information the December 14, 2015, corporate report from the Director of Engineering and Municipal Operations titled, "Total Water Quality Management Project – Phase 1 Oxford Street Site Update."

INTRODUCTION

The Total Water Quality Management Project (TWQM) implemented by EPCOR is necessary to treat the water supply and upgrade critical infrastructure in the White Rock water system so that customers consistently and reliably receive high quality drinking water that meets both the Fraser Health Authority's water quality requirements and Health Canada's Guidelines for Canadian Drinking Water Quality. In order to achieve this EPCOR engaged Stantec to prepare the design drawings and specification for the project.

The TWQM project was initiated by EPCOR to ensure that the Operating Permit conditions established by the Fraser Health Authority were met. The scope of the project entails water system upgrades that include disinfection, infrastructure renewal, storage capacity upgrades and a modest level of system expansion for future growth. The contract was split into two (2) Phases; Phase 1 Oxford Street site and Phase 2, the Merklin Street and High Street sites. The Phase 1 contract was assigned to the City of White Rock by EPCOR as part of the Purchase Agreement. Phase 1 construction started in January 2015 and is projected to be substantially completed by December 2015.

The disinfection of water at the Oxford Street Site could begin as early as January 2016.

PAST PRACTICE / POLICY / LEGISLATION

As a condition of the Operating Permit with Fraser Health the City of White Rock must:

> "*On or before June 30, 2016, the drinking water that you provide must be treated to provide an acceptable secondary disinfectant to the whole system that meets the requirements of the Guidelines for Canadian Drinking Water Quality and acceptable to Fraser Health Authority.*
>
> *As an interim measure, the addition of chlorine at wells #6 and # 7 must continue until the above work has been completed in 2016.*

Should arsenic levels exceed the Guidelines for Canadian Drinking Water Quality, the City must start operating a treatment system on or before December 31, 2018 to lower the arsenic level below the Guideline limit and to as low as reasonably achievable.

Should the Guidelines for Canadian Drinking Water Quality deem manganese a health criteria, a treatment system must be operational one year after the date of the changes to the Guideline limits.

A written update on the status of your plan to meet these conditions shall be submitted to Fraser Health Authority by March 31st of each calendar year".

ANALYSIS

The Province of British Columbia, has issued a draft, "Guideline (Microbiological) for Maintaining Water Quality Within Distribution Systems (Secondary Disinfection)." The objective of the Report is to "provide guidance for making decisions related to requiring secondary disinfection to protect and maintain microbiological water quality within water supply distribution systems." Other references made in the Report included:

"There are three (3) main types of microorganisms in drinking water that pose risks to human health (pathogens) making water unsafe to drink: viruses, bacteria and protozoa." Serious illness and even death can happen by drinking unsafe drinking water. Some of the waterborne illnesses are Giardia, Legionella, Norovirus, Hepatitis A, E.coli and Salmonella."

"Distribution systems are vulnerable to contamination, and the use of disinfectants in the distribution system (secondary disinfection) is an industry standard used to maintain the microbiological quality of the potable water. Distribution systems are at risk for contamination through the introduction of pathogens from outside sources and internal pathogen growth. The following is a list of some common means by which pathogens can enter the distribution system:

- Potable water storage reservoirs
- Cross connections and backflow
- Transient contamination (i.e., intrusions via leaking pipes, valves, joints and seals)
- Water main installation breaks and repair

Not all disinfectants are capable of maintaining a residual as they degrade too quickly (e.g., ozone and chlorine dioxide), or do not produce a residual (e.g., ultra violet light). Currently, chlorine and chloramines are considered the most effective secondary disinfectants." Both methods of disinfection have been used successfully throughout Canada. Fraser Health Authority has set no specific preference for secondary disinfection (chlorination versus chloramination). Correspondence from Fraser Health regarding their position on chloramination of City water is attached as Appendix A to this corporate report.

White Rock's source of water has naturally occurring manganese and ammonia. EPCOR's 2014 Performance Report indicates 209 samples were taken and analyzed for trace metals. For manganese a minimum concentration of 0.001 mg/L, maximum concentration of 0.209 mg/L and an average concentration of 0.076 mg/L of manganese. The Guide to Canadian Drinking Water Quality published by Health Canada sets an aesthetic level of less than 0.5 mg/L for manganese. The annual average concentration of ammonia was 0.05 mg/L. There is no guidance level for ammonia by Health Canada.

Sodium hypochlorite (chlorine) is concentrated bleach, which will react with manganese and cause the following issues:

- staining of laundry and plumbing fixtures;
- lowers the aesthetic quality of the water;
- increased flushing and maintenance of the reservoir and distribution network as the manganese will settle in the pipes and reservoirs; and
- chlorine smell in the water.

Chloramine is formed by mixing chlorine with ammonia to form monochloramine. Chloramine is a weaker disinfectant than chlorine, however it is more stable and extends disinfection benefits throughout the distribution system. Therefore, chloramine will not react as much as chlorine and as a result there is less staining of plumbing fixtures and laundry. Both chlorine and chloramine are toxic to fish, however monochloramines do not rapidly dissipate by standing or by boiling, while chlorine will.

Advantages of using monochloramines:

- Since chloramine is not as reactive as chlorine, less manganese staining is expected.
- Since chloramine is not as reactive as chlorine, it forms fewer disinfection byproducts. Some disinfection byproducts, such as the trihalomethanes (THMs) and haloacetic acids (HAAs), may have adverse health effects and are closely regulated.
- Because a chloramine residual is more stable and longer lasting than free chlorine, it provides better protection against bacterial regrowth in systems with large storage tanks and dead-end water mains.
- Chloramine, like chlorine, is effective in controlling biofilm, which is a coating in the pipe caused by bacteria. Controlling biofilm also tends to reduce coliform bacteria concentrations and biofilm induced corrosion of pipes.
- Because chloramine does not tend to react with organic compounds, many systems will experience fewer taste and odor complaints when using chloramine.

Disadvantages of using chloramines:

- Potential impacts to the environment. Treatment is required of any water that is released to the environment. Water Utility staff currently carry chemical pucks and bags to neutralize the chlorine when there is a water main break.
- Toxic to fish and amphibians.
- Does not dissipate by standing or boiling.

Since the 2010, Boil Water Advisory, EPCOR has been dosing the Merklin wells with chlorine. In essence, the chlorine is mixed with the existing ammonia in the well and forming monochloramines.

EPCOR conducted lab testing of both chlorine and chloramine with water from the existing Oxford Wells 1, 2 and 3. The results illustrate better aesthetics when disinfecting with monochloramine. The water treated with chlorine contained black stained after ten minutes while the chloramine sample showed none. The results are shown in Attachment A. Based on the lab testing the consultant and EPCOR is recommending disinfecting with chloramine.

On October 15, 2015, City staff conducted a Public Forum to discuss the purchase of the water utility, billing, operations, current and future treatment options. The City posted the presentations on the City's website and provided comment forms at the forum and online. The presentation illustrated both treatment with chlorine and chloramines. Twenty-three (23) comment forms were submitted by the public. Eight (8) were in favour of treatment with chlorine, six (6) for chloramine, four (4) wanted no treatment at all and one (1) did not select an option. The majority of the comments against chloramine were related to the risks to the environment. Staff believe the City can mitigate the risks by continuing the practice of the Water Utility staff carry chemical that neutralizes the chloramine in the event of a discharge to the environment. This mirrors what other municipalities, such as Abbotsford do when there is a water leak.

BUDGET IMPLICATIONS

There will be addition operating costs for the cost of the ammonium used to form monochloramines.

If chlorination is used, there will be additional operation and maintenance required to the distribution system and plant. Flushing of the pipe network as well as the reservoirs may be required as it is believed that the manganese will settle out. As a result, a significant amount of staff resources and funding will be required to deal with the problems associated with the manganese.

CONCLUSION

Phase 1 of the TWQM project is nearing completion. Starting as early as January 2016 the City will be providing secondary disinfection using monochloramines. The choice to use chloramine as a method of secondary disinfection is due to the amount of manganese that is present in the source water. The use of chloramine will reduce the amount of public complaints, staining of laundry and plumbing fixtures while providing secondary disinfection of the water supply; as required by Fraser Health.

Respectfully submitted,

Greg St. Louis, P.Eng.
Director engineering and Municipal Operations

Comments from the Chief Administrative Officer:

I concur with the recommendation of this corporate report.

Dan Bottrill
Chief Administrative Officer

Appendix A: Correspondence dated December 7, 2015 from Fraser Health

Appendix A

fraserhealth Better health. Best in health care.

December 7, 2015

City of White Rock
877 Keil Street
White Rock, BC V4B 4V6

Attention: GREG ST.LOUIS, P.ENG.
Director of Engineering and Municipal Operations, City of White Rock

Re: Fraser Health Position on Chloramination of City Water

This letter is in reply to your request for clarification on Fraser Health's position on the use of mono-chloramine as a secondary treatment method for the City of White Rock's water system.

In August 2010, routine water sampling identified a low level of E. coli bacteria at a water sampling station, which resulted in a Boil Water Notice being issued for the White Rock water utility. Subsequent to this event, Fraser Health placed the following conditions on EPCOR's Operating Permit:

- On or before March 31, 2016, the drinking water that you provide must be chlorinated with a minimal residual of 0.2 mg/L of chlorine detected at the furthest points in the distribution system.
- As an interim measure, chlorination at well #6 is to continue until the above works have been completed in 2016.

This was done to provide a secondary disinfectant to reduce the potential risk for microbial contamination of water in the distribution system. Secondary disinfection of drinking water systems is commonly accomplished by using free chlorine levels at or above 0.2mg/l.

In response to these conditions, EPCOR proposed that an alternative secondary disinfection process, chloramination (mono- chloramine), would be better suited for this system. Chloramination has been approved as a disinfection method by Health Canada[1], the US EPA[2], and the World Health Organization[3] at levels between 1.0 and 4.0 mg/L. Chloramination is considered a safe disinfectant that has been used by many systems in North America; for example, the Mission/Abbotsford Water System has used chloramination for over 20 years. Therefore, Fraser Health agreed that chloramination would be an acceptable secondary disinfectant, and the Operating Permit issued to the City of White Rock on October 29, 2015 was amended to require that:

- On or before June 30, 2016, the drinking water that you provide must be treated to provide acceptable secondary disinfectant to the whole system that meets the requirements of the Guidelines for Canadian Drinking Water Quality and acceptable to Fraser Health Authority.

Based on the amended Operating Permit, Fraser Health has set no specific requirements for the preferred method of secondary disinfection (i.e., chlorination versus chloramination) only that it is to be in place by June 30, 2016. Our main objective is to ensure that the system has an acceptable level of an approved disinfectant throughout the system to provide a layer of protection from microbial contamination in the distribution system.

While there may be concerns about the addition of any chemical to drinking water, there is a need to ensure a safe drinking water supply without microbial contamination. As with all disinfection systems, there is a need to ensure control systems are in place and that levels of chemicals added are

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Health Protection

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continuously monitored and the system is maintained to ensure they stay within acceptable levels. The Guidelines for Canadian Drinking Water Quality[1] state:

> *The recommended maximum acceptable concentration (MAC) for chloramines in drinking water is 3.0 mg/L (3000 µg/L). This MAC is based on a risk evaluation for monochloramine only, as mono-chloramine is usually the predominant chloramine and as information on dichloramine and trichloramine toxicity is insufficient to establish guidelines for these two compounds.*

For chloramination, ammonia must be added or measured if it is naturally occurring in the water as well as chlorine being added. The level of ammonia in the water needs to be measured and controlled carefully to avoid the production of other compounds like di-chloramines and tri-chloramines. These last two compounds can give water bad taste and odours but have not been shown to be a health concern in drinking water. Monochloramine normally represents a large fraction of the total chloramines, and 3.0 mg/L is close to the concentration calculated from the No Observable Effect Level (NOEL) for monochloramine therefore, the requirement for total chloramines to be less than 3.0 mg/L ensures that monochloramine levels will be less than the maximum acceptable concentration[1]. The BC *Drinking Water Protection Act and Regulation*, requires water system operators to employ proper trained staff and to have adequate procedures in place to ensure that they prevent the excess formation of other forms of chloramines.

While not a concern for drinking water safety, the discharge of any chlorinated or chloraminated water into the environment can be harmful to fish. Both compounds need to be controlled and treated as it enters the environment. As chloramines do not degrade as quickly as chlorine, operators need to be diligent about properly treating water that is discharged during events like water main breaks and water main flushing. Response to these events should be covered within a water system operator's Emergency Response and Contingency Plan (ERCP). The *Drinking Water Protection Act and Regulation* require operators to have adequate ERCPs to cover emergency situations.

Regardless of the final method of disinfection chosen for the system, Fraser Health will continue to support the City of White Rock as you move towards implementation of secondary disinfection of the system before June 30, 2016.

Regards,

Lloyd Struck BAA, CIPHI
Environmental Health Officer
Fraser Health Drinking Water Program

CC: Dr. M. Murti, Medical Health Officer

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1. Guidelines for Canadian Drinking Water Quality: Guideline Technical Document – Chloramines, 2008 last revision. Health Canada
2. Federal Drinking Water Regulation , Part40 section 141.54, 2007

3. Originally published in Guidelines for drinking-water quality, 2nd ed. Vol.2. Health criteria and other supporting information. World Health Organization, Geneva, 1996

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

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

SUBJECT: **Financial Plan (2017-2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204**

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204."

INTRODUCTION

The purpose of this corporate report is to introduce "Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204", which is presented for 1st, 2nd and 3rd readings, and to advise Council of some final amendments that are incorporated into the Bylaw.

PAST PRACTICE/POLICY/LEGISLATION

The Community Charter requires that the 2017 to 2021 Financial Plan Bylaw be adopted before the property tax rate bylaw is adopted. The property tax rate bylaw must be adopted prior to May 15, 2017.

ANALYSIS

"Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204" incorporates the following technical and other updates recommended to be made mostly to the 2017 figures.

Incomplete 2016 Asset Improvement Projects
A list of capital projects that were incomplete on December 31, 2016, and planned to be completed in 2017, is attached as Appendix A. These previously approved budgets and funding sources are required to be carried over to the 2017 budget. This does not impact 2017 property taxes.

Incomplete 2016 Operating Budget Projects
Certain 2016 approved operating funds also need to be carried over to the 2017 budget for items that were incomplete on December 31, 2016.

Examples of items in this category are as follows:

General Fund:	
Official Community Plan, including GIS mapping	$106,400
Zoning Bylaw review	$100,000
Railway Relocation Project (in addition, $25,000 has been carried over to 2018 and $25,000 to 2019)	$25,000
Subdivision Control Bylaw	$15,000
Employee training	$28,500
Emergency Response Plan training exercise	$6,000
Contingency budget for studies related to Council priorities	$75,000

Other Budget Updates

In addition to the above, "Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204" incorporates the following budget adjustments. Unless otherwise noted, these changes relate to 2017.

General Fund Operating Budget:	
Increase property taxes from new development, to reflect the final 2017 BC Assessment Property Roll, with the offset being an increase in the transfer to the Infrastructure Reserve.	$1,800
Add 2017 expenditure budgets for one-time items approved during the 2017 to 2021 Financial Plan process, to be funded from the City's accumulated surplus/reserves pending completion of year-end accounting. This includes a $40,000 expenditure for a temporary Waterfront Shuttle Service, cost shared 50/50 with the White Rock Business Improvement Association.	$578,400
Add expenditure budget for temporary assistance with the Document Management System project. This is offset by a re-allocation of previously approved one-time funding.	$46,500
Add $196,000 to the contingency budget, transferred from an RCMP Retroactive Pay Reserve. RCMP salary agreements, which have been outstanding since December 31, 2014, have now been settled. This is an estimate of retroactive pay based on increments effective January 1, 2015, January 1, 2016 and April 1, 2016. The actual amount of retroactive pay is being calculated by E Division staff and will be invoiced to the City during 2017. When known, the actual amount will be re-allocated from contingency to the RCMP budget.	$196,000
Reduce expenditure budget for general liability insurance premium, with the offset being a transfer to the Damage Claim Reserve.	($20,100)
Add expenditure budget for commercial filming program assistance, funded by a re-allocation from the general economic development budget.	$10,000

Add expenditure budget for Snowbird Fly for C.H.I.L.D event, with $15,500 funded from the Economic Development Reserve and $7,000 from a budget re-allocation.	$22,500
Increase budget for White Rock 60th Birthday events, funded from contingency.	$10,000
Increase Parks maintenance budget for extra tree watering, funded from an operating reserve.	$27,200
Increase Fraser Valley Regional Library (FVRL) levy expenditure budget, offset by an increase in the FVRL Levy assessed to taxpayers. This levy will now increase by 3.9% in 2017, compared to 3% previously reported.	$7,800
Various small budget adjustments and re-allocations with net savings of $9,300 being offset by an increase in the transfer to the Infrastructure Reserve.	($9,300)

General Fund Asset Improvement Budget:	
Add Centre for Active Living (CAL) Hydro Meter Upgrade Project, funded from CAL Reserve.	$65,000
Add Council Chambers AV Equipment Improvement Project, funded from capital contingency.	$12,000
Change the following funding sources for the Centennial Arena Projects noted below from the Capital Works Reserve to a Canada 150 Infrastructure Program Grant: Water Recycling & Zamboni Bay Upgrade Shower Replacement Increase budget for Shower Replacement project, with $3,800 funded from this grant, and $4,200 from the Capital Works Reserve.	 $37,500 $30,000 $8,000
Increase budget for Sidewalk and ICBC Safety Review Site Projects, funded by 2017 budget re-allocations from other projects and capital contingency. This results in a new budget of $653,000, as noted in the January 16, 2017 corporate report to Council.	$70,000
Adjust budgets and funding sources for 2017 Pedestrian Railway Crossing projects as follows: Finlay – Reduce project budget by $142,000. Increase City contribution by $38,500, funded from the Infrastructure Reserve. Amended budget is $295,000. Bay – Reduce project budget by $178,000. Increase City contribution by $26,200, funded from the Infrastructure Reserve. Amended budget is $539,000. Pier – Reduce project budget by $379,000. Increase City contribution by $4,400, funded from the Infrastructure Reserve. Amended budget is $488,000. Where applicable, some of these adjustments are reflected in the amounts	 ($142,000) ($178,000) ($379,000)

carried over from 2016.	
Defer George – Thrift to Russell roadworks, from 2018 to 2021. This work corresponds to drainage work planned to occur at the same time. The drainage work is being deferred to 2021 in order to free up drainage funds needed for the East Beach Neighbourhood Capital Works projects, as outlined in the March 27, 2017 corporate report to Council. As a result, the planned roadworks at this location are also being deferred.	$139,000

Drainage Fund Asset Improvement Budget:	
Defer George – Thrift to Russell drainage work, from 2018 to 2021. This was necessary to free up drainage funds needed for the East Beach Neighbourhood Capital Works projects, as outlined in the March 27, 2017 corporate report to Council.	$138,000

Water Fund Operating Budget:	
Update annual debt servicing cost budgets to reflect a lower amount required to be borrowed for Arsenic/Manganese Treatment Facilities Project, the recently locked in interest rate on the 2016 borrowing of $6,219,000, and the updating of interest rates for upcoming and future borrowings to reflect current Municipal Finance Authority indicative rates. The impacts (reductions) are as follows: 2017 – ($58,600) 2018 – ($111,900) 2019 onwards – ($132,900 annually) These amounts are offset by increases in the annual contingency budgets, which for 2018 onwards will be reviewed when the 2018 to 2022 Financial Plan is prepared.	($58,600)
Reduce 2017 debt principal payment budget. Due to the timing of the Municipal Finance Authority 2017 spring debt issue, the first principal payment on money borrowed is due in 2018, rather than in 2017 when it was budgeted. These funds are now budgeted to be transferred to the Infrastructure Reserve.	($159,900)
Increase budget for security patrol service, funded from contingency.	$17,000

Water Fund Asset Improvement Budget:	
Reduce borrowing for the Arsenic and Manganese Treatment Facilities budget by $2,486,400, and increase grant funding by the same amount, applicable in the following years: 2017 - $1,883,300 2018 - $603,100 Funding sources for this $14,205,000 project are now $11,790,150 (83%) from a Clean Water and Wastewater Fund Grant and $2,414,850 (17%) from long term debt.	$2,486,400
Increase budget for New Oxford Well project, with $26,500 funded from capital contingency and $4,500 funded by a contribution.	$31,000

In addition, the budget for amortization expense has been amended to reflect the impact of the 2016 capital carry-overs and other changes in capital projects outlined in this report.

CONCLUSION

It is recommended that Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204 be given first, second and third readings.

Respectfully submitted,

Sandra Kurylo
Director of Financial Services

Comments from the Chief Administrative Officer:

This corporate report is provided for your information and serves as an introduction to the financial plan amendment bylaw.

Dan Bottrill
Chief Administrative Officer

Appendix A: Incomplete 2016 Asset Improvement Projects Carried Over to 2017

APPENDIX A

THE CITY OF WHITE ROCK
INCOMPLETE 2016 GENERAL FUND ASSET IMPROVEMENT PROJECTS CARRIED OVER TO 2017

PROJECT	Amount	Capital Works Reserve	Equipment Replace. Reserve	Highway DCC's	Parkland DCC's	Incomplete Asset Improv. Reserve	Other Reserves	Contributions	Grants
Municipal Engineering & Operations									
Roadworks - Fir Columbia to Pacific	40,000			8,800			31,200 [1/5]		
Roadworks - Marine - Finlay to Stayte	42,000						42,000 [1]		
Roadworks - Marine - High to Bishop	39,000					7,800	31,200 [1/5]		
Roadworks - Parker - Pacific to Columbia	396,000			20,100		141,900	234,000 [1/5]		
Roadworks - Maple - Pacific to Columbia	426,000					268,900	157,100 [1/5]		
Roadworks - Lee - Pacific to Columbia	406,000					7,600	398,400 [1/5]		
Johnston Road Improvements Concept Plan	32,000					20,100	11,900 [1]		
Roadworks - Johnston Russell to North Bluff	321,000			79,600			241,400 [1/9]		
Roadworks - Blackwood - Thrift to North Bluff	12,000						12,000 [1]		
Roadworks - Columbia - Parker to Stayte	150,000					5,300	144,700 [5]		
Roadworks - Columbia - Habgood to Parker	65,000					65,000			
Roadworks - Habgood - Pacific to Columbia	635,000			89,500		125,700	419,800 [1]		
Roadworks - Pacific - Maple to Parker	94,000			23,500		33,300	37,200 [5]		
Roadworks Pacific Habgood to Ewson	60,000						60,000 [1]		
Fir Lane - 1360 Fir to Thrift	40,000					40,000			
Columbia Lane - Johnston to Martin	194,000					90,000	104,000 [1]		
Marine Drive Hump Slope Stabilization & Vegetation	160,000					136,000	24,000 [5]		
Miscellaneous Retaining Wall Improvements	65,000					65,000			
Road Thermalplastic Line Marking	58,000					58,000			
Street Lighting Program	592,000					246,000	346,000 [5]		
Marine Drive Gateway Signs	45,000						45,000 [5]		
North Bluff Gateway Signs	125,000					18,100	106,900 [5/8]		
Other Strategic Transportation Plan Projects	309,000			25,000		233,900	39,500 [4/8]	10,600	
Miscellaneous Road/Pedestrian Improvements not in STP	98,000					61,200	2,500 [5]	34,300	
Garbage, Recyling & Green Waste									
Garbage Sterling Haul All Unit #332	143,000		143,000						
Garbage F550 Haul All Unit #333	140,000		140,000						

PROJECT	Amount	Capital Works Reserve	Equipment Replace. Reserve	Highway DCC's	Parkland DCC's	Incomplete Asset Improv. Reserve	Other Reserves	Contributions	Grants
Facilities									
Arena Security Card Access Integration with CAL	15,000					15,000			
Arena - Hall Chair Replacements	18,000	18,000							
Arena - Lighting Upgrade	20,000							10,000	10,000
Arena - Interior Signage Replacement	8,000	8,000							
Centre for Active Living Upgrades	12,000	12,000							
Centre for Active Living Portable Card Reader	6,000					6,000			
Centre for Active Living Cardio Equipment Replacement	24,000					13,000		11,000	
WR Community Centre Outdoor & Glass Window Signage Replacement	20,000	20,000							
WR Community Centre Portable Card Reader	6,000					6,000			
Kent Street Activity Hall Chairs & Table Replacements	23,000					11,500		11,500	
Museum Dehumidifier Installation	10,000					10,000			
Library Ceiling Tile Replacement	10,000	10,000							
Library New Intrusion, Fire and Elevator Alarms	10,000					10,000			
Library Electrical Room Upgrade	14,000	4,200						9,800	
City Hall Lower Floor Renovation	546,000	462,000				84,000			
City Hall Seismic Upgrades	426,000	426,000							
City Hall Fire Alarm Panel	21,000						21,000 [5]		
City Hall Sign Replacement	17,000	17,000							
Emergency Measures Earthquake Mitigation Projects	21,000					21,000			
Facility Alarm Systems Integration	36,000					36,000			
Fall Protection Equipment	37,000					37,000			
Facility Seismic Assessments (Arena, KSAC, Library, RCMP)	14,000	14,000							
Miscellaneous Facility Upgrades	78,000	78,000							
Parks									
Centennial Park Tennis Court Resurfacing	14,000					14,000			
Centennial Park Sidewalk Extension	91,000					44,800			46,200
Shoreline Protection - Erosion Repair	330,000					105,800	224,200 [5]		
Eastbeach Creation of Land & Promenade (Concept Plan)	100,000					100,000			
Mooring Buoys	149,000						149,000 [5]		
Memorial Park Upgrade	241,000						241,000 [3]		
Pier Washroom & Viewing Platform	195,000	146,700			48,300				
Tourism White Rock Facility Demolition	30,000						30,000 [5]		
Fitness Circuit Equipment	30,000							30,000	

PROJECT	Amount	Capital Works Reserve	Equipment Replace. Reserve	Highway DCC's	Parkland DCC's	Incomplete Asset Improv. Reserve	Other Reserves	Contributions	Grants
Finlay Railway Pedestrian Crossing Upgrade	295,000					91,600		55,900	147,500
Bay Railway Pedestrian Crossing Upgrade	539,000					91,900	24,100 [5]	153,500	269,500
Bayview Park Upgrade	13,000					13,000			
Centre & Everall St Walkway Improvements	20,000					20,000			
Centennial Trail Stairway Improvements	20,000					20,000			
Garbage Can Replacements	100,000					100,000			
Community Public Art Projects	150,000						125,000 [3]	25,000	
Parks and Recreation Masterplan	29,000				7,200	21,800			
Vehicle & Equipment Replacements Facilities, Parks & Rec & Other									
Parks - Jacobsen Realmaster Unit #168	40,000		40,000						
Parks - Mowing Trailer Unit #174	12,000		12,000						
Parks - Aerator Unit #181	25,000		25,000						
Police Department									
Microsoft Operating Systems Upgrade	12,000						12,000 [6]		
Security Cameras	5,000						5,000 [7]		
Soft Interview Room Soundproofing	5,000						5,000 [7]		
Washroom Upgrades	25,000	25,000							
Fire Department									
Traffic Pre-emption Equipment	5,000					5,000			
Men's Washroom Repairs	10,000	10,000							
Urban Rescue Equipment	16,000					16,000			
Parking Lot Rehabilitation	145,000					145,000			
Vehicle Replacements Fire									
American La France Pumper #AL16	670,000		558,800			111,200			
Information Technology									
Infrastructure Replacement/Upgrades	9,000						9,000 [2]		
Email Server Upgrade & Training	5,000						5,000 [2]		
Document Management System Implementation	50,000					10,000	40,000 [5]		
Vadim iCity E3	24,000					24,000			
E-Comm Data Management Projects	17,000					17,000			
Tempest Land Based Management System & Financial Modules	138,000					29,000	109,000 [5]		
Tempest Call For Service Module	27,000					27,000			
Tempest Latecomer Agreements	11,000					11,000			
Fire Dept Management System	9,000					9,000			

PROJECT	Amount	Capital Works Reserve	Equipment Replace. Reserve	Highway DCC's	Parkland DCC's	Incomplete Asset Improv. Reserve	Other Reserves	Contributions	Grants
Fire Dept Inspection Handheld Devices	6,000					6,000			
Fire Dept Emergency Management Software	5,000					5,000			
Parking									
Marine Drive Parking Lot Rehabilitation - Oxford to Museum	40,000					17,200	22,800 [5]		
Waterfront Parking Facility Concept Design	56,000						56,000 [8]		
Small Asset Improvement Projects under $5,000	48,000	12,000				20,000	12,500 [2/5/7/8]	3,000	500
Grand Total	**9,840,000**	**1,262,900**	**918,800**	**246,500**	**55,500**	**2,948,600**	**3,579,400**	**354,600**	**473,700**

Other Reserves are as follows:

(1) Roadworks Reserve
(2) PC Reserve
(3) Density Bonus/Community Amenity Contribution Reserve
(4) Traffic Calming Reserve
(5) Infrastructure Reserve
(6) Police Equipment Reserve
(7) Traffic Fine Revenue Sharing Reserve
(8) Secondary Suite Service Fee Reserve
(9) Community Works Fund Agreement Reserve (Gas Tax)

THE CITY OF WHITE ROCK
INCOMPLETE 2016 SANITARY SEWER FUND ASSET IMPROVEMENT PROJECTS CARRIED OVER TO 2017

PROJECT	Amount	Incomplete Asset Improv. Reserve	Sanitary Infrastructure Reserve
Roadworks - Marine - Finlay to Stayte	50,000	50,000	
Roadworks - Kent - 15791 Marine to 839 Kent	47,000	47,000	
Roadworks - Parker - Pacific to Columbia	196,000	185,000	11,000
Roadworks - Maple - Pacific to Columbia	236,000	23,400	212,600
Roadworks - Lee - Pacific to Columbia	176,000		176,000
Roadworks - Johnston - Russell to North Bluff	49,000	44,000	5,000
Roadworks - Blackwood - Thrift to North Bluff	9,000		9,000
Roadworks - Columbia - Parker to Stayte	440,000		440,000
Fir Lane - 1360 Fir to Thrift	25,000		25,000
Sanitary CCTV Inspections	63,000	29,300	33,700
Sanitary Pump Station Capacity Review	75,000		75,000
Pump Station Monitor Replacements	15,000		15,000
Grand Total	**1,381,000**	**378,700**	**1,002,300**

THE CITY OF WHITE ROCK
INCOMPLETE 2016 DRAINAGE FUND ASSET IMPROVEMENT PROJECTS CARRIED OVER TO 2017

PROJECT	Amount	Drainage DCC's	Incomplete Asset Improv. Reserve	Drainage Infrastructure Reserve
Roadworks - Marine Finlay to Stayte	50,000		50,000	
Roadworks - Parker - Pacific to Columbia	266,000		185,000	81,000
Roadworks - Maple - Pacific to Columbia	436,000		302,000	134,000
Roadworks - Lee - Pacific to Columbia	296,000		185,000	111,000
Roadworks - Johnston - Russell to North Bluff	83,000		79,700	3,300
Roadworks - Columbia - Habgood to Parker	355,000		208,700	146,300
Roadworks - Habgood - Pacific to Columbia	405,000	86,000	268,000	51,000
Roadworks - Pacific - Maple to Parker	394,000	73,700	280,300	40,000
Columbia Lane - Johnston to Martin	159,000		97,500	61,500
Marine Drive Parking Lot - Oxford to Museum	50,000		40,000	10,000
Condition Assessment	31,000		28,200	2,800
Blackburn Storm Sewer - Nichol to Bishop	50,000		50,000	
Habgood / Keil St Pump Station	121,000			121,000
Pump Station Monitor Replacements	10,000		10,000	
Grand Total	**2,706,000**	**159,700**	**1,784,400**	**761,900**

THE CITY OF WHITE ROCK
INCOMPLETE 2016 WATER FUND ASSET IMPROVEMENT PROJECTS CARRIED OVER TO 2017

PROJECT	Amount	Long Term Debt	Water Infrastructure Reserve
Water Utility Acquisition - Legal/Arbitration Costs	287,000	142,500	144,500
Total Water Quality Management - Phase 2 Merklin	1,151,000	1,151,000	
Arsenic/Manganese Treatment Concept Design	117,000	117,000	
Oxford Well	348,000	348,000	
Water Works Masterplan	80,000		80,000
Replace Ford F450 Cube Van Unit #361	95,000		95,000
Capital Contingency	183,000		183,000
Grand Total	**2,261,000**	**1,758,500 ***	**502,500**

* Debt proceeds received in 2016, now budgeted to be spent in 2017

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

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

SUBJECT: **White Rock Annual Rates Bylaw, 2017, No. 2205**

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "White Rock Annual Rates Bylaw, 2017, No. 2205."

INTRODUCTION

This corporate report introduces White Rock Annual Rates Bylaw, 2017, No. 2205 to Council for consideration of first, second, and third readings.

PAST PRACTICE/POLICY/LEGISLATION

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

ANALYSIS

White Rock Annual Rates Bylaw, 2017, No. 2205 includes the City's 2017 property tax rates based on the figures in Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204 and final property values for the year.

CONCLUSION

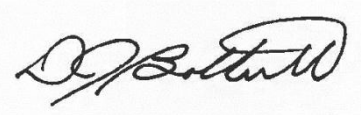
It is recommended that White Rock Annual Rates Bylaw, 2017, No. 2204 proceed for first, second, and third readings.

Respectfully submitted,

Sandra Kurylo
Director of Financial Services

Comments from the Chief Administrative Officer:

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



Dan Bottrill
Chief Administrative Officer

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

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

SUBJECT: **White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194**

RECOMMENDATION

THAT Council receive for information the April 24, 2017 corporate report from the Director of Financial Services, titled "White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194."

INTRODUCTION

This corporate report introduces White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194 to Council for consideration of first, second and third readings.

PAST PRACTICE/POLICY/LEGISLATION

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

ANALYSIS

White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194 sets out 2017 drainage utility fees based on drainage fee revenues included in Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, and the methodology noted in Schedule A of Bylaw No. 2194. This Bylaw incorporates a 5% increase in the fees.

In addition, White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194 provides clarification in the definitions regarding City owned properties being exempt from these fees.

CONCLUSION

It is recommended that White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739,

Amendment No. 10, Bylaw 2017, No. 2194 proceed for first, second and third readings.

Respectfully submitted,

Sandra Kurylo
Director of Financial Services

Comments from the Chief Administrative Officer:

This corporate report is provided for your information and serves as an introduction to the drainage utility amendment bylaw that provides for a 5% increase in fees.

Dan Bottrill
Chief Administrative Officer

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Acting Director Planning and Development Services**

SUBJECT: **White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203**

RECOMMENDATION

THAT the Committee receive for information the April 24, 2017 report from the Acting Director of Planning and Development, titled "White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203."

INTRODUCTION

This corporate report introduces White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203. This bylaw is intended to replace White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349, attached as Appendix A. The corporate report is a follow-up to the June 13, 2016 corporate report, titled "Sidewalk Patios on Marine Drive." White Rock Licence Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349 was enacted to allow for businesses to enter into an agreement with the City to lease certain portions of municipal sidewalks to operate a business. The bylaw provided for the authorization of leasing municipal property and established terms and conditions under a lease agreement that formed part of the bylaw. Accompanied with the bylaw were guidelines that established requirements in regards to the construction, maintenance and operation of patios, including a minimum setback requirement of 2.1 meters from the edge of the curb. The guidelines also required patios to be separated from public space by a railing, however, at the discretion of the Director of Permits and Licenses (now referred to as The Director of Planning of Development Services).

Because these were only guidelines, subject to the discretion of the Director of Planning and Development Services, and not provisions of the bylaw, relaxation of the requirements were provided and enforcement varied as management and direction changed throughout the years.

Due to the relaxation of the requirements and enforcement regarding enclosure of patios, these patios have grown over the years and are encroaching into areas of the sidewalk that are not part of the leased space. Such encroachment has created unsafe conditions and obstruction of the free flow and safe movement of pedestrian traffic along the sidewalk.

PAST PRACTICE / POLICY

At the June 13, 2016 Council Meeting It was MOVED and SECONDED

> *"THAT Council:*
>
> *1. Receives for information the corporate report dated June 13, 2016 from the Acting Director of Planning and Development Services, titled "Sidewalk Patios on Marine Drive;"*
>
> *2. Approves the closure of eleven parking stalls on Marine Drive, effective spring 2017, to accommodate the permanent widening of the sidewalk in East Beach between Ash and Balsam Streets, and refer the matter to the 2017 Financial Plan process; and*
>
> *3. Directs staff to prepare an amendment to the Licence Agreement Bylaw to include clearer regulations for sidewalk patios."*

ANALYSIS

White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349 was created in 1993 and has not been altered since then. Much of the terminology and references in that bylaw are no longer relevant and important items such as minimum sidewalk widths and clearance to obstacles were not adequately addressed. In order to prevent pedestrians from being forced to step off the sidewalk and into the roadway, sidewalk displays and café areas should be sited so that there is a minimum of 2.4 m clear space between the curb and the café areas and/or displays. Also a minimum of 1.5 m between any fire hydrants, poles, signs or other similar obstructions in the sidewalk should be allowed to allow for wheelchair access. These minimums are in accordance with Transportation Association of Canada guidelines.

The City requires a bond for any possible damage to the sidewalk, but the amount set in the Fees and Charges Bylaw would be inadequate for café or restaurant and excessive for a mercantile display that only has baskets or clothing racks in the licence area. The Bylaw mentions that any cost removing items or structures would be the responsibility of the Licensee, but collecting from a Licensee who has left may not be possible or practical. A bond of $250 should be required for the area where only goods are displayed for mercantile uses and a bond of $1,500 should be required for a café or restaurant. This bond would be used to offset the costs that the City would incur if a Licensee abandons a property leaving the City responsible for the removal of items and structures in the Licence area and for repairs for any damage to the sidewalk. Having the owner of the building being a party to the agreement may not necessarily gain any kind of leverage for the City because it is City property (the sidewalk) that is being granted use of.

The existing Fees and Charges Bylaw sets out a Sidewalk Business Licence fee of $15 per square foot for West Beach and $11per square foot for East Beach and other City locations. To be consistent a flat fee of $15 per square foot is being recommended for all areas in the City.

The Sidewalk Business Licence fee does not distinguish between patio seating or merchandise displays. Therefore, it is proposed that the City consider a six (6) month fee for mercantile businesses as they do no put a structure in place on the sidewalk, but only clothing racks or other similar moveable displays.

There is a desire on the part of some restaurant and Café owners to utilize their sidewalk license area year round by erecting covers over these areas. However, the building code requires that these covers are constructed to withstand seismic and environmental loads, so the structures will

be robust and will require a Building Permit and design by a Structural Engineer. In order to meet the requirements of the B. C. Building Code for lateral loading, the structure would need a foundation or a robust system of attachment to the sidewalk to accomplish this. The result could be that the sidewalk may not be in a readily useable condition should the structure be removed and that the sidewalk may need to be replaced at the cost of the City should the Licensee's bond be inadequate to cover the cost. In addition, most of the roofs on the buildings of Marine Drive do not have rain water leaders on the front of the building to provide a point of disposal for the precipitation from the covered patios, the only place would be on the sidewalk which could lead to a slipping hazard in freezing conditions. Therefore, staff recommends against allowing for a covered canopy unless the applicant is able to demonstrate that the above concerns can be adequately addressed.

BUDGET IMPLICATIONS

The existing Fees and Charges Bylaw sets out a Sidewalk Café Plan Review fee of $159 and a Sidewalk Business License fee of $15 per square foot for West Beach and $11per square foot for East Beach and other City locations. To be consistent a flat fee of $15 per square foot is being recommended for all areas in the City.

RISK MANAGEMENT

The required insurance amount to be carried by the Licensee which is currently $2,000,000 in the current bylaw, is increased to $5,000,000 which is the minimum amount the City requires for other works that take place on City property.

CONCLUSION

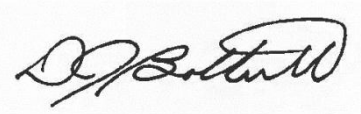
It is recommended that the White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349 be repealed and replaced with White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203.

Respectfully submitted,

Greg St. Louis, P. Eng.
Acting Director Planning and Development Services

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

Appendix A: White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349

THE CORPORATION OF THE CITY OF WHITE ROCK

BYLAW NO. 1349

A Bylaw to authorize the entering into
of a licence agreement

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

1. The Corporation of White Rock is hereby authorized and empowered to enter into a licence agreement attached to and forming part of this bylaw.

2. The Mayor and Clerk are hereby authorized to execute all necessary licence documents.

3. This Bylaw may be cited as the "White Rock Licence Agreement (Sidewalk Cafe/Business Licence) Bylaw, 1993, No. 1349".

RECEIVED FIRST READING on the 13 day of April, 1993.
RECEIVED SECOND READING on the 13 day of April, 1993.
RECEIVED THIRD READING on the 13 day of April, 1993.
RECONSIDERED AND FINALLY ADOPTED on the 10 day of May, 1993.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF WHITE ROCK
SIDEWALK CAFE OR BUSINESS LICENSE AGREEMENT

THIS LICENSE AGREEMENT made as of the day of ,199 .

BETWEEN:

THE CORPORATION OF THE CITY OF WHITE ROCK, a municipal corporation, having offices at 15322 Buena Vista Avenue, White Rock, British Columbia, V4B 1Y6
(hereinafter called the "Licensor")

OF THE FIRST PART

AND:

(hereinafter called the "Licensee")

OF THE SECOND PART

WITNESSETH THAT WHEREAS:

A. The Licensor is owner of all public highways within the boundaries of the City of White Rock;

B. The Licensee has applied to the Licensor for a license to occupy a certain portion (hereinafter described) of a public highway within the City of White Rock for the purpose of operating a restaurant or business thereon.

C. The said portion hereinafter described is not, at this time, required by the Licensor for public highway purposes;

NOW THEREFORE in consideration of the premises and other good and valuable consideration, the Licensor and the Licensee covenant, promise and agree each with the other as follows:

1. In this License Agreement the term "Director of Permits & Licences" shall mean that person appointed as Director of Permits & Licences by the Licensor's Council from time to time and his successors in function as well as title and their respective nominees, and the term "City Treasurer" shall mean that person appointed by the Licensor's Council for time to time and his successors in function a well as title and their respective nominees.

2. In consideration of the covenants and conditions herein contained on the part of the Licensee to be performed and observed and the license fees to be paid by the Licensee, the Licensor, subject to the terms and conditions hereof, does hereby grant unto the Licensee a license to occupy

that certain portion of shown outlined in red on the plan attached hereto and marked Schedule "A" (which certain portion is hereinafter called the "Premises" and comprises approximately (square feet) with a civic address at , for the period from to subject to renewal as provided in paragraph 23 hereof. PROVIDED HOWEVER that the license to occupy granted herein shall be subject to cancellation at any time as set out in paragraph 12 hereof.

3. The Licensee agrees that, during the currency of this License Agreement, it shall pay a nonrefundable (except as set out in paragraph 12) license fee for the Premises in an amount established by the Licensor's Council and the Licensee further agrees that, upon being requested to do so by the Licensor, the Licensee shall prepay the entire amount of the license fee payable for the term hereby granted.

4. In addition to the license fee payable pursuant to paragraph 3 hereof, if an administration fee or a performance bond is established by the Licensor's Council with respect to the granting of Sidewalk Licenses, the Licensee shall pay such administration fee or post such performance bond in whatever amount may be approved by the Licensor's Council from time to time.

5. The Licensee agrees that it must obtain insurance as required pursuant to paragraph 11 hereof before it will be permitted to occupy the Premises. The Licensee further agrees that the Licensee must prepay the license fee in full before the Licensee will be permitted to occupy the Premises. The Licensee must also pay in advance of occupying the Premises any administration fee required to be paid. In the event that the Licensee occupies the Premises before being permitted to do so by the Licensor, the Licensor may, at the Licensee's expense, remove from the Premises anything installed thereon by the Licensee and store same at the Licensee's cost until the Licensee shall be permitted to occupy the Premises.

6. The Premises shall be used only for the purpose of displaying goods/services for sale or dispensing food and/or refreshment, including alcoholic beverages to the public and for no other purpose, PROVIDED HOWEVER that alcoholic beverages shall not be served unless the Liquor Administration Board of British Columbia has approved of such service. AND, the said purpose shall be in compliance with the current Business Licence held by the Licensee.

7. The Licensee shall block off the Premises to the satisfaction of and in the manner and style prescribed by the Licensor's Director of Permits & Licences whenever and so long as the Premises are being used for any of the purposes set out in paragraph 6 hereof.

8. The Licensor's Director of Permits & Licences at any time may increase or decrease the area of the Premises in such manner as he deems appropriate at any time during the currency of this License Agreement.

9. The Licensor's Director of Permits & Licences at any time may direct the Licensee to rearrange or relocate within the Premises or remove from the Premises any equipment, item or thing.

10. The Licensor may at any time impose upon the Licensee whatever rules and regulations it deems appropriate concerning the Premises, and in particular, but not so as to restrict the generality of the foregoing, the Licensor may make rules and regulations with respect to the hours that the Premises may be operated by the Licensee, and rules and regulations with respect to safety, appearance, decorations, colours, signs, trademarks, furnishings, appliances, clothing and dress, cleanliness, sanitation, garbage and refuse disposal, entertainment, exhibits, weather protection, lighting, planters and plants, the covering over of the sidewalk, the broadcasting and/or amplification of any noises including music and speech from the premises or from the adjacent buildings occupied by the Licensee, the attachment of anything in a temporary or permanent fashion to the Premises and to the adjacent street, property, buildings and public utilities, and any other matter, item or thing which touches and concerns the Premises. AND the Licensee covenants to faithfully observe and abide by all such rules and regulations.

11. The Licensee agrees that before it will be permitted to occupy the Premises it must obtain insurance in accordance with the following provisions and provide proof of same to the Licensor: the Licensee shall secure forthwith at its own expense a comprehensive public liability and property damage insurance policy and shall keep the same in force during the currency of this License Agreement and any renewals hereof. The policy shall be effected with insurers and upon terms and conditions satisfactory to the Licensor's City Treasurer. The policy shall name the Licensee as insured and the Licensor as an additional named insured thereunder and shall indemnify and protect the Licensee, the Licensor and their respective officers, servants and agents against any and all claims for any loss, damage, injury or death to any person or persons and against damage to any public or private property caused by any act or omission on the part of the Licensee, the Licensor and their respective officers, servants and agents. The policy shall bear the following endorsements:

> Cross Liability Endorsement:
> "It is agreed that the inclusion of more than one insured under this Policy shall not in any way affect the rights of such insured with respect to any claim, demand, suit, or judgment made or recovered by or in favour of any other insured. This Policy shall protect each insured in the same manner and to the same extent as though a separate Policy had been issued to each insured, but nothing herein shall operate to increase the insurer's liability as set forth elsewhere in this Policy beyond the amount or amounts for which the insurer would have been liable if only one person or interest had been named as Insured. Except as otherwise provided in this endorsement, all terms, provisions and conditions of the Policy shall have full force and effect."

11. Continued:

Endorsement re Cancellation:
"It is agreed that this Policy shall not be materially changed or cancelled without first giving sixty (60) days' prior written notice to the City of White Rock."

The limit of such insurance will not be less than Two Million Dollars ($2,000,000) for death, bodily injury and property damage arising out of any one occurrence or such other limit as the Licensor's City Treasurer may required from time to time and the policy shall not provide for a limit of deductibility greater than Five Thousand Dollars ($5,000.00) or such other limit of deductibility as the said City Treasurer may required or approve, from time to time. The Licensee shall, prior to occupying the Premises, deliver to the Licensor the original or a certified copy of the insurance policy in force for the time being together with receipts or other evidence satisfactory to the Licensor that the premium and other amounts due in respect of this insurance policy had been paid. In the event that the Licensee neglects to pay such insurance premium the Licensor may pay the same (but shall not be obligated to do so) and the Licensee shall forthwith reimburse the Licensor for same.

12. The Licensee agrees with the Licensor that the Licensor may terminate this License Agreement and the license to occupy granted herein at any time, upon giving to the Licensee three (3) days' notice of its intention to terminate this License Agreement; such notice shall be by way of letter signed by the Licensor's Director of Permits & Licences and shall be deemed to have been properly given if delivered to the Licensee or any employee of the Licensee at the Premises. No compensation of any sort whatsoever shall be payable to the Licensee on account of such termination except for a refund of the license fee with respect to the balance of the term. Upon receipt of the notice to terminate pursuant to this paragraph the Licensee shall forthwith vacate the Premises and shall remove therefrom all equipment and improvements installed on the Premises, and shall leave the Premises in good repair and condition and free from hazard, all to the satisfaction o the Licensor's Director of Permits & Licences.

13. The Licensor's Director of Permits & Licences shall have the right at any time and from time to time, upon giving to the licensee whatever notice the said Director of Permits & Licences deems practicable in the circumstances of each case (but the Director of Permits & Licences shall not be obligated to give any notice) to order the closure of the Premises because of special events, and in such case the closure shall be for so long as the said Director of Permits & Licences directs. Not so as to restrict the generality of the foregoing, special events shall include parades, festivals, concerts, exhibitions and any other event which, in the opinion of the said Director of Permits & Licences might draw numbers of the public and/or might conflict with the operation of the Premises. For the duration of such closure, the Licensee shall remove from the Premises whatever furnishings, items and things the said Director of Permits & Licences orders

13. Continued:

removed. AND in the event that the Licensee fails to remove the said furnishings, items and things as ordered, then the said Director of Permits & Licences may provide for the removal and storage of same forthwith without notice to the Licensee who shall reimburse the Licensor for the cost of such removal and storage.

14. The Licensee covenants with the Licensor to pay the administration fee and the license fee as determined from time to time by the Licensor's Director of Permits & Licences and to perform and observe the Licensee's covenants herein.

15. Under no circumstances whatever shall the Licensee, its executors, administrators or trustees, as the case may be, assign or transfer this License Agreement or grant any sub-licenses of any manner or kind.

16. (a) Except as otherwise approved by the Director of Permits & Licences, the Licensee is prohibited from carrying out work of any nature below or above the existing grade level, altering or reworking the Premises. It is expressly understood and agreed that the licensee is prohibited from damaging or defacing the Premises.

(b) In the event that the Licensee is desirous of doing anything prohibited by paragraph 16 (a), it shall so inform the Licensor's Director of Permits & Licences in writing, whereupon the Director of Permits & Licences, if he approves of same in writing shall direct the Licensor's servants to carry out same, provided nevertheless that all such work shall be at the expense of the Licensee who shall pay the Licensor for same as the Director of Permits & Licences directs.

(c) The Licensor makes no representations or warranties as to the safety, state, condition or fitness of the Premises or the suitability of the Premises for the Licensee's purposes, and the Licensee warrants that it has carefully inspected the Premises and does hereby accept the Premises as the same exist at the date of the Licensee affixing its signature and seal hereto.

17. (a) In the event that the Licensor's Director of Permits & Licences is of the opinion that the Licensee is failing to comply with any rule, regulation, guideline, authorization or approval concerning the Premises, or if the said Director of Permits & Licences is of the opinion that the Licensee is in breach of any of the covenants, terms or provisos of this License Agreement, then in either case the Licensor may cancel this License Agreement and the license to occupy granted herein forthwith and without notice to the Licensee.

17. (b) Upon the Licensor terminating this License Agreement either with notice (pursuant to paragraph 12), or without notice (pursuant to paragraph 17 (a)), the Licensee covenants that upon termination or cancellation of this License Agreement, or surrender of the Premises, it will forthwith remove any and all improvements, items and things it caused to be brought upon the Premises, and will peaceably yield up and surrender the Premises in a level, neat and tidy condition to the satisfaction of the Licensor's Director of Permits & Licences. PROVIDED HOWEVER that if the Licensee fails to yield up and surrender the Premises in a condition satisfactory to the said Director of Permits & Licences, then the said Director of Permits & Licences may carry out such work at the expense of the Licensee.

18. This License Agreement shall be subordinate to the rights of the Licensor and other utility companies to maintain and repair any and all public works and utilities within, about, beneath and above the Premises and the Licensee shall take all steps necessary, upon request of the Licensor, to ensure access to the Premises for the purposes set forth in this paragraph.

19. The Licensee covenants with the licensor that it will indemnify and save harmless the Licensor and its officers, servants and agents from all costs, losses, damages, builders' liens, compensation and expenses of any nature whatsoever suffered or incurred by the Licensor and sustained or caused by the Licensee's occupation or possession of the Premises and from all claims, demands, suits and judgments against the Licensor and/or its officers, servants and agents on account of or in respect of the Premises or of the occupation or possession or use thereof by the Licensee, its servants, agents, contractors, licensees or permittees. PROVIDED HOWEVER the Licensee's agents shall not apply if or to the extent that the loss, damage, injury or death is caused by negligence on the part of the Licensor or its officers, servants or agents.

20. In no way shall this License Agreement operate so as to exempt the Licensee from any obligations created by any laws, bylaws and lawful orders which touch and concern the Premises and the activities authorized hereby, with all of which laws, bylaws and lawful orders the Licensee shall comply.

21. The Licensor and its officers, servants and agents shall have the right to inspect the Premises at all times. In furtherance of such right of inspection, the Licensor and its officers, servants and agents shall have the right to bring upon the Premises whomever or whatever they deem necessary for such purpose.

22. Any notice or delivery authorized in this License Agreement shall be deemed to have been properly effected if delivered or mailed by prepaid post to the parties at their respective addresses as set out on the first page hereof.

23. Provided that the Licensee has not defaulted under this License Agreement, and provided that the Licensor does not require the Premises for any purposes whatsoever, the Licensor may, but shall not be obligated to do so, grant to the Licensee a renewal of this License Agreement for such further period as the Licensor may approve; in the event of such renewal the Licensee, before being permitted to occupy the Premises for the renewal period, shall execute a renewal agreement in form satisfactory to the Licensor; shall prepay a nonrefundable (except as set out in paragraph 12) renewal fee established by the Licensor's Council, and shall obtain the required insurance with respect to the Premises.

24. Those covenants, provisos and stipulations herein on the part of the Licensee which can only be performed subsequent to cancellation of this License Agreement and the Licensee's covenants to prepay the license fee, and other sums to the Licensor shall survive cancellation of this License Agreement until the same have been discharged and performed in full to the satisfaction of the Licensor's Director of Permits & Licences.

Words herein importing the singular number of the masculine gender only shall include more persons, parties or things of the same kind than one, and females as well as males, and the converse whenever the context so requires; also these presents shall enure to the benefit of and be binding upon the trustees, executors and administrators of the Licensee and the successors and assigns of the licensor.

IN WITNESS WHEREOF the Licensor has caused these presents to be sealed with the Common Seal of The Corporation of the City of White Rock, signed by the Mayor and City Clerk; and the Licensee has caused its seal to be affixed in the presence of its proper officers duly authorized in that behalf, or has signed these presents, as the case may be, as of the day and year first above written.

SEALED with the Common Seal of THE CORPORATION OF THE CITY OF WHITE ROCK and signed by:	)	
	)	C/S
_____ Mayor	)	
_____ City Clerk	)	
SEALED with the Corporate Seal of and signed by:	)	C/S
_____ Authorized Signatory	)	
_____ Authorized Signatory	)	

This is Page 7 of a 7-page License Agreement for a Sidewalk Cafe or Business License between the City of White Rock as Licensor and _____ _____respecting_____.

SCHEDULE "A"

PLAN TO ACCOMPANY LICENSE AGREEMENT
Legal Description:

Scale: 1" = 3' No.

THE CORPORATION OF THE CITY OF WHITE ROCK

SIDEWALK CAFE OR BUSINESS LICENSE RENEWAL AGREEMENT

THIS LICENSE RENEWAL AGREEMENT made as of the day of ,199 .

BETWEEN:

THE CORPORATION OF THE CITY OF WHITE ROCK, a municipal corporation, having offices at 15322 Buena Vista Avenue, White Rock, British Columbia, V4B 1Y6 (hereinafter called the "Licensor")

OF THE FIRST PART

AND:

(hereinafter called the "Licensee")

OF THE SECOND PART

WITNESSETH THAT WHEREAS:

A. By a License Agreement made as of the (hereinafter called the "License Agreement"), the Licensor granted to the Licensee a license to occupy that certain portion of shown outlined in red on the plan attached to the License Agreement as Schedule "A" thereto, with a civic address at (which portion is hereinafter called the "Premises"), for the period , subject to the terms and conditions set forth in the License Agreement;

B. The Licensee has requested that the Licensor grant to the licensee a renewal of the License Agreement to enable the Licensee to occupy the Premises for a further period commencing on and ending on , and the Licensor has agreed to grant such a renewal on the terms and condition hereinafter set forth.

NOW THEREFORE, in consideration of the premises, and the fees, covenants and agreements hereinafter contained, the Licensor and the Licensee covenant and agree as follows:

C. The Licensor hereby grants to the Licensee a license to occupy the Premises for the period commencing on and expiring on , on the same terms and conditions as set forth and contained in the License Agreement, dated ,subject to payment to the Licensor of the prepaid license fee for the occupancy of the Premises in an amount established by the Licensor's Council and subject to those covenants contained in the License Agreement.

D. The Licensor and the Licensee shall perform and observe the several covenants, provisos, agreements and stipulations contained in the License Agreement as fully as if such covenants, provisos, agreements and stipulations had been repeated herein in full, an the License Agreement, as hereby renewed, shall continue in full force and effect.

SEALED with the Common Seal of THE CORPORATION OF THE CITY OF WHITE ROCK and signed by:	)	
	)	C/S
_____ Mayor	)	
_____ City Clerk	)	
SEALED with the Corporate Seal of	)	
and signed by:	)	C/S
_____ Authorized Signatory	)	
_____ Authorized Signatory	)	

This is Page 2 of a 2-page License Renewal Agreement for a Sidewalk Cafe or Business License between the City of White Rock as Licensor and _____ _____respecting_____.

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Acting Director of Planning and Development Services**

SUBJECT: **Application for a Lounge Endorsement for the Proposed Brewery License at 15220/22 North Bluff Road (LL 17-006)**

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Application for a Lounge Endorsement for the Brewery Licence at 15220/22 North Bluff Road (LL 17-006);"
2. Authorize staff to schedule the required public hearing for the proposed lounge endorsement at 15220/22 North Bluff Road; and
3. Authorize staff, pending the results of the public hearing, to forward a copy of the April 24, 2017 report and the results of the public hearing to the Liquor Control and Licensing Branch along with a resolution to advise that Council has considered the potential impact for noise and the impact on the community, and is in support of the approval of the Lounge Endorsement for the Brewery License at 15220/22 North Bluff Road.

EXECUTIVE SUMMARY

The City of White Rock has received an application for a lounge endorsement for the proposed brewery ("Three Dogs Brewing Ltd.") located at 15220/22 North Bluff Road. The applicant is currently in the process of applying for a brewery license with the B.C. Liquor Control and Licensing Branch. The applicant has received Approval-in-Principle for the brewery license, which provides a twelve (12) month period for completion of construction and/or renovations for the proposed establishment.

Once the proposed brewery license receives final approval, the license will have an on-site store endorsement, which permits retail sales and a tasting room area. The proposed lounge area would overlap with the retail sales/tasting area. Both addresses listed above, 15220 and 15222 North Bluff Road, are business addresses; the civic address of the parent parcel is 1588 Johnston Road. The requested lounge endorsement will allow the brewery to sell and serve any kind of liquor (up to 20 percent of products may be manufactured off site) for consumption on site in the approved lounge area, which would overlap with the retail sales/tasting area. The proposed occupant load for the brewery lounge is forty-six (46) persons; including manufacturing and staff areas, the

total occupant load is fifty (50) persons. The proposed hours of operation for the lounge area are included in Appendix B.

Staff support the application as it is consistent with the Economic Development goals of the W*hite Rock Official Community Plan, 2008, No. 1837*, is being proposed by a new business that will further improve leisure-supportive opportunities in the Town Centre area. Location and ortho photo maps are included as Appendix A. The LCLB Application Form and the Applicant's Letter of Intent is included as Appendix B. Public correspondence is included as Appendix C. The proposed floor plan for the lounge area is included as Appendix D.

PAST PRACTICE / POLICY / LEGISLATION

Liquor licences are regulated by the Province through the BC Liquor Control and Licensing Branch (LCLB). The City's role is to respond to the LCLB in support of or in opposition to the proposed lounge endorsement.

Section 71 of the *Liquor Control and Licensing Regulation* requires that any request for a lounge endorsement for a manufacturer license requires a resolution from Council for the community where the licensed establishment is located. The purpose of the resolution is to provide comment on the application, and must address the following:

(a) The location of the lounge,

(b) The person capacity and hours of the establishment,

(c) The impact of noise on nearby residents,

(d) The impact on the community if the application is approved,

(e) The views of residents and a description of the method used to gather views, and

(f) The recommendations of the relevant local government, including whether or not the application be approved, and the reasons on which these recommendations are based on.

The *City of White Rock Planning Procedures Bylaw, 2009, No. 1869* (the "Procedures Bylaw") requires that input from the community be obtained by public notification only for minor changes to existing liquor licences. As the applicant is requesting an increase in the hours of liquor service and an increase in occupant load (the brewery licence does not have a set occupancy for the lounge area), the Procedures Bylaw requires that input from the community be obtained by a Public Hearing hosted by Council.

As per the Procedures Bylaw, the public hearing will be advertised in two consecutive issues of the Peace Arch News and a notice explaining the application will be mailed to all property owners within 100 metres of the subject property. All written comments received prior to the public hearing will be considered by Council in their final decision to support or oppose the application.

ANALYSIS

Surrounding Area

Three Dogs Brewing Ltd. is located in the Royal Place Mall, which is bounded by Johnston Road to the west, North Bluff Road to the north, and George Street to the east. The general vicinity, as part of the Town Centre and the Johnston Road commercial corridor, includes a mixture of residential and commercial uses, with a number of stores, shops, offices, and apartments surrounding the subject property.

The Proposal
The applicant intends to amend the brewery license for the establishment located at 15220/22 North Bluff Road (1588 Johnston Road), which has received Approval-in-Principle from the LCLB, to include the addition of a lounge endorsement. This endorsement will allow the licensed brewery to sell and serve any kind of liquor for consumption on site in the approved lounge area, provided that the cost of liquor products other than those manufactured on site does not exceed 20% of the total cost of products for sale in the lounge area in any given quarter.

Proposed Occupant Load
The proposed occupant load for the brewery lounge is forty-six (46) persons; including manufacturing and staff-only areas, this results in a total occupant load of fifty (50) persons. The proposed brewery licence does not have a set occupancy for the lounge area; subsequently, this would constitute an increase.

Proposed Hours of Liquor Service / Hours of Operation
The current hours permitted for the on-site store/tasting area are from 9:00 AM to 11:00 PM on all days of the week. The applicant is requesting to set the following hours of liquor service for the lounge in accordance with Table 1 below:

Table 1: Hours of Liquor Service

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.
Closed	10:00 p.m.	10:00 p.m.	10:00 p.m.	11:00 p.m.	11:00 p.m.	2:00 a.m.	2:00 a.m.

The applicant has clarified that the hours of operation for the licensed establishment are limited in comparison to the requested hours of liquor service. The applicant's stated purpose for extending the hours of liquor service past the hours of operation for the lounge is primarily intended to accommodate private groups and special events that may take place on the premises. Table 2, which should be read in concert with Table 1, further clarifies the actual hours of public operation for the lounge area:

Table 2: Proposed Hours of Public Operation

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	Closed	Closed	3:00 p.m.	3:00 p.m.	3:00 p.m.	11:00 a.m.	11:00 a.m.
Closed	Closed	Closed	9:00 p.m.	9:00 p.m.	11:00 p.m.	11:00 p.m.	8:00 p.m.

No other endorsements are proposed for the brewery licence.

Internal Circulation
In addition to the RCMP, the application was circulated to the Building, Engineering, Operations, Fire, and Parking Departments for review and comments.

The Parking Department noted that the parking lot for Royal Place Mall is often at capacity; if this business operates at the same hours as other businesses on the subject property, parking will likely continue to overflow onto George Street. The Parking Department further recommends that signage and pavement markings on George Street should be updated to improve safety.
No other issues were identified.

Staff Comments

Staff have reviewed the referral in relation to the requirements of the Liquor Control and Licensing Branch, and note the following for Council's consideration:

(a) The location of the establishment: The location of the lounge is in a retail space adjacent to the primary manufacturing space, and overlaps with the proposed retail sales/tasting room area. For reference, the floor plans are included as Appendix D.

The licensed establishment is located in the Town Centre, which is a commercial area with access to taxi cabs and public transit as an alternative to drinking and driving. The establishment is also located within walking distance of many medium-to-high density residential complexes.

(b) The person capacity and hours of liquor service of the establishment: In reference to the proposed brewery and lounge area, the Building Department did not identify any issues with the proposed overall occupant load of fifty (50) persons. The proposed hours of liquor service constitute an increase to the hours of liquor service currently permitted for the tasting room use; however, the proposed hours of operation and the stated purpose of extending the hours of liquor service for private events are also considered to be appropriate.

(c) The impact of noise on nearby residents: If staff is authorized to schedule a public hearing, Council will have the opportunity to receive further feedback from the public on this topic.

(d) The impact on the community if the application is approved: There is no reason to believe that permitting a lounge endorsement would lead the establishment to operate in a manner contrary to their primary purpose.

The proposal is supported by the Economic Development objectives and policies outlined in the White Rock Official Community Plan. The proposed lounge area would further support the Town Centre as a vibrant commercial/entertainment area, provide a leisure-supportive space for the community, and encourage pedestrian-friendly entertainment within walking distance of medium-to-high residential development.

The parking lot at Royal Place Mall contains fifty-one (51) parking spaces, one (1) of which is designated as handicapped parking. A site visit revealed that the majority of the businesses on the subject property, on average, typically operate from 9:00 AM to 6:00 PM throughout the week.

While the majority of existing businesses in Royal Place Mall operate during daytime hours as noted above, the licensed establishment would primarily attract patrons during the afternoon and evening hours as discussed in Table 2: Proposed Hours of Public Operation. While there may be some competition between parking lot users during the late afternoon, the proposed hours of public operation for Three Dogs Brewing Ltd would be complementary to the operation of existing businesses on the subject property

(e) The views of residents and a description of the method used to gather views: As part of their application package, the applicant has provided eleven (11) letters of support from local residents and business owners. The applicant has also submitted a petition in support of the proposal, containing eighty-six (86) signatures. Received public correspondence is attached as Appendix C.

Further input from the community will be required from a public hearing hosted by Council. The public hearing will be advertised in two consecutive issues of the Peace Arch News and a notice explaining the application will be mailed to all property owners within 100 metres of the subject property.

If staff is authorized to schedule a public hearing, Council will have the opportunity to receive feedback from the public. The earliest a public hearing could be scheduled is May 15, 2017 due to advertising and notification requirements.

OPTIONS

The following options are available for Council's consideration:

1. Consider the application for a lounge endorsement for the brewery licence at 15220/22 North Bluff Road, and authorize staff to schedule a public hearing.
2. Consider the application for a lounge endorsement for the brewery licence at 15220/22 North Bluff Road, and authorize staff to opt-out of providing input into the liquor licensing process for this application, leaving the required public consultation process to the LCLB.
3. Defer consideration pending further information to be identified.

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

CONCLUSION

Innovative businesses, such as licenced breweries that include lounge areas for patrons, are an important part of a vibrant and livable Town Centre area that is centrally located, within walking distance to higher population densities, and has access to alternative modes of transportation (e.g. public transit, taxis, etc.).

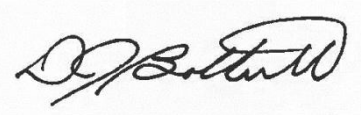
Staff support the proposal as it is consistent with the Economic Development goals of the OCP. Public correspondence received by staff regarding the application is supportive of the proposed brewery lounge. No significant impacts on the surrounding community are anticipated.

Respectfully submitted,

Greg St. Louis, P. Eng.
Acting Director of Planning and Development Services

Comments from the Chief Administrative Officer:

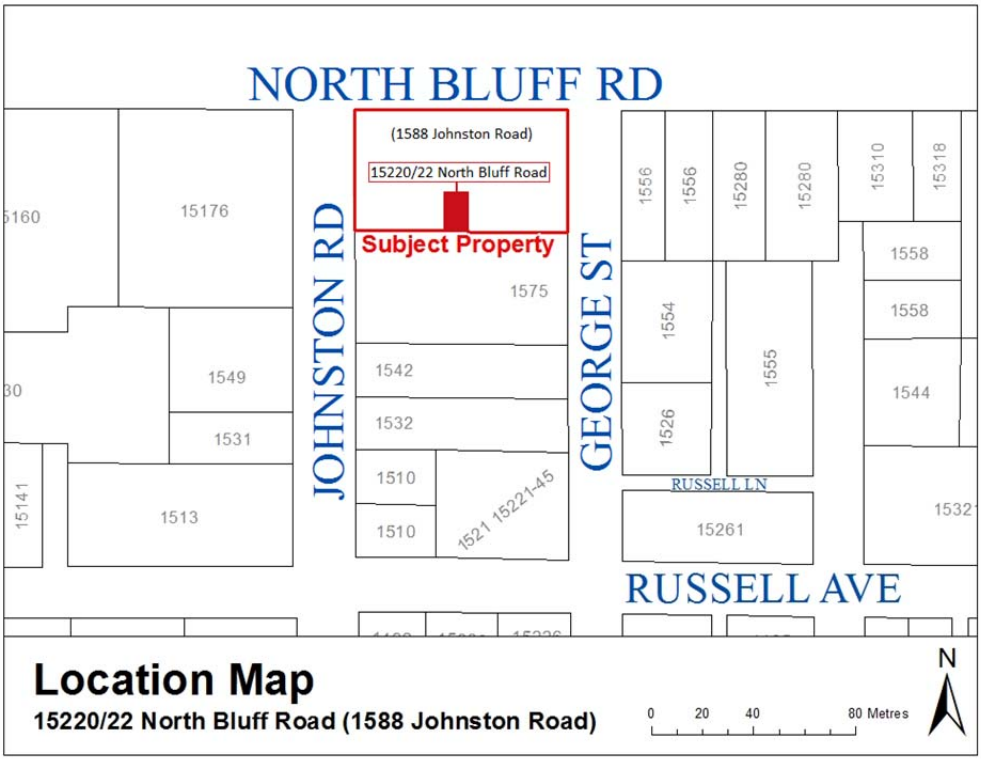
I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

Appendix A: Location and Ortho Photo Maps
Appendix B: LCLB Application Form and Applicant's Letter of Intent
Appendix C: Public Correspondence
Appendix D: Proposed Floor Plan

Appendix A
Location and Ortho-Photo Maps



Appendix B

LCLB Application Form and Applicant's Letter of Intent

BRITISH COLUMBIA

Liquor Control and Licensing Branch
4th Floor, 3350 Douglas St, Victoria, BC V8W 9J8
Mail: PO Box 9292 Stn Provincial Govt, Victoria, BC V8W 9J8
Phone: 1 866 209-2111 Fax: 250-952-7066

LOUNGE AND SPECIAL EVENT AREA APPLICATION

Liquor Control and Licensing Form LCLB049A

Instructions:
Using the attached guide, complete this application form and assemble all required documents. Once complete, follow instructions for submitting your application package to local government/first nation and the Liquor Control and Licensing Branch.

office use only
Job No:

Part 1: Type of Application

☑ Lounge Endorsement ☐ Special Event Area Endorsement

Note: Do not apply for special event area if it will occupy same footprint as the lounge.

Are you submitting an application for a manufacturing licence with this application? ☐ No ☑ Yes

Are you submitting an application to transfer the location of the manufacturing facility with this application? ☑ No ☐ Yes

Part 2: Applicant

Manufacturer Licence Number (if licensed):

Applicant/Licensee Name: SCOTT KEDDY 3 DOGS BREWING

Mailing Address:

Street | WHITE ROCK (City) | BC (Province) | Postal Code

Phone number: E-mail address:

Note: An authorized signing authority of a licensee can appoint a representative to interact with the branch on their behalf by completing form LCLB101 *Add, Change or Remove Licensee Representative*

Part 3: Application Contact Person

Name: SCOTT KEDDY Phone number:

Position: PRESIDENT E-mail address:

Note: The applicant authorizes the person above to be the primary contact for the duration of the application process only.

Part 4: Establishment

Establishment Name: 3 DOGS BREWING

Manufacturer Address:

15222 NORTH BLUFF (Street) | WHITE ROCK (City) | BC (Province) | V4B 3E6 (Postal Code)

4a. Parcel Identifier (PID): #003-674-789 LOT A SECTION 11 TOWNSHIP 1

4b. Local Government/First Nation: WHITE ROCK Local Police: RCMP

4c. Is this location zoned for liquor service? ☐ No ☑ Yes

4d. Is this manufacturing site part of the Agricultural Land Reserve (ALR)? ☑ No ☐ Yes

4e. If the proposed site is on ALR land, have you reviewed the ALR policies regarding a lounge and/or special event area? ☐ No ☐ Yes

LCLB049A (Last updated 4 January 2017) 1 of 5 Lounge and Special Event Area Application

Part 5: Lounge Proposal

This section requires several supporting documents to be submitted with your application. Please see the checklist on page 3 below for more information regarding letter of intent, floor plan and site map.

5a. Proposed Service Areas:
Complete the following based on your establishment floor plan and occupant load (see page 5 of guide):

Area No.	Floor Level (e.g. Basement, Main, 2nd)	Indoor	Patio	Occupant Load
1.	MAIN	1550 □	—	46 PERSONS.
2.				
3.				
4.				
5.				
Total Occupant Load (of all licensed areas):				46 PERSONS

5b. Hours of Liquor Service:

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Open	11 AM	11 AM	11AM	11 AM	11 AM	11 AM	11 AM
Close	10 PM	10 PM	10 PM	11 PM	11 PM	2 AM	2 AM

Part 6: Special Event Area Proposal

This section requires several supporting documents to be submitted with your application. Please see the checklist on page 3 below for more information regarding letter of intent, floor plan and site plan.

6a. Proposed Service Areas:
Complete the following chart based on your establishment floor plan. Occupant load is required for indoor and patio areas (see page 5 of guide). If you want an outdoor area that is not a patio see 6b:

Area No.	Floor Level (e.g. Main, Mezzanine)	Indoor	Patio	Occupant Load
1.				
2.				
3.				
4.				
Total Occupant Load (of all licensed areas):				

6b. Complete the following chart if you will have an outdoor event area (not a patio). Outdoor areas require a person capacity not occupant load (see page 5 of guide):

Area No.	Outdoor Area Identify by location or name	Capacity
1.		
2.		
3.		
4.		
Total Person Capacity for all Outdoor Areas:		

6c. Hours of Liquor Service

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open							
Closed							

Part 7: Declaration of Signing Authority

My signature, as applicant, indicates, with respect to the establishment:

- I am the owner of the business to be carried on at the establishment or the portion of the establishment to be licensed.
- I am the owner or lessee of the establishment or portion of the establishment to be licensed. Or I have an option purchase or offer to lease the establishment, or portion of the establishment to be licensed, and prior to a licence being issued I will have title or obtain a completed lease which will not expire for a minimum of 12 months after the date the endorsement is issued.
- I understand the general manager has the right to request documentation supporting valid interest at any time and I agree to provide the requested documentation in a timely manner upon request.
- I understand loss of valid interest at any time while holding a licence is reason for the general manager to consider cancelling the licence.
- I understand I must advise the Branch immediately if at any time the potential exists to lose valid interest either during the licensing process or once a licence has been issued.
- I understand the name(s) on documentation demonstrating valid interest must be identical to the applicant names(s).
- As the licensee, I will be accountable for the overall operation, for all activities within the establishment and will not allow another person to use the licence without having first obtained a written approval from the general manager.
- I understand a licence can only be renewed if I am the owner of the business carried on at the licensed establishment and I am the owner or lessee of the licensed portion of the establishment.

This form should be signed by an appropriate individual who has the authority to bind the applicant. The Branch relies on the applicant to ensure that the individual who signs this form is authorized to do so. See page 4 of the Guide for a list of accepted signing authorities.

Note: An agent, lawyer, licensee representative or third party operator may not sign the declaration on behalf of the applicant.

Signature: _____
Authorized signatory of the applicant

Name: KENDY SCOTT WILLIAM (last / first / middle) Position: PRESIDENT (if not an individual) Date: 24/02/2017 (Day/Month/Year)

If an authorized signatory has completed the *Add, Change or Remove Licensee Representative* form (LCLB101) and they have specifically permitted a licensee representative to sign this form on the licensee's behalf, the branch will accept the licensee representative's signature.

Section 57(1)(c) of the Liquor Control and Licensing Act states: "A person commits an offence if the person (c) provides false or misleading information in the following circumstances: (i) when making an application referred to in section 12; (ii) when making a report or when required and as specified by the general manager under section 59."

False declaration of valid interest is reason for the general manager to consider terminating the licence application and/or cancelling the licence.

Part 8: Checklist

Your application package must include the following documents. An incomplete application will delay the licensing process.

- [x] Completed Lounge & Special Event Area Application (this form).
- [x] Letter of Intent for each type of endorsement (page 5 of the guide).
- [ ] Lounge Floor Plan (2 copies) preferably with occupant load (page 5 & 6 of the guide).
- [ ] Special Event Area Floor Plan (2 copies) preferably with occupant load (page 5 & 6 of the guide).
- [ ] Site plan for any outdoor endorsement area (see page 6 of guide).
- [ ] Patio(s) (see Appendix I on page 8 of the guide).
- [ ] Any additional information (labelled per question number on application form) if there is not sufficient space to answer a question on the application form.
- [ ] Take your application package to Local Government/First Nation (Part 9 below). Note: This step is note required if you are applying for this endorsement(s) on a second manufacturing licence located at the same site (see # 3 on page 2 of guide).

- [ ] After Part 9 is completed, submit your application package to the Branch (Parts 10 and 11 below).

3 dogs
brewing

February 24, 2017

To Whom It May Concern

Letter of Intent for Lounge Endorsement for 3 Dogs Brewing

15222 North Bluff Road, White Rock BC, V4B 3E6

3 Dogs Brewing is seeking a Lounge Endorsement in conjunction with it's application to the BC Liquor Control Branch for a Manufacturing Licence for 3 Dogs Brewing located at 15222 North Bluff Road, White Rock BC.

Food service will be hot and cold snacks available for purchase. 3 Dogs plans to offer a variety of locally produced snacks that will include;

- Spiced Nuts
- Wasabi Peas
- Beef Jerky
- Samosas

3 Dogs Brewing will also cooperate with local White Rock restaurants and food vendors for patrons to purchase take out food items directly from these businesses. Local restaurants within a short distance include an Indian restaurant, a Lebanese Donair shop, a delicatessen offering fresh sandwiches and a Sushi restaurant. Theses are all located within a 30 second walk from 3 Dogs Brewing and our goal is to develop mutually beneficial relationships with these businesses that will add to their revenues and offer a variety of choices for 3 Dogs Brewing patrons.

Entertainment offered in the Lounge will consist of board games such as Cribbage, Scrabble, Sequence, Trivial Pursuit and other socially interactive games of this type that 3 Dogs Brewing will provide at no charge to patrons for use on the premises. Live music is a possible form of entertainment that may be offered in the future however it is not contemplated at this time. Should 3 Dogs Brewing offer live entertainment it would

consist of solo or duo acoustic musicians playing low volume background type music. We will not at any time in the future operate a DJ or dance floor in the establishment due to space, noise and other considerations.

The composition of the neighborhood surrounding 3 Dogs Brewing's location is principally Commercial / Retail. There are apartment buildings in the area with the nearest approximately 200 meters away. These are located to the rear of 3 Dogs Brewing's location and there are no residents or apartments that face the front entrance doors of the 3 Dogs Brewing establishment. Most of the commercial retail in the area operate Monday thru Saturday. from 10 am to 5 or 6 pm.

The potential for noise disturbances to nearby residents is negligible. 3 Dogs Brewing's entrance doors face onto a parking lot on the south side of North Bluff Road. There are no residents at the rear, side or above the 3 Dogs Brewing location. The parking lot is approximately 30 meters wide in front of 3 Dogs Brewing and there are no residents directly across the street from the parking lot. Located across North Bluff Road from 3 Dogs Brewing are more commercial/retail businesses that principally operate to 5 pm.

3 Dogs Brewing will, in order to control noise and minimize potential disturbance to any other commercial/retail unit or nearby residents, will keep its front doors and windows closed at all times and will not permit any loitering outside it's premises. Interior background music levels will be kept low and maintained at a level that will facilitate normal conversation among the patrons. 3 Dogs Brewing will not be operating an outdoor patio of any fashion at this location.

Scott Keddy, President

3 Dogs Brewing Ltd.

Appendix C

Public Correspondence

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a resident of White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

I support this application as I believe it will add to the character and vibrancy of the uptown White Rock area and offer added value for all businesses in the area.

The craft brewing industry is experiencing rapid growth in our province and communities that have embraced this growth have realized numerous benefits from the direct and spinoff effects of this popular trend.

I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date MARCH 08/2017

Name NARINDER BADESHA
Address 1489 STAYTE RD.
Postal Code V4B 4Z3
Phone 604-626-8424
Email nikibad@gmail.com

1

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a business owner / operator in White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date MAR 6/17

Business Name THE UPS STORE #445

Name JASMEET MANN

Address 15216 NORTH BLUFF RD

Postal Code V4B 3E6

Phone 778-294-2512

Email

3

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date Mar 06/2017

Business Name Silver dragon Restaurant

Name MEI HONG Li

Address

Postal Code

Phone

Email

3

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a not a resident of White Rock, however I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

_____ Date 06 MAR 17

Name Addison Han
Address 1274 LaSalle Place
Postal Code V3B 6T6
Phone 604 790 5765
Email addisonhan@hotmail.com

2

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date MAR 6, 2017

Name Alan Wong
Address 3290 FOREST ST
Postal Code V5G 1W6
Phone 604 727 9522
Email wongalan@hotmail.com

2

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a business owner / operator in White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date 3/6/17

Business Name Borden Gold Corp.

Name Robert Levy

Address 15234 North Bluff Rd

Postal Code V4B 3E6

Phone 604 652 2499

Email rlevy@bordergold.com

3

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a business owner / operator in White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

MARCH 6, 2017 Date

Business Name WOLF'S DELI

Name ANDREW PAECH

Address 15214 NORTH BLUFF

Postal Code V4B 3E6

Phone 604 5315030

Email

3

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date MAR 4/2017

Business Name ARTISTRY IN FLOWERS HLDS LTD.

Name ARTISTRY IN FLOWERS

Address 15230 NORTH BLUFF RD.

Postal Code V4B 3E6

Phone 604 538-4670

Email info@artistryflowers.com

3

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a resident of White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date March 6, 2017

Name Paul Prevost
Address 1040 Parker #1
Postal Code V4B 4R7
Phone 541 510 2164
Email paulremiprevost@gmail.com

1

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

Dear White Rock City Council:

I am a resident of White Rock, and I am writing to express my full support for the pending application to grant 3 Dogs Brewing a lounge endorsement for the craft brewery at 15222 North Bluff Rd. in White Rock.

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

Date 2017-03-06

Name Kelly Zaurrini
Address #301-1420 Johnston Rd.
Postal Code
Phone 778-294-2122
Email Kelly.Zaurrini@fortisbc.com.

1

City of White Rock

Mayor and Council
15322 Buena Vista Ave
White Rock BC V4B 1Y6

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I urge you to move forward on the decision to grant 3 Dogs Brewing the lounge endorsement for their craft brewery.

I am looking forward to your response.

Sincerely,

_____ Date MARCH 08/2017

Business Name RED ROOSTER FOOD STORE 2015

Name PRIYA BADESHA

Address 1489 STAYTE RD.

Postal Code V4B 4Z3

Phone 604-541-8300

Email redroosterwhiterock@gmail.com

3

ipetitions
YOUR VOICE COUNTS

This petition has collected
86 signatures
using the online tools at iPetitions.com

Printed on 2017-03-08

3 dogs brewing tasting room and lounge endorsement

About this petition

We are trying to obtain our tasting room and lounge endorsement and with the support of the community it will count favourably for the application. Please leave your name, address, short comment, date, email address and postal code. Thanks so much! Let the beer be brewed

Signatures

1. Name: Matt Glazier (M.glazier08@gmail.com) on 2017-03-03 03:46:13
Comments:

2. Name: Ezgi (ezgi_emiroglu@yahoo.com) on 2017-03-03 03:59:13
Comments:

3. Name: Rajan Dhaliwal (dhaliwalrajan.s@gmail.com) on 2017-03-03 04:02:40
Comments: I think this is a great concept that would add to the community in the area.

4. Name: Amy Hazlehurst (amy_hazlehurst@yahoo.com) on 2017-03-03 04:03:45
Comments: They are amazing!!!

5. Name: Tyler Thibault (tyler.thibault18@gmail.com) on 2017-03-03 04:07:06
Comments: Can't wait to check out the tasting room!

6. Name: Brianna MacNeil (briannamacneil@gmail.com) on 2017-03-03 04:09:38
Comments:

7. Name: Paul Mayne (paulgomayne@gmail.com) on 2017-03-03 04:10:03
Comments: Don't go barking up the wrong tree looking for good craft beer. Check out the best new place in Beautiful Whiterock BC. 3Dogs Brewing.

8. Name: Roger (rogeryork24@gmail.com) on 2017-03-03 04:18:14
Comments: Get r done buds

9. Name: Liam Dolphin (liam.dolphin46@gmail.com) on 2017-03-03 04:23:35
Comments: This is going to be an awesome addition to the white rock neighborhood and I can't wait for it to be open.

10. Name: Russell Mayne (russellprmayne@gmail.com) on 2017-03-03 04:27:22
Comments: Trust me, I know beer, and this beer... is good beer.. trust me.
-Rusty 'beer drinkin' Mayne

11. Name: Amanda wiseman (avwiseman13@gmail.com) on 2017-03-03 04:28:04
Comments:

12. Name: ian (ianmcmaster13@gmail.com) on 2017-03-03 04:28:34
Comments: go bulls

13. Name: Adam Glazier (adam_glazier@hotmail.com) on 2017-03-03 04:33:18
Comments:

14. Name: Scott (scottkurath@live.com) on 2017-03-03 04:36:00
Comments:

15. Name: Jimmy Gill (jimmy11gill@gmail.com) on 2017-03-03 04:36:29
Comments:

16. Name: Ben Carney (bencarney606@gmail.com) on 2017-03-03 04:39:35
Comments: Good beer here

17. Name: Brynn McMillan (brynn.mc@hotmail.com) on 2017-03-03 04:41:51
Comments:

18. Name: Zachary Thorpe (zach@prestigecontractinginc.com) on 2017-03-03 04:43:02
Comments: Great stuff

19. Name: Lliam noy (lliam1@hotmail.com) on 2017-03-03 04:49:17
Comments: We need the tasting room !

20. Name: Aryan farrow (ary.farrow@gmail.com) on 2017-03-03 04:51:20
Comments:

21. Name: Michelle (mglazier75@gmail.com) on 2017-03-03 04:51:45
Comments: Best beer out there

22. Name: Kyle Chatterley (kchat@uvic.ca) on 2017-03-03 04:59:31
Comments:

23. Name: Danica Adams (danicaadamss@gmail.com) on 2017-03-03 05:06:28
Comments:

24. Name: Jared Howes (jaredwhiterock@shaw.ca) on 2017-03-03 05:24:56
Comments: 15134 Royal Ave.

Let these fine people open their establishment and serve us up some of the frothy good stuff!

25. Name: Daniel dixon (danielrdixon@me.com) on 2017-03-03 06:33:53
Comments: Great idea for the community and great people to be doing it!!

26. Name: Eryn Denroche (e.denroche@gmail.com) on 2017-03-03 06:35:24
Comments:

27. Name: Lia (lia_bijman@me.com) on 2017-03-03 06:38:51
Comments:

28. Name: Wesley Rose (wesleyjrose@gmail.com) on 2017-03-03 06:42:23
Comments:

29. Name: Taylor McKellar (ta.muartistry@gmail.com) on 2017-03-03 06:43:11
Comments: A great addition to the White Rock/South Surrey Community. Cannot wait for it to open!!

30. Name: Harry Belding (belding_hs@hotmail.com) on 2017-03-03 06:47:01
Comments:

31. Name: Kirsten Cave (kp.cave@gmail.com) on 2017-03-03 06:58:07
Comments: This would be an awesome addition to the community. Can't wait to try it!

32. Name: Charlotte Torrie (charlottetorrie@gmail.com) on 2017-03-03 07:06:21
Comments: Support local businesses! Would be a great addition to the area.

33. Name: Mike krugel (Mike_krugel@hotmail.com) on 2017-03-03 07:23:10
Comments:

34. Name: Sophia Kalil (sophie.kalil@gmail.com) on 2017-03-03 08:27:32
Comments: We need to support White Rock's one-of-a-kind businesses and distinctive character, and this business is just that. Locals supporting locals!

35. Name: Ashley (ashley-wilding@hotmail.com) on 2017-03-03 09:27:52
Comments: Cooool

36. Name: Kerrington Harper (kerrington.harper@gmail.com) on 2017-03-03 12:59:36
Comments:

37. Name: Brett Adam (brettpadam@gmail.com) on 2017-03-03 13:46:05
Comments: This is the kind of place White Rock is missing! I love going to the brewery tasting rooms in Vancouver and think it's time we had one in our neighbourhood. There's no better family to do it than this family opening Three Dogs. Not to mention their beers are some of the best.

38. Name: Armand Rashid (armand.rashid@gmail.com) on 2017-03-03 14:21:23
Comments: Love the name and cant wait to try the brew.

39. Name: Stacey Mayne (staxcale@gmail.com) on 2017-03-03 14:53:10
Comments:

40. Name: Jeremy Bergmann (jeremybergmann8@gmail.com) on 2017-03-03 15:51:54
Comments:

41. Name: Gregor fraser (gregorfraser91@gmail.com) on 2017-03-03 15:57:44
Comments: Woof I like beer

42. Name: Riley Howlett (rileyhowlett@gmail.com) on 2017-03-03 16:21:09
Comments: This is exactly what South Surrey / White Rock needs. All the best!

43. Name: ALberta Bligh (abertamayne@gmail.com) on 2017-03-03 16:53:52
Comments: Amazing beer and amazing humans

44. Name: Lauren Fuller (fullerlauren12@gmail.com) on 2017-03-03 17:35:28
Comments:

45. Name: Sam McInnis (SAM.MCINNIS@YAHOO.COM) on 2017-03-03 17:40:03
Comments: BABABABABABEAMIN

46. Name: Scott Spence (scott_spence5@hotmail.com) on 2017-03-03 17:40:42
Comments:

47. Name: Keith Pulling (info@keithpulling.com) on 2017-03-03 18:02:00
Comments: Great beer, great family, great addition to the community

48. Name: Ben (bchristy@ryerson.ca) on 2017-03-03 18:14:10
Comments:

49. Name: Jared b (beaulieujared1@gmail.com) on 2017-03-03 18:19:15
Comments:

50. Name: Matt Stone (stone.matthew01@gmail.com) on 2017-03-03 18:24:11
Comments: Would love to be able to walk a few doors down for a pop after work!

51. Name: Shannah (shoshannah_marie@hotmail.com) on 2017-03-03 19:13:03
Comments:

52. Name: Avery Allisen (averyallisen@hotmail.com) on 2017-03-03 21:50:24
Comments:

53. Name: Harry (hbains604@gmail.com) on 2017-03-03 22:08:26
Comments: This would be a great addition to community.

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54. Name: David Markus (davidmarkus@telus.net) on 2017-03-03 22:58:30
Comments:

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55. Name: Jan Honeyman (wadejan@gmail.com) on 2017-03-03 23:42:15
Comments: This is a great idea and would help to revitalize the upper White Rock area! It would be great if White Rock could "put itself on the map" as a Beer Tasting destination! I think it would be a great draw for both locals and tourists! "Beer Tasting Rooms" are really popular, and they are popping up throughout the lower mainland ...Port Moody alone has 4 ...and they all seem to be doing very well. They bring revenue to the city and add a sense of vibrancy...

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56. Name: Rebecca staab (rebeccastaab@yahoo.com) on 2017-03-04 00:09:24
Comments:

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57. Name: Katelyn (kdekova@hotmail.com) on 2017-03-04 02:25:54
Comments:

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58. Name: Kelaghn Noy (kelaghn.noy@gmail.com) on 2017-03-04 02:43:27
Comments: With many restaurants shutting down in the white rock area this would be a great space for both locals and tourists alike.

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59. Name: Mitzi Jones (mitzithad@hotmail.com) on 2017-03-04 03:42:06
Comments:

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60. Name: Ciara Bergum (ccbergs@hotmail.com) on 2017-03-04 03:57:33
Comments: <3 beer

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61. Name: Sharon Bethell (s.bethell@shaw.ca) on 2017-03-04 04:32:11
Comments:

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62. Name: Christine Padilla (christinemichellepadilla@gmail.com) on 2017-03-04 04:32:37
Comments:

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63. Name: Talia MacDonald (Talianmac@gmail.com) on 2017-03-04 13:43:29
Comments:

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64. Name: Braden Franklin (braden.franklin7@gmail.com) on 2017-03-04 20:05:42
Comments: 1308 Everall Street, White Rock BC

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65. Name: Chris Holt (cgholt@gmail.com) on 2017-03-04 20:33:00

Comments: Local guys who just want to wet some whistles in their own backyard. Cant wait to try it!

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66. Name: Adam (adam.cheshire55@gmail.com) on 2017-03-05 07:56:01
Comments:

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67. Name: Bryan Phenix (bphenix@gmail.com) on 2017-03-05 17:19:42
Comments: Great community initiative

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68. Name: Shannah (shoshannah_marie@hotmail.com) on 2017-03-05 18:39:01
Comments: We need more options locally for places open late!

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69. Name: Zorica (zoricaz2000@yahoo.com) on 2017-03-05 18:45:49
Comments: We'd love to have you in our neighbourhood! Looking forward to tasting ;)

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70. Name: Rebekah Liberman (rebekah.liberman@gmail.com) on 2017-03-05 19:06:54
Comments: We need more later options locally! Should be able to have a sitter at my house and go out within the community to enjoy my nights out!

---

71. Name: Jessica (nnannookk@gmail.com) on 2017-03-05 21:02:14
Comments:

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72. Name: Andrew Welsh (andrewswelsh@hotmail.com) on 2017-03-05 21:22:01
Comments: I enjoy tasting rooms very much, there should be more these around especially with many fantastic craft brewers we have available!

---

73. Name: Coby cragg (cobycragg@hotmail.com) on 2017-03-05 23:42:49
Comments:

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74. Name: Annie StHilaire (anniest@shaw.ca) on 2017-03-06 00:23:27
Comments: I hope the evening opening happens and is a success !

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75. Name: skipper (skipperknudson@gmail.com) on 2017-03-06 01:31:02
Comments: Yes, yes, yes.

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76. Name: Gail Fisher (laughingwillowpets@gmail.com) on 2017-03-06 01:51:36
Comments:

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77. Name: Melissa Cielen (jessa1500@gmail.com) on 2017-03-06 03:01:10
Comments: This would be great addition to white rock when come to town!!!

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78. Name: Dotty Taylor (bughouse@telus.net) on 2017-03-06 03:36:07

Comments: This would be a wonderful new addition for White Rock. Please allow this establishment to be open after 9 pm - I work days and it would be wonderful relaxing there in the evening.....

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79. Name: Karen hainstock (meggamaster@hotmail.com) on 2017-03-06 05:41:19
Comments:

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80. Name: JULIET REYNOLDS (julietjreynolds@gmail.com) on 2017-03-06 05:48:52
Comments: White Rock needs new interests for the community, and this is a great one for sure. :)

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81. Name: Jayda Home (jfhome@hotmail.com) on 2017-03-06 18:36:41
Comments: I'm all for supporting local business initiatives. Especially since city council tries its best to squash any new business startups.

---

82. Name: Patrick Hunter (patrickhunter1991@gmail.com) on 2017-03-06 22:26:26
Comments: This would be amazing for the white rock/south surrey area.

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83. Name: Rona Tepper (rtepper5@gmail.com) on 2017-03-07 04:17:05
Comments:

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84. Name: William Bligh (fredlarry@gmail.com) on 2017-03-07 04:58:08
Comments:

---

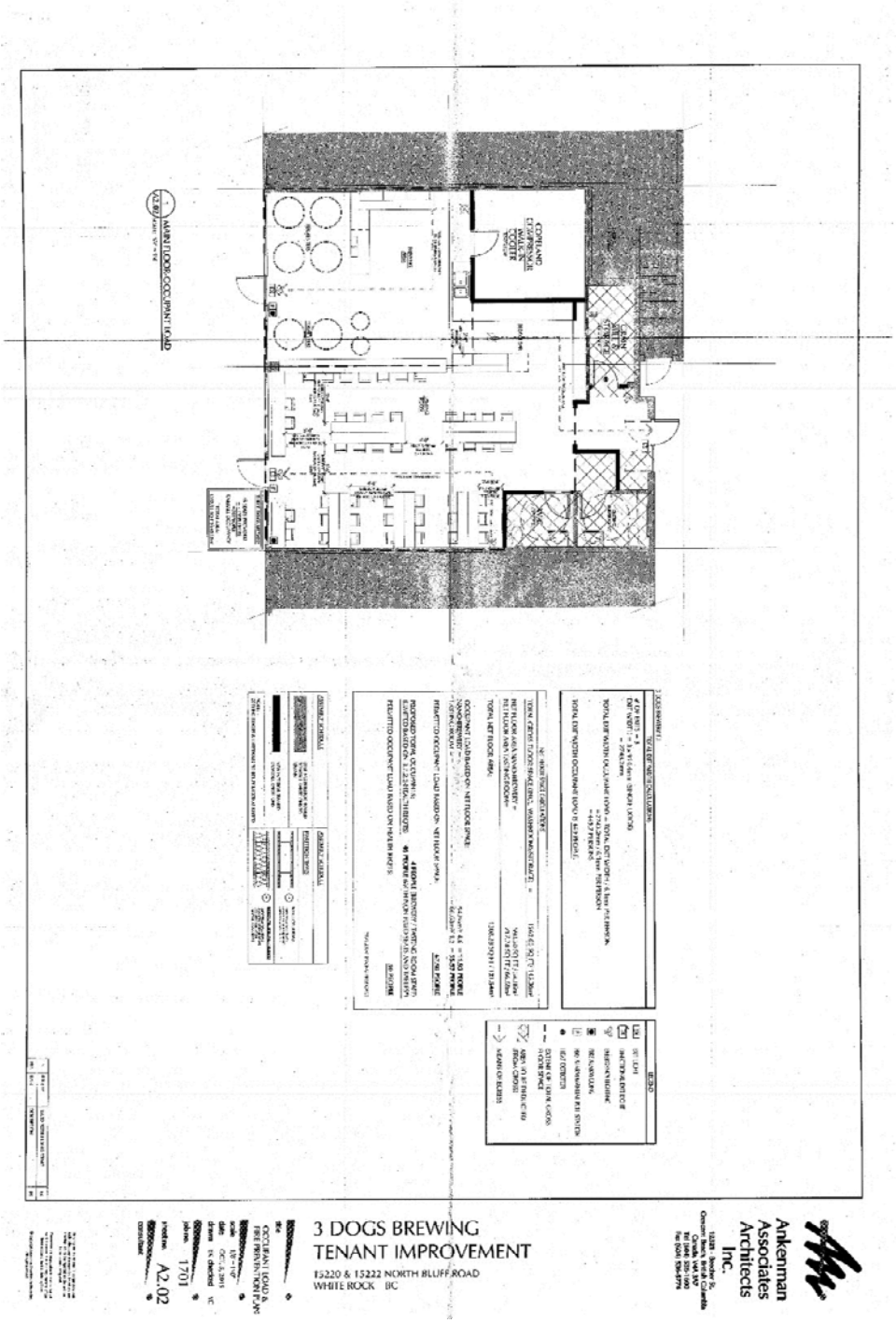
85. Name: moni n matt (monirutland@yahoo.com) on 2017-03-07 14:29:24
Comments: pls and thanks! :)

---

86. Name: Christian Beard (cbabeard@gmail.com) on 2017-03-08 20:23:21
Comments: I would love something like this in my area! I live in White Rock and I'm looking forward to the opening of 3 Dogs. Very exciting!

Appendix D

Proposed Floor Plan



THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Acting Director of Planning and Development Services**

SUBJECT: **Completion of Final Adoption Pre-Requisite – Miramar Village (ZON 16-043)**

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Completion of Final Adoption Pre-Requisite – Miramar Village (ZON 16-043)."

BACKGROUND

On January 30, 2017, Council gave first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000 Amendment (CD-16 15177 Thrift Avenue, 1461 to 1475 Johnston Road, and 15152 to 15154 Russell Avenue) Bylaw, 2017, No. 2181,*" subject to the registration of a section 219 covenant being resolved prior to final adoption. Bylaw 2181 amends the existing CD-16 zone for the Miramar Village project by Bosa Properties.

Council directed staff to waive the public hearing and provide notice to surrounding property owners. On February 20, 2017, Council gave third reading to Bylaw 2181.

Additional Approval Requirement

When the original approvals were given to the Miramar Village project in 2005, the developer agreed to provide a voluntary contribution of $436,471 towards a sanitary sewer pump diversion project. These funds were delivered to the City, but the specific sanitary sewer pump diversion project is no longer contemplated in the City's *Sewer Master Plan Update* from 2013. Other upgrades to the sanitary sewer system are still necessary and the funds would be appropriately used on other capital improvements to the system. By including the amenity provision in the proposed revision to the CD-16 zone and requiring a section 219 covenant to be registered on the title of 15177 Thrift Avenue prior to final adoption, the use of these funds is better clarified and secured.

The registration of the section 219 covenant has been resolved to the satisfaction of staff and Council may now consider final adoption of Zoning Amendment Bylaw No. 2181.

CONCLUSION

This report confirms that the applicant has completed the development pre-requisite necessary prior to final adoption of the bylaw. Council may now consider final adoption of Zoning Amendment Bylaw No. 2181.

Respectfully submitted,

Greg St. Louis, P.Eng
Acting Director of Planning and Development Services

Comments from the Chief Administrative Officer:

This corporate report is provided for information.

Dan Bottrill
Chief Administrative Officer

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Acting Director of Planning and Development Services**

SUBJECT: **Selection of Johnston Road Gateway Concept Design**

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Selection of Johnston Road Gateway Concept Design;" and
2. Recommend that Council direct staff to proceed with the hybrid option presented in the corporate report to the detailed design stage.

EXECUTIVE SUMMARY

Following public and stakeholder engagement in early 2016 to establish guiding principles for the revitalization of the Johnston Road commercial corridor, three streetscape concept designs were prepared for the three blocks of Johnston Road between North Bluff Road and Roper Avenue. The three concept design options that were prepared are summarized as follows:

> *#1 - Traditional urban theme with wide planted median, black furnishings and wide sidewalk area*
> *#2 - Arts and Culture theme with narrow planted median and patio/café space beside the sidewalk*
> *#3 - 'Green/Sustainability' theme with no centre median and enhanced boulevard planting*

The three concept designs were presented to the public on December 8, 2016 at an Open House event at the White Rock Community Centre. Participants had an opportunity to engage with staff and the project consultants to ask questions and share their input. A feedback form was provided to attendees and made available online for residents to complete up to December 21, 2017. A total of 60 feedback forms were received.

The most favoured option overall was Option #3, with 38% of preferring it ahead of Option #1 (33%) and Option #2 (29%). While Option #2 received the least overall support, the café zone in Option #2 resonated strongly with attendees and was the individual element from any of the options that was the most 'strongly liked' in the survey, ranking just ahead of the 'no median' element in Option 3.

Based on the public input at the Open House and through the feedback forms, staff directed the project consultants to prepare a combined/hybrid concept, based on the general layout and dimensions of Option 3 (i.e. with no centre median) but also incorporating preferred elements

from the other options. This hybrid concept also includes improvements to the traffic lane configuration to maintain turning lanes for a reasonable flow of vehicle traffic.

The intention for street trees in the hybrid design, based on feedback received and consideration of the existing tree conditions, is to focus efforts on tree canopy succession by planting 'the right tree in the right place' with adequate soil (utilizing soil cells) and avoid obstruction the view of commercial signage through selecting species with appropriate canopy height.

The ultimate build-out of the full design would require addition road dedications (at the time of redevelopment) to widen this section of Johnston Road from its typical current width of 24.4 metres (80 feet) to 27.4 metres (90 feet). Including building setbacks of 1.5 metres (5 feet) on each side of Johnston Road, this would result in a typical distance from building face to building face of 30.5 metres (100 feet). In order to reconstruct portions of the streets and sidewalks in the short-term, a conceptual 'interim' condition has been provided to confirm that the hybrid design could be built now and expanded as properties redevelop.

Staff are requesting Council's endorsement of the hybrid concept design in order to proceed to the detailed design stage where construction drawings and tender documentation will be prepared by a civil engineering consultant and landscape consultant, based on the hybrid concept. Council will be presented with the detailed designs and preliminary construction cost estimates once this stage is completed.

PAST PRACTICE / POLICY / LEGISLATION

Council has identified the "Town Centre Plan" as a strategic priority. The revitalization of the Johnston Road corridor is an opportunity to achieve success by improving the functionality and vibrancy of Johnston Road as the commercial heart of the Town Centre.

ANALYSIS

Public Open House

On December 8, 2016, three concept designs for the revitalization of Johnston Road from North Bluff Road to Roper Avenue were presented at a public Open House. The objectives of the Open House were to:

- Report out to the community on the workshop held in February 2016;
- Vet the guiding principles;
- Provide three streetscape concept designs for public viewing and commentary indicating how the designs address the guiding principles;
- Provide vignettes of the conceptual designs; and
- Allow the community to provide input into the conceptual designs in order to establish a preferred concept for Council's endorsement.

The public Open House was advertised in the Peace Arch News, on the City website, at Council meetings, and through notices posted at City facilities.

Approximately 65 people attended the Open House with 33 people filling out the feedback forms at the event, and an additional 27 forms were received following the Open House. Of the attendees at the Open House, 83% were White Rock residents, with the remainder from Surrey, Delta, Burnaby and Vancouver.

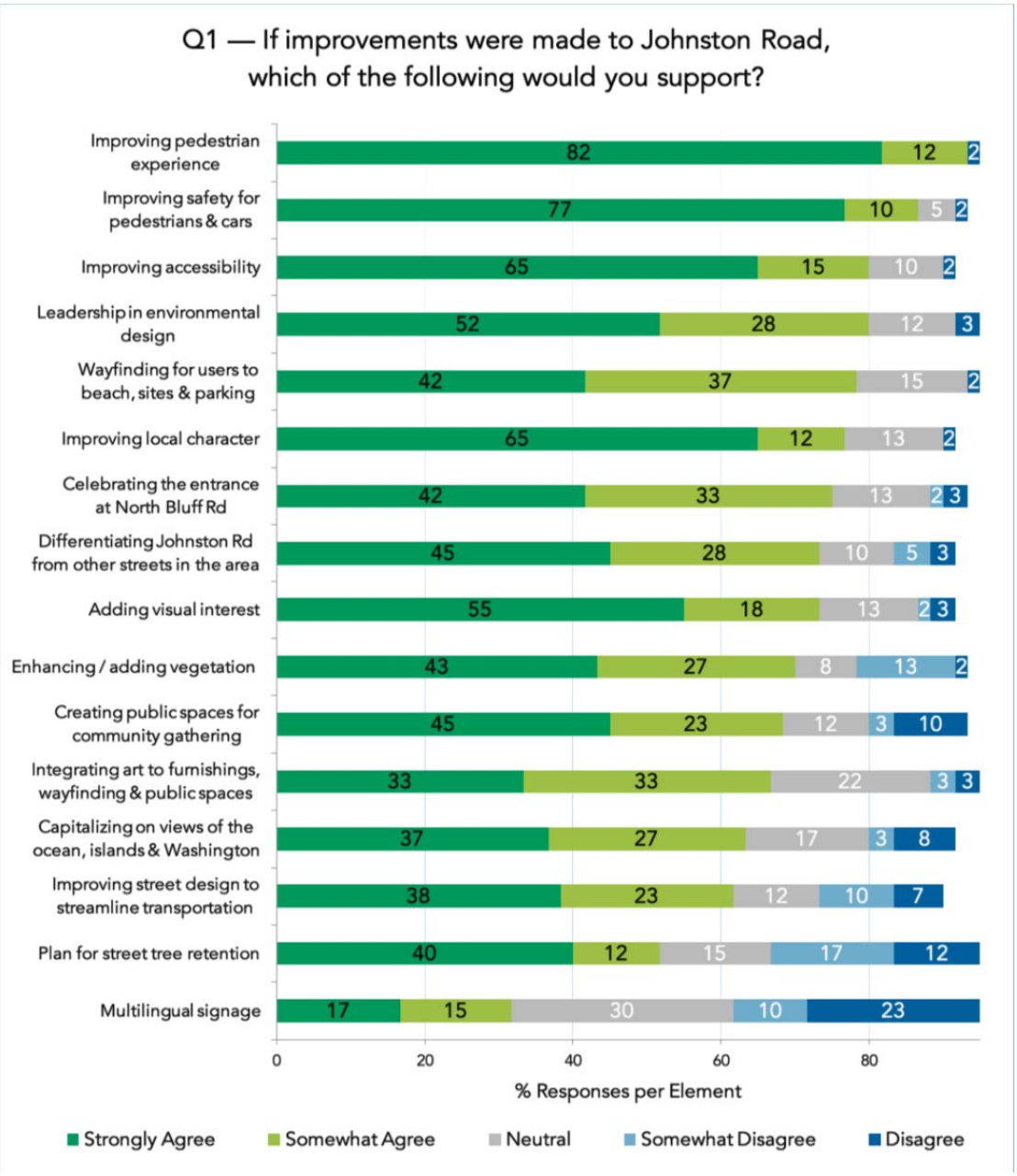
Summary of Feedback Forms

The feedback forms provided at the Open House and online covered a series of subjects to obtain input on:

1. The guiding principles,
2. The three concept designs and design features and elements within each option; and
3. Street trees.

The verbatim feedback forms are attached to this report as Appendix A, and are summarized below.

Feedback on the guiding principles showed that when asked which improvements people supported, the most favourable responses (i.e. 'strongly agree' and 'somewhat agree') were for improving pedestrian experience (94%), safety (87%), accessibility (80%), and demonstrating leadership in environmental design (80%).



The next grouping of elements were related to improving local character, wayfinding and celebrating the entrance to the commercial area; providing visual interest, differentiating Johnson Road and enhancing vegetation. All of these elements received over 70% in combined 'strongly agree' and 'somewhat agree' responses.

Open-ended comments on the guiding principles also included elements people wanted to see incorporated or did not want to see incorporated, provided in the table below. Items with a number in brackets indicates the number of people who provided a similar comment.

Desired Elements	Undesired Elements
· Pedestrians as the priority (3); · Increased sidewalk widths (3), non-slip paving; variation, interest and comfortable site furnishings; · Retension of existing trees (3); · Walkability as a feature; · Mid-block crossings; · Roof top restaurants; · Less trees, more shrubs to provide light to the street; · Public art integrated into the street furnishings; · Whimsy, tell the history of the street; · Art in moderation, more green space and trees; · Keep it simple so it does not look dated; · Slower traffic; · Maintain Johnston Road as a functioning roadway; · Fix the sidewalks and protect the trees; · Small shopfronts, quaint village feel to support tourism; and · Get it done.	· More high-rises (2); · Medians (2); · Memorial benches; · More vehicular traffic; · Too much vegetation that impedes sight lines; · Big box retailers; · Ultra-modern designs and; · Labour intensive plantings.

When asked overall which option was preferred, Option 3 received the most support with 38% of the 52 responses to this question, while Option 1 received 33% and Option 2 received 29%. The forms also asked people to identify which elements from each option they strongly liked. The strongly liked elements are noted in the table below.

Option 1 – Traditional Urban	Option 2 – Arts and Culture	Option 3 – Green & Sustainable
· Wide sidewalks (3), meeting places; · No net loss parking + further parking enhancements (2); · Pedestrian / café / walking aspects; · Functionality; · The Gateway; and · Keeping a reasonable flow of vehicle traffic.	· Café Zone (8); · Room for public seating and areas (4); · Street and public art (4); · Wide sidewalks with an expanded pedestrian experience (3); · Artistic paving (3); · Colours and Signage; and · Whimsical character.	· No median (7); · Rain gardens/green zones/stormwater detention (4); · Trees and landscaping (3); · Silva cells (2); · Green spaciousness allows for natural light into the area; · Less trees, bigger sidewalk, and a smaller street; · Openness of the street; and · Sustainable trees.

The feedback forms included a statement on the street trees as follows:

> "The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low."

Of the 59 responses to this question, 80% indicated they understood and agreed with the statement, 16% stated they understood and would like more information, 4% indicated they did not understand and would like more information, and no respondents indicated they understood and still believed the trees should be retained.

Some of the criteria that people want considered in the choice of tree species included:

- Native and indigenous species including vegetation (5) (West Coast natural);
- Seasonal changes - flowering and fall colour (5);
- Diversity of trees (3);
- Low maintenance trees (2);
- Fewer trees (2);
- A tree that says "beach town";
- Aromatic flowers for birds and bees;
- One with a longer life span;
- Slow growing;
- Something worthy of a special visit or festival;
- Shade;
- Not too big or too small;
- Corridor trees not vase like; and
- Allow for visibility.

The intention for street trees in the hybrid design, based on feedback received and consideration of the existing tree conditions, is to focus efforts on the enhancing the quality and quantity of the tree canopy by planting 'the right tree in the right place' with adequate soil (utilizing soil cells), and avoid obstructing the view of commercial signage through selecting species with appropriate canopy height. While it is likely that some mature trees between North Bluff Road and Thrift Avenue may be retained pending completion of the detailed civil design of the streetscape, the emphasis will be on creating the proper conditions for a healthy tree canopy that does not cause sidewalk heaving, drainage issues and servicing conflicts. As part of the detailed design work, staff will engage a certified arborist to assess the most likely trees to be retained and their potential for long term survival. From those attending the Open House and submitting feedback forms, there appears to be consensus that trees are creating issues with the sidewalk, drainage and may be at the end of their lifespan.

Previous discussions on the Johnston Road revitalization project and development applications along Johnston Road have generated interest from residents who would like to see the existing trees retained, including a petition submitted to the City on November 7, 2016, and is included for reference as Appendix D.

Hybrid Concept – Green and Sustainable Theme, No Median (Option 3), with Café Zone

Given that Option 3 received the most public support and many respondents who preferred other options also favoured no median, the combined/hybrid concept was prepared based on the general layout and dimensions of Option 3. Discussion with participants at the Open House and review of the feedback forms also indicated broad support for the café zone concept, and so the hybrid concept allows for café zone, though typically this opportunity would occur at the time of redevelopment in order to provide adequate sidewalks and vehicle lane configurations in the short term.

The Option 3 template was provided to the City's traffic consultants who recommended revisions to allow for left-turning lanes where warranted by traffic volumes.

The ultimate build-out of the full design would require addition road dedications (at the time of redevelopment) to widen this section of Johnston Road from its typical current width of 24.4 metres (80 feet) to 27.4 metres (90 feet). Including building setbacks of 1.5 metres (5 feet) on each side of Johnston Road, this would result in a typical distance from building face to building face of 30.5 metres (100 feet).

While conditions vary throughout the study area as the roadway widens and narrows, Figure 1 below illustrates a typical cross-section of the built-out concept, with a utility corridor adjacent to the curb, and a rain garden beside the sidewalk.

Figure 1: Typical Cross Section of Hybrid Concept

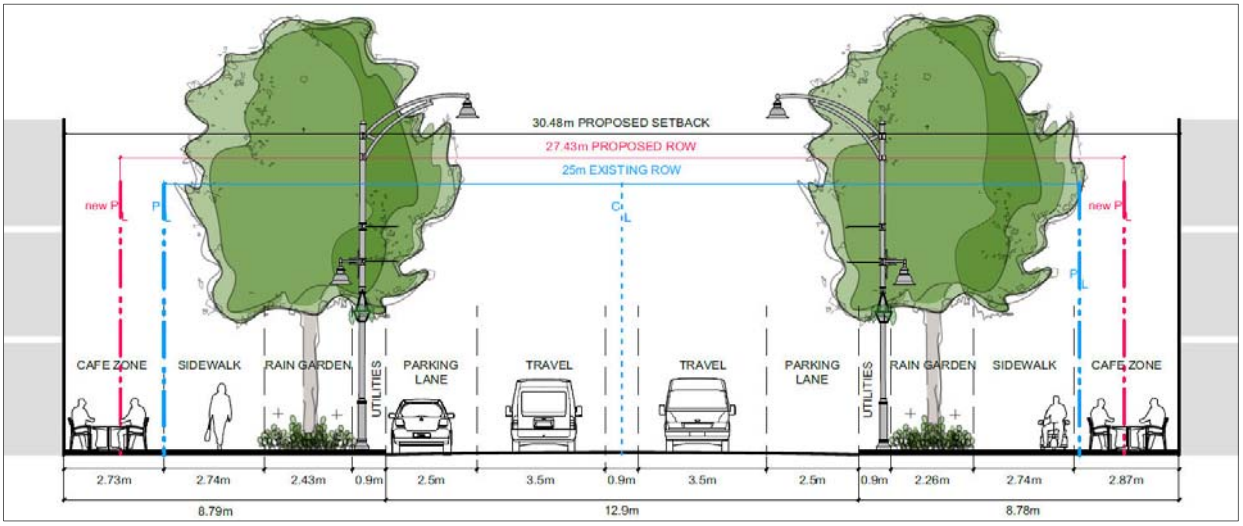
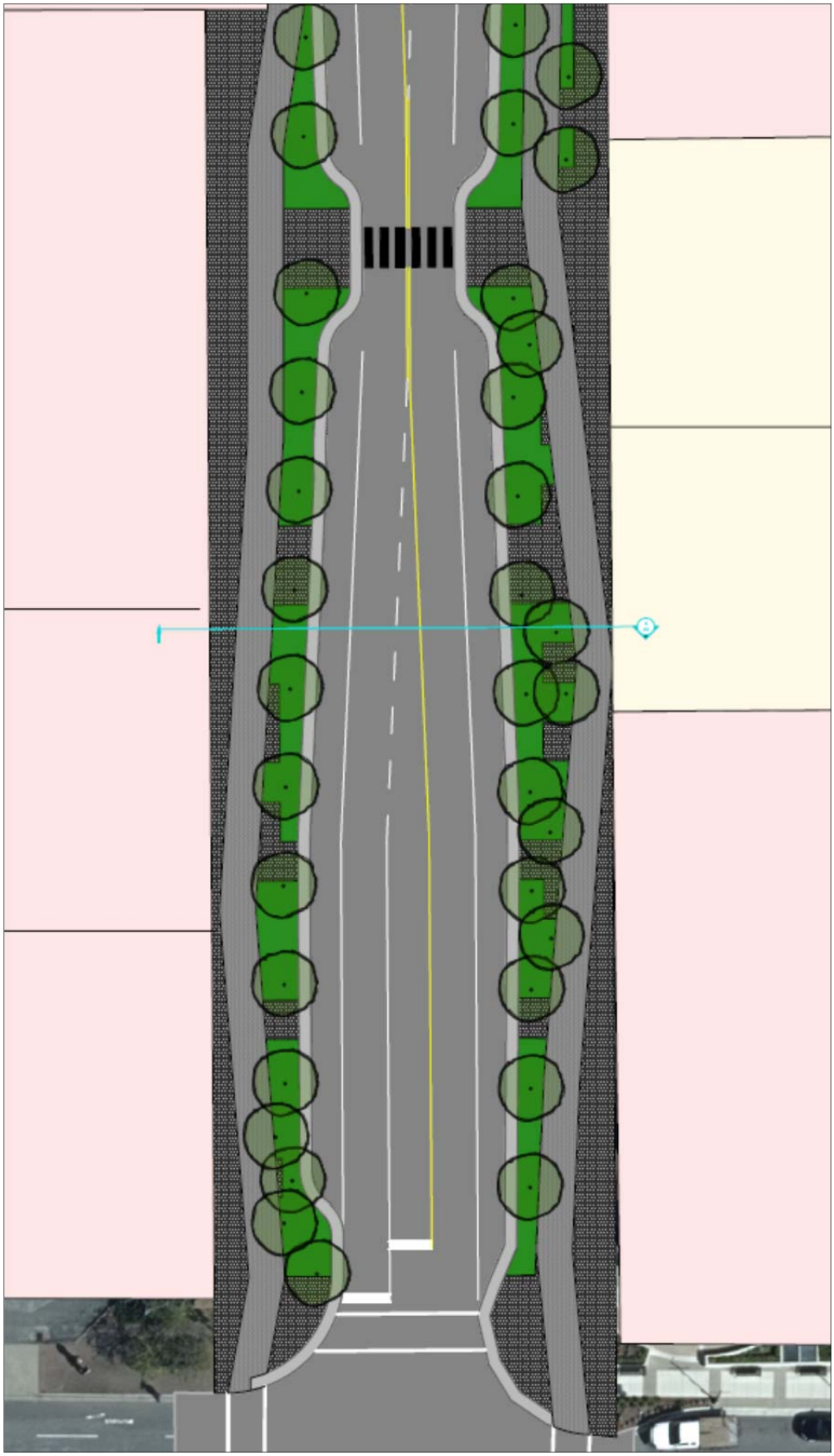


Figure 2 below shows, at a conceptual level, a plan view of the hybrid concept shown on the block north of Thrift Avenue.

Figure 2: Plan View of Hybrid Concept (North of Thrift Avenue)



Specific elements which are incorporated in this hybrid concept include:

- Enhanced and enlarged boulevard planting areas to offset the potential need for tree removal
- Rain gardens at the curb edge with silva (soil) cells and stormwater detention
- Café zone for retail, restaurants and amenities
- Pedestrian scale lighting with hanging baskets
- Seating pockets
- Utility corridor adjacent to curb edge (allows for easy exiting from on-street parking)
- Mid-block pedestrian crossings
- West Coast contemporary character with emphasis on natural materials

While further work remains to be done to finalize detailed designs, staff are requesting Council's endorsement of the hybrid concept design in order to proceed to the detailed design stage where construction drawings and tender documentation will be prepared by a civil engineering consultant and landscape consultant, based on the hybrid concept. Council will be presented with the detailed designs and preliminary construction cost estimates once this stage is completed.

BUDGET IMPLICATIONS

The following table illustrates the funding approved for Johnston Road improvements in the 2017 to 2019 Financial Plan.

Johnston Road Improvements	**General**	**Drainage**	**Sanitary**	**Total**
2017 Financial Plan				
Concept Plan	$ 32,000			$ 32,000
Russell to North Bluff	$ 471,000	$ 113,000	$ 69,000	$ 653,000
Thrift to Roper	$ 300,000	$ 60,000	$ 40,000	$ 400,000
Thrift to Russell	$ 225,000	$ 45,000	$ 30,000	$ 300,000
	$ 1,028,000	$ 218,000	$ 139,000	$ 1,385,000
2018 Financial Plan				
Russell to North Bluff	$ 175,000	$ 36,000	$ 24,000	$ 235,000
Thrift to Roper	$ 308,000	$ 62,000	$ 43,000	$ 413,000
Thrift to Russell	$ 232,000	$ 47,000	$ 32,000	$ 311,000
	$ 715,000	$ 145,000	$ 99,000	$ 959,000
Total Financial Plan 2017-2018	**$ 1,743,000**	**$ 363,000**	**$ 238,000**	**$ 2,344,000**

OPTIONS

The following options are available for Council's consideration:

1. Direct staff to proceed with the hybrid option presented in the corporate report to the detailed design stage.
2. Direct staff to take an alternate action on this matter to be identified.
3. Direct staff to take no further action on this matter.

Staff recommends Option 1, which is incorporated into the recommendations at the beginning of this corporate report.

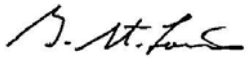
CONCLUSION

The three Johnston Road streetscape concept designs were presented to the public on December 8, 2016 at an Open House event at the White Rock Community Centre. The most favoured option overall was Option #3 – Green and Sustainable Theme with No Median, and the café zone in Option #2 Arts and Culture Theme resonated strongly with the public.

Staff directed the project consultants to prepare a hybrid concept, based on the general layout and dimensions of Option 3. This hybrid concept also includes improvements to the lane configuration to maintain turning lanes for a reasonable flow of vehicle traffic.

Staff are requesting Council's endorsement of the hybrid concept design in order to proceed to the detailed design stage where construction drawings and tender documentation will be prepared by a civil engineering consultant and landscape consultant, based on the hybrid concept. Council will be presented with the detailed designs and preliminary construction cost estimates once this stage is completed.

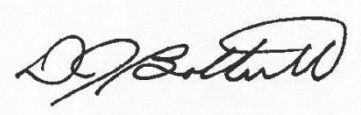
Respectfully submitted,



Greg St. Louis, P.Eng.
Acting Director of Planning and Development Services

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

Appendix A: Feedback Forms from Open House
Appendix B: Panels from December 8, 2016 Open House
Appendix C: Plan and Section Illustrations of Hybrid Version (Conceptual Only)
Appendix D: Submission from Sandy McNamee dated November 7, 2016 regarding retention of mature trees

APPENDIX A

Feedback Forms from Open House

1

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☑
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☑	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments KEEP MID-BLOCK CROSSWALK
I HATE JAY-WALKERS! NEVER TICKETED ANYMORE

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with fencing	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☐	☒	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Limited road share taken from vehicles	☐	☒	☐	☐	☐
No net loss parking and further parking enhancements	☐	☒	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with space for art	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☒	☐	☐
Seating pockets	☐	☐	☐	☒	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☒	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☒	☐
Artistic paving pattern	☐	☐	☐	☒	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☒
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☒	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☒	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☐	☐	☒	☐	☐
Expanded pedestrian experience	☐	☐	☒	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☒	☐	☐

3. Overall, which option do you like best?

☒ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like Left & Right Turn Lanes element(s)
from Option _____ but would like it better in Option _____.

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☒ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 3X7

Name: FRED SPENCER Address: 107-1480 FOSTER

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

2

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☑	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☑	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

Allow rooftop restaurants.
Stop building high rise towers! They DO NOT create people friendly cities.

2

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing NO!	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☑	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☑	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with space for art	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like Trees, rain gardens, seating, art element(s) from Option 3 but would like it better in Option _____.

I like art in option 2 but would like it in option 3

2

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information. - Criteria for keeping or removing. What is plan to ensure new trees thrive.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?

Flowering trees ? Yes No DONT KNOW RIGHT NOW

If yes, please list the trees you would like considered on Johnston Road.

I support diversity ~~and understory~~ in the tree canopy and good vegetative layers

Additional Comments

We need an accelerated plan to increase tree canopy on both city and private property

Take all the time you need to get this right. We will have to live with it for a long time.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 1P6

Name: Rick Ketchesson

Address: 15136 Beachview Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

3

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☐	☐	☑	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☑	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☐	☑
Developing wayfinding for all users to beach, sites and parking	☐	☐	☑	☐	☐
Accommodating multilingual signage	☑	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

_____

_____

_____

_____

3

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☒	☐
Improved median with fencing	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☒	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☒	☐
No net loss parking and further parking enhancements	☐	☐	☐	☒	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☒	☐	☐	☐
Improved median with space for art	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard	☐	☒	☐	☐	☐
Improved planting areas	☐	☐	☐	☒	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Integrated public art with site furnishings	☐	☒	☐	☐	☐
Artistic paving pattern	☒	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☒	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☒	☐
Improved planting areas	☐	☐	☐	☒	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☒	☐
Seating pockets in green buffer	☐	☒	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☒ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like COLOURS & SIGNAGE & CAFE element(s) from Option 2 but would like it better in Option 1.

3

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

WILLOW OAK
GREEN ASH

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? SURREY

What is your postal code? V4P 2N3

Name: JESSE PASQUALL

Address: 14014 30 AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

4

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December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☐	☐	☐	☐	☐
Adding visual interest	☐	☑	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☑	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☑	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☑	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments
NONE OF REVISED STREETSCAPES TAKE INTO ACCOUNT THE EXTENT OF PROPOSED DEVELOPMENTS THAT ARE TACITLY APPROVED BY CURRENT ZONING IN THE CITY CENTRE. WITHOUT A COMPREHENSIVE PLAN TO HANDLE INCREASED TRAFFIC, TRANSIT ETC. ETC. WE ARE SIMPLY WHITEWASHING.

4

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☑
Improved planting areas	☐	☐	☐	☑	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☑	☐
Artistic paving pattern	☐	☐	☐	☑	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☑	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

4

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

LESS TREES, MORE INDEGENOUS SHRUBS

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 4A5

Name: STEPHEN CHRISTIE Address: 203 - 1554 GEORGE ST

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: STEPHENCHRISTIE1@GMAIL.COM Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

5

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☐	☐	☒
Improving pedestrian experience	☐	☐	☐	☐	☒
Adding visual interest	☐	☐	☐	☐	☒
Improving accessibility	☐	☐	☐	☐	☒
Improving safety for pedestrians and automobiles	☐	☐	☐	☐	☒
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☐	☐	☒
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☒
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☒
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☒
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road NO	☐	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☐	☐	☒
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☐	☒
Developing wayfinding for all users to beach, sites and parking	☐	☐	☐	☐	☒
Accommodating multilingual signage	☐	☐	☐	☐	☒
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☒

Additional comments
THE COUNCIL HAS NO PRINCIPLES.

5

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☒
Improved median with fencing	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☒
Improved planting areas	☐	☐	☐	☐	☒
Seating pockets	☐	☐	☐	☐	☒
Expanded pedestrian experience	☐	☐	☐	☐	☒
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☒
Utility corridor adjacent to curb	☐	☐	☐	☐	☒
Limited road share taken from vehicles	☒	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☒
Large sidewalk	☐	☐	☐	☐	☒
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☒
Improved median with space for art	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard	☐	☐	☐	☐	☒
Improved planting areas	☐	☐	☐	☐	☒
Seating pockets	☐	☐	☐	☐	☒
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☒
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☒
Utility corridor adjacent to curb	☐	☐	☐	☐	☒
Integrated public art with site furnishings	☐	☐	☐	☐	☒
Artistic paving pattern	☐	☐	☐	☐	☒
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☒
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☒
No median	☒	☐	☐	☐	☒
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☒
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☒
Seating pockets in green buffer	☐	☐	☐	☐	☒
Expanded pedestrian experience	☐	☐	☐	☐	☒
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☒
Utility corridor adjacent to curb	☐	☐	☐	☐	☒
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☐ Option 3

4. Fill in the blank.

NOTE NEGATIVE COMMENTS
I CANNOT TRUST CITY HALL

I strongly like N/A element(s) from Option N/A but would like it better in Option N/A.

5

Additional Comments

HAVE YOU HEARD OF DEMOCRACY?

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

A LIE — BRING ON THE CHAINSAWS, EH MAJOR + COUNCIL. THANK-YOU

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? NONE OF YOUR BUSINESS

Name: N/A

Address: N/A

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input! I'll BET!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering . WE HAVE THE COMMUNITY CENTRE	☐	☐	☐	☐	☑
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation HOW?	☐	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking WHAT ABOUT THE CITIZENS + MERCHANTS ON JOHNSTON Rd.	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington. AT WHAT EXPENSE TO CURRENT LARGE TREES. FROM RUSSELL ONWARDS?	☐	☐	☐	☐	☐

Additional comments

6

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☑
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements WHAT ABOUT 1FT BUILDING CLEARANCE OF SIDE BLDING?	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with space for art	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☐	☑	☐	☐	☑
Enhanced and enlarged boulevard with space for multiple trees in organic groupings AND WILL NOT MATURE	☐	☐	☐	☐	☐
Improved planting areas IMPROVING CURRENT PLANTING	☐	☐	☑	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☑	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☑	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☐ Option 3

4. Fill in the blank.
I ~~strongly~~ like OPTION: 1 (AS INDICATED IN ANSWERS) element(s) from Option _____ but would like it better in Option 2.

6

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

NOT HONEY LOCUST.

Additional Comments WOULD VIABLE TREES BE RETAINED? HOW WOULD PEDESTRIAN SPACE BE CREATED, IF DEVELOPMENT OF 3RS TOWER ON JOHNSTON BTWN. NORTH BLUFF + RUSSELL OFFERS ONLY 1 FT. CLEARANCE TO CURB. FROM BUILDING FOOT PRINT.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 2L4

Name: KATHARINE DYSON

Address: 302 - 15317 THRIFT AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: kittykatdyson@gmail.com

Phone: 604. 536 . 2308

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☒	☐	☐
Improving pedestrian experience	☐	☒	☐	☐	☐
Adding visual interest	☐	☒	☐	☐	☐
Improving accessibility	☐	☒	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☒	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☒	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☒	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☒	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☒	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☒	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☒	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☒	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☒	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☒
Views					
Capitalizing views of the ocean, islands, and Washington. for who and which properties	☐	☐	☐	☒	☐

Additional comments

7

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with fencing	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☒	☐	☐
No net loss parking and further parking enhancements	☐	☒	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☒	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☒	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☒	☐	☐
No median	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☒	☐	☐
Seating pockets in green buffer	☐	☐	☒	☐	☐
Expanded pedestrian experience	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☒	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☒ Option 3 smaller trees

4.
Fill in the blank.
I strongly like No Median element(s)
from Option 3 but would like it better in Option 1.

7

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments
We should be looking at City development as we have no town center before deciding on street design

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 4W1

Name: Peter Cross

Address: 1136 Keil Cres.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☑	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☑	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments
WORK TOWARD EMERGENCY VEHICLES ONLY ON JOHNSTON, PARKING ON SIDE STREETS UNTIL SELF DRIVING CARS BECOME THE RULE WHEN WE NO LONGER NEED PARKING

8

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

8

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

TRY TO LIMIT TREES TO NATIVE SPECIES

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code?

Name: GLENN HOWES

Address: COLUMBIA AVE

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: gustogh@telus.net

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☑	☐	☑	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☑	☐	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☑	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☑	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☑	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☑	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

9

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☐	☑	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☑	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☑	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☑	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☑	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☑	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like no median to allow more sidewalk space element(s)
from Option _____ but would like it better in Option _____.

How tall are the buildings?? but don't need too many trees as they take space & crowd area & block views.

9

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code?

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

10

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☒	☐	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☒	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☒	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☒	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☒	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☒	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☒	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☒	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☒	☐	☐	☐	☐

Additional comments

I strongly believe that cars should be 'guests' along Johnston Rd, and that pedestrian comfort, safety, and delight should be the top priority so that Johnston Rd becomes a destination where people will stay, enjoy, and ~~give to~~ support local businesses and create a sense of community.

10

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☒
No net loss parking and further parking enhancements	☐	☐	☐	☐	☒
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Integrated public art with site furnishings	☒	☐	☐	☐	☐
Artistic paving pattern	☒	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☐	☐	☐	☐
No median	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☒	☐	☐	☐	☐

cohesive lamppost placement

3. Overall, which option do you like best?

- ☐ Option 1
- ☒ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like NO MEDIANS & STORM WATER DETENTION / (general tree stuff) element(s)
from Option 3 but would like it better in Option 2.

10

Additional Comments

I feel very strongly that there should be no median in the final design for two reasons: 1) to keep vehicular traffic speeds low (with physical barriers, drivers tend to increase speeds) 2) pedestrian crossing visibility (and bonus – more space to allocate to the pedestrian experience via art & vegetation!) Additionally, White Rock is rich with an artistic community that deserves access to their neighbourhood as a canvas!

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- [x] I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- [ ] I understand the above statement and still believe the trees should be retained even with the low survival rate.
- [ ] I understand the above statement yet would like more information.
- [ ] I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (Nope)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

I support the professional opinion / assessment of arborists. If the trees are problematic, it's time to design something more sustainable that will provide beauty and enjoyment for years to come.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 3Z5

Name: LARISSA WALKIW

Address: 405 – 1420 JOHNSTON RD.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below [x]

Email: hello@larissa.me

Phone: 778 863 8227.

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

//

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	■	☐	☐
Improving pedestrian experience	☐	■	☐	☐	☐
Adding visual interest	☐	■	☐	☐	☐
Improving accessibility	☐	☐	■	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	■	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	■	☐	☐
Public Spaces					
Creating public spaces for community gathering	■	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	■	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	■	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	■	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	■	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	■	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	■	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	■	☐	☐
Accommodating multilingual signage	☐	☐	■	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	■

Additional comments

_____

_____

_____

_____

11

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	■	☐
Improved median with fencing	☐	☐	☐	☐	■
Enhanced and enlarged boulevard with smaller street trees	☐	☐	■	☐	☐
Improved planting areas	☐	☐	■	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience	■	■	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	■	☐	☐
Utility corridor adjacent to curb	☐	☐	■	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	■	☐	☐	☐
Large sidewalk	☐	■	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	■	☐
Improved median with space for art	☐	☐	■	☐	☐
Enhanced and enlarged boulevard	☐	☐	■	☐	☐
Improved planting areas	☐	■	☐	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	■	☐	☐
Artistic paving pattern	☐	☐	■	☐	☐
"Café Zone" for retail, restaurants and amenities.	■	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	■	☐	☐
No median	☐	☐	☐	☐	■
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	■	☐	☐
Improved planting areas	☐	■	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	■	☐	☐	☐	☐
Seating pockets in green buffer	☐	■	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	■	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	■	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ■ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like option 1 (green) spaciousness allows natural light into the area element(s)
from Option 3 but would like it better in Option _____.

11

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☒ I understand the above statement yet would like more information. which trees in particular are endangered
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

delete obstacle (telephone poles) into wires/tubes underground...
- use the corridor to gather rain & direct to storage for purposes of fire/grey water use

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 4B7

Name: resident

Address: Fir Street, White Rock

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

12

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☐	☐	☐	☐	☐
Improving pedestrian experience	☐	☐	☐	☐	☐
Adding visual interest	☐	☐	☐	☐	☐
Improving accessibility	☐	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☐

Additional comments

Just Do it

12

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

12

Additional Comments

beatification is nice, but safety is more important.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

I need safety on side walk.

Additional Comments

we have been calling city to Repaire cracks, chipping + holls where water pond. all winter.
old persons frequently slip, slip on side walk.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3Z5

Name: Youssef Khattab Address: 1484 Johnston RD

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: YKhattab@shawcable.com Phone: 604.541.2313

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	■	☐	☐	☐	☐
Improving pedestrian experience	■	☐	☐	☐	☐
Adding visual interest	■	☐	☐	☐	☐
Improving accessibility	■	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	■	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	■	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	■	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	■	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	■	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	■	■	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	■	☐	☐
Sustainability					
Demonstrating leadership in environmental design	■	☐	■	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	■	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	■	■	☐	☐	☐
Accommodating multilingual signage	☐	☐	■	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	■	☐	☐	☐

Additional comments

_____

_____

_____

_____

13

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	■	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	■	■
Enhanced and enlarged boulevard with smaller street trees	■	☐	☐	☐	☐
Improved planting areas	■	☐	☐	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience	■	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	■	☐	☐	☐
Limited road share taken from vehicles	☐	☐	■	☐	☐
No net loss parking and further parking enhancements	■	☐	☐	☐	☐
Large sidewalk	■	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	■	☐	☐	☐	☐
Improved median with space for art	☐	☐	■	■	☐
Enhanced and enlarged boulevard	■	☐	☐	☐	☐
Improved planting areas	■	☐	☐	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	■	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	■	☐	☐	☐
Utility corridor adjacent to curb	☐	■	☐	☐	☐
Integrated public art with site furnishings	■	☐	☐	☐	☐
Artistic paving pattern	■	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	■	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	■	☐	☐	☐	☐
No median	■	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	■	☐	☐	☐	☐
Improved planting areas	■	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	■	☐	☐
Seating pockets in green buffer	■	☐	☐	☐	☐
Expanded pedestrian experience	■	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	■	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	■	☐	☐
"Green Zone" that allows space for public and nature	☐	■	■	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2 opt-2 ☑

☐ Option 3

4.
Fill in the blank. No median on median & little veg./tree
I strongly like _____ element(s)
from Option _____ but would like it better in Option _____.

13

Additional Comments

opt 1 seems more open - less trees to block opposite side of road, I like the cafe on sidewalk option 2 - low maintenance is important + ability to attract people to businesses and the city centre, art scape would be amazing

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

~~[illegible]~~ low maintenance trees (West Coast natural) that do not destroy walk areas; no large/tall trees.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B2E7

Name: Carlos Lapeña Address: 15158 Roper Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: CHIROC@TELUS.net Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

14

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

_____

_____

_____

_____

14

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☑
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☑
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
2 Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
3 Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
2 "Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☑ Option 2
- ☐ Option 3 too many questions about the bigger picture of this option

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

14

Additional Comments
I would like to see an enhanced look to upper White Rock that caters to a lifestyle. Also we should have this part of UR become a destination instead of just the beach. Creative & diverse space to attract visitors & create & diverse vendors

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

We don't need a forest down Johnston, just tastefull & esteically landscaped space and healthy store fronts need to be visable!!!

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 2E7

Name: Patricia Lapena Address: 15158 Roper Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: revital@telus.net Phone: (604) 833-3631

We thank you for your Input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

15

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☑	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

DON'T SEE ANYTHING THAT'S VIABLE

Additional comments

MAXIMIZE SIDEWALK WIDTH, NO PAVERS (THAT WEEDS CAN GROW IN) NON-SLIP, SMOOTH WALKING SURFACES WITH SOME VARIATION FOR INTEREST. ATTRACTIVE, CONSISTENT & COMFORTABLE SITE FURNISHINGS: (NO MEMORIALS!)

15

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern (NO PAVERS OR STAMPED CONC)	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

- ☑ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like ARTISTIC PAVING element(s)
from Option 2 but would like it better in Option 1.

15

Additional Comments

IF IT COMES DOWN TO $, I'D RATHER SEE NICE SITE FURNITURE/TRASH RECEPS THAN 'GREEN ZONE'S IN CASE GREEN ZONES CAN'T BE PROPERLY MAINTAINED -

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? SURREY

What is your postal code? V3Z 0N1

Name: MARY LOU WILMOTT Address: #52 15688 28th AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

16

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road New trees types	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

_____

_____

_____

_____

16

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees different Forms	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention / bioburb structural soil	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

16

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Zelcova serrata Green Vase, Ulmas frontier
Fraxinus americana Cimmeron, do not plant Acer genus.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B-3B1

Name: Steve Clyton

Address: 13873 Coldicutt Ave zelwa

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: Kuncandsteve@telus.net

Phone: 778 846 0707

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

17

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☑	☐	☐
Improving pedestrian experience	☐	☑	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☑	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☑
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☑	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

_____

_____

_____

_____

17

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☑	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☑
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☑
Artistic paving pattern	☐	☐	☐	☐	☑
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☑	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☑
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☑

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like THE GATEWAY, LARGE SIDEWALKS element(s)
from Option 1 but would like it better in Option 3.

17

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
(Yes) No

If yes, please list the trees you would like considered on Johnston Road.

TALL CORRIDOR TREES, NOT VASE LIKE.
CHAMPAGNE GLASS ON SIDEWALKS ~~ZELKOVA~~.
ZELKOVA.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITEROCK

What is your postal code? V4B 2Y8.

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

18

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☒	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☐	☒	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☒	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☒	☐	☐
Public Spaces					
Creating public spaces for community gathering	☒	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☒	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☒
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☒	☐
Enhancing and adding more vegetation to Johnston Road	☐	☒	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☒	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☐	☒	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☒	☐	☐	☐	☐

Additional comments

I would strongly urge you to consider NOT encouraging more vehicular traffic to Johnston Street — the walkability is a unique feature of the area, and should come first.

18

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with fencing	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☒	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☒
No net loss parking and further parking enhancements	☐	☐	☐	☐	☒
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with space for art	☐	☐	☒	☐	☐
Enhanced and enlarged boulevard	☐	☐	☒	☐	☐
Improved planting areas	☐	☐	☒	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Integrated public art with site furnishings	☐	☐	☒	☐	☐
Artistic paving pattern	☐	☐	☐	☒	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☒	☐	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
"Green Zone" that allows space for public and nature	☒	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☒ Option 3

4.
Fill in the blank.
I strongly like Café Zone _____ element(s)
from Option 3 but would like it better in Option 3.

18

Additional Comments

The biggest thing missing from uptown is a space to sit + linger, and enjoy a cup of coffee... if possible away from exhaust fumes!

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

Option 3 would truly set White Rock apart from anywhere else in the Metro Vancouver. It's unique + fits with our character.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 4B4

Name: Isabel Steurer

Address: 304-1448 Fir Street

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: ISABELSTEURER@YAHOO.CA

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	■	☐	☐
Improving pedestrian experience	■	☐	☐	☐	☐
Adding visual interest	☐	☐	☐	☐	☐
Improving accessibility	■	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	■	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	~~■~~ NO	■	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	■	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	■	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	■	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	■	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	■	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	■	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	■	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	■	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	■	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	■	☐	☐	☐	☐

PUBLIC SPACES

Additional comments

_____

_____

_____

_____

19

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	■	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	■	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	■	☐
Improved planting areas	■	☐	☐	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience	■	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	■	☐	☐	☐
Utility corridor adjacent to curb	■	☐	☐	☐	☐
Limited road share taken from vehicles	☐	■	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	■
Large sidewalk	☐	■	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	■	☐	☐	☐	☐
Improved median with space for art	☐	☐	■	☐	☐
Enhanced and enlarged boulevard	☐	☐	■	☐	☐
Improved planting areas	☐	■	☐	☐	☐
Seating pockets	■	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	■
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	■	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	■	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	■	☐	☐	☐	☐
No median	☐	☐	☐	■	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	■	☐	☐
Improved planting areas	■	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	■	☐	☐	☐
Seating pockets in green buffer	■	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	■	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like A mixture of All Three / no Median or smaller Median with plants element(s)
from Option _____ but would like it better in Option _____.

19

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☒ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

You can take out the old trees & replant large trees in their place. They will not be as large but I say we can have our cake & eat it too.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3V7

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☒	☐	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☒	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☒	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☒	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☒	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☒	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☒	☐	☐	☐
Accommodating multilingual signage	☒	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☒	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

20

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with fencing	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Limited road share taken from vehicles	☐	☒	☐	☐	☐
No net loss parking and further parking enhancements	☐	☒	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with space for art	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Integrated public art with site furnishings	☐	☒	☐	☐	☐
Artistic paving pattern	☐	☒	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☒	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☐	☐	☐	☐
No median	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☒	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☒ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s) from Option _____ but would like it better in Option _____.

20

Additional Comments Focus on pedestrian friendly designs

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3Z2

Name: L B. TRAHAN

Address: 402-1420 JOHNSTON RD

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: btrahan@shaw.ca Phone: 778 294 1950

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☑	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☑	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☑	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

GOOD WORK BY THE CITY

21

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☑	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☐	☑	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Integrated public art with site furnishings	☐	☐	☑	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☑	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☑ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like PEDESTRIAN / CAFE / WALKING ASPECTS element(s)
from Option _____ but would like it better in Option _____.
IN ALL OPTIONS

21

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No LEAVE IT TO THE EXPERTS

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4A6R3

Name: TERRY ROSS

Address: 1076-148

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: FOTOTERRY@HOTMAIL.COM

Phone: 604-536-9325

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

TOO MUCH VEGETATION AROUND CROSSWALKS IS ASKING FOR PEOPLE TO BE STRUCK BY CARS. HAPPENS DAILY NOW. DRIVERS ARE TOO DISTRACTED ALREADY.

22

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☑	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☑
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☑
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☑	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☑ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like FUNCTIONALITY element(s)
from Option 1 but would like it better in Option 2.

22

Additional Comments
MOST IMPORTANT: VISIBILITY, NOT DISTRACTION. INCORPORATE ART + GREENERY BUT NOT TO THE POINT WHERE IT IMPEADS TRAFFIC FLOWS. TRAFFIC VOLUMNS ARE INCREASING DAILY + ALREADY ARE STOP LIGHT TO STOP LIGHT AT CERTAIN TIMES OF DAY.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

DOGWOOD.

Additional Comments
EXISTING TREES — CUT THEM DOWN + START AGAIN. HAZARDS AS THEY EXIST NOW.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 2Z5 V4B 4B4

Name: IAN MACLENNAN Address: 13986 Blackburn Ave, W.R.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: IANMACLENNAN33@GMAIL.COM Phone: 604-644-4809

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☑	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☑	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

_____

_____

_____

_____

23

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☑	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

23

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? DELTA

What is your postal code? V4M 3E8

Name: JIM MURPHY

Address: 1365 53 A ST DELTA BC V4M 3E8

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: JIMMURPHY@MURPHY.CA

Phone: 778-580-7222

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☐	☒	☐	☐	☐
Adding visual interest	☒	☐	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☒	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☒	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☒	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☒	☐
Enhancing and adding more vegetation to Johnston Road	☐	☒ if low growing	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☒	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☒	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☒	☐	☐	☐
Accommodating multilingual signage	☐	☐	☒	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☒	☐	☐	☐

Additional comments
I would like to see fewer trees + lower growing shrubs used so that air flow is enhanced, some sun light can filter through and store/building fronts/signage can be seen.

24

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☒	☐	☐	☐
Improved median with fencing	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☒	☐
No net loss parking and further parking enhancements	☒	☐	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☒	☐	☐	☐
Improved median with space for art	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Integrated public art with site furnishings	☒	☐	☐	☐	☐
Artistic paving pattern	☐	☒	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☒	☐	☐	☐
No median	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☐	☒	☐	☐	☐
Expanded pedestrian experience	☐	☐	☒	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☒ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

24

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

See page one

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? Surrey

What is your postal code? V4A 6C7

Name: P.N. McLean Address: 1915 Lilac Drive

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☑	☐	☐
Improving pedestrian experience	☐	☑	☐	☐	☐
Adding visual interest	☐	☐	☐	☑	☐
Improving accessibility	☐	☐	☑	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☐	☐	☑
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☑	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☑	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☐	☐	☑
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☐	☑
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☑	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☑

Additional comments

The Surrey Public Art Department, which I visited at the 2016 Surrey "Works" Facility at the Open Doors event had many very practical, not necessarily expensive, suggestions and plans for interesting seats, bus shelters, bicycle racks, fences, etc. They were full of ideas, had books of designs, and were happy to share and discuss all aspects to improve street-scapes and safety.

(sorry - can't think for the moment of the proper "Term" for this facility - but all city services (drains, streets, signs, mapping, etc.))

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☐	☐	☑	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☑	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☐	☐	☑	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☐	☐	☑
Seating pockets	☐	☐	☐	☑	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☑
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☑	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☑
Artistic paving pattern	☐	☐	☐	☐	☑
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☑
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☑
Improved planting areas	☐	☐	☐	☑	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☑
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☑	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☑

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.

1) I strongly like less emphasis on art and maintenance-heavy features element(s) ~~from~~ Option 1 ~~but would like it better in Option~~ _____.

2) Silva cells, at first glance, seem a good idea to support healthy tree growth & life-

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Additional Comments

Hope you will have another "Open House" to inform us about the results of this survey and to up-date us periodically as plans are developed and implemented in stages.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

not qualified to comment

Additional Comments

I believe the cost of maintenance, both short & long term, is important. Maintenance costs are not presented in these presentations. Brand-new always looks good but it needs to stay "looking good" for the long-term in a cost-efficient manner.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? South Surrey

What is your postal code? V4A 1W9

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016 .

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☑
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

Rather than differentiating Johnston make uptown more cohesive

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Limited road share taken from vehicles	☑	☐	☑	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like wide sidewalks & seating & street art element(s) from Option 2 but would like it better in Option 3.

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Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments
Trees are not a priority to me. Open spaces and views & seating & accessibility are.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? W.R.

What is your postal code? V4B 2X9

Name: Susan Tucker

Address: 13912 Malabar Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: s.tucker.massage@gmail.com

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☑	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☑	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☑	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☑	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☑	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard	☐	☐	☑	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☑ Option 3

4.
Fill in the blank.
I strongly like openness of the street element(s)
from Option 3 but would like it better in Option 1.

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Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? BURNABY

What is your postal code? V3N 2S1.

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	■	☐	☐	☐	☐
Improving pedestrian experience	■	☐	☐	☐	☐
Adding visual interest	■	☐	☐	☐	☐
Improving accessibility	■	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	■	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	■	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	■	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	■	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	■	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	■	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	■	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	■	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	■	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	■	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	■
Views					
Capitalizing views of the ocean, islands, and Washington.	■	☐	☐	☐	☐

Additional comments

I have no desire to live in a high rise, cement city, with no vegetation. White Rock area is beautiful with the georgeous trees. Do not let developers take them away for multiple high rises

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	■	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	■	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	■	☐
Improved planting areas	☐	■	☐	☐	☐
Seating pockets	☐	■	☐	☐	☐
Expanded pedestrian experience	☐	☐	■	☐	☐
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	■	☐	☐
Limited road share taken from vehicles	☐	☐	■	☐	☐
No net loss parking and further parking enhancements	■	☐	☐	☐	☐
Large sidewalk	■	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	■	☐	☐	☐
Enhanced and enlarged boulevard	☐	■	☐	☐	☐
Improved planting areas	■	☐	☐	☐	☐
Seating pockets	☐	☐	■	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	■	☐
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	■	☐	☐
Integrated public art with site furnishings	☐	☐	■	☐	☐
Artistic paving pattern	☐	☐	☐	☐	■
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	■	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	■
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	■	☐
Improved planting areas	■	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	■	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	■	☐
Expanded pedestrian experience	☐	☐	■	☐	☐
Pedestrian scale lighting with hanging baskets	■	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	■	☐	☐ ?
"Green Zone" that allows space for public and nature	☐	☐	■	☐	☐

3. Overall, which option do you like best?

- ■ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like Rain Gardens with Silva cells + Storm water detention element(s) from Option 3 but would like it better in Option 1.

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Additional Comments

Trees take time to grow.. leave as many trees as you can. Developers do not care about nature they just want their building up. Keep trees in the fore front of their guidelines!

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

I think as many as can, should be saved.

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?

Yes (circled) No

If yes, please list the trees you would like considered on Johnston Road.

Flowering trees thundercloud Plum Japanese Snowball Pink Flowering Cherry Tree Magnolia, Wisteria

Additional Comments

Retain the beauty that is White Rock
Preserve the trees as much as possible.
Do not let developers turn White Rock into New York or even Vancouver. Preserve it's unique quaintness.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3X7

Name: S. G.

Address: 1480 Foster Street White Rock

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: [redacted]

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☑	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☑	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☑	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☑	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☑	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☑	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

_____

_____

_____

_____

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☑	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☑	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☑	☐	☐
Artistic paving pattern	☐	☐	☑	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☑ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

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Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments
Love the cafe vibes, patios, social areas for informal educational interaction opportunities - all season outdoor patios - like Ewalgard! Let's start socializing again! Walkability is good. Great design so far! I think all designs incorporate trees very well - despite all the complaints of the loss of trees. Now let's get it started! FANTASTIC

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 2J2

Name: Andrea McCorkell

Address: 15501 Greenhorn Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: AMccorkell@hotmail.com

Phone: 778 871 5677

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☒	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☐	☐	☐	☐	☒
Improving accessibility	☐	☒	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☐	☒	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☒
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☒	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☒	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☒	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☒	☐	☐
Accommodating multilingual signage	☐	☐	☐	☒	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☒	☐

it already is - trees

Additional comments

along Johnson
• leave the trees alone! They are art they do enhance local character. They change and celebrate the seasons. They belong.
Fix the sidewalks and protect the trees please!! Please see pg. 3 #6

30

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☒	☐	☐	☐
Improved median with fencing	☐	☐	☒	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☒	☐	☐
Improved planting areas	☐	☐	☒	☐	☐
Seating pockets	☐	☐	☐	☒	☐
Expanded pedestrian experience	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Limited road share taken from vehicles	☐	☐	☒	☐	☐
No net loss parking and further parking enhancements	☐	☐	☒	☐	☐
Large sidewalk	☐	☒	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with space for art	☐	☐	☒	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☒	☐
Improved planting areas	☐	☐	☒	☐	☐
Seating pockets	☐	☐	☒	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☒	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Integrated public art with site furnishings	☐	☐	☒	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☒
"Café Zone" for retail, restaurants and amenities.	☐	☒	☒	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☒	☐	☐	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☒	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☒	☐
Expanded pedestrian experience	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☒ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

30

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments I did not realize the Johnston St trees were in such poor shape. I really think trees are a key element of the space. Please choose trees that will have a longer life span and provide changing scenes thru the seasons.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock What is your postal code? V4B 4X8

Name: Ann Bryce Address: 1160 Stevens St

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☒.

Email: abryce@shaw.ca Phone: 604 536 2036

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☑	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☑	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

31

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☑	☐	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☑	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like wide sidewalks with meeting places element(s)
from Option ____ but would like it better in Option 2.

31

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ ✓ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
(Yes) No

If yes, please list the trees you would like considered on Johnston Road.

Red Maple (Acer), Silver Linden, Norway Maple

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 1T4

Name: Scott Stone

Address: 15639 Moffat Lane, WR

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: stonetwo@telus.net

Phone: 604-531-3911

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☑	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

32

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☑	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☑ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like RAIN GARDENS GREEN ZONE _____ element(s)
from Option 3 but would like it better in Option 2.

32

Additional Comments

I think the amount of trees needs to be considered in regards to how dark it will get if there are many of them packed together. I think the road space should be as minimal as possible.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3T4

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

33

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☑	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

Art in moderation. Green space is more important to me.
Celebrating the entrance but not at mega cost.
Not too concerned about streamlining for traffic, the cars go faster.
No fence in middle of street.
If it's a choice between trees and views, I choose TREES.

33

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☑
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☐	☑	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like ~~no median~~ artistic paving + café zone element(s)
from Option 2 but would like it better in Option 3.

33

Additional Comments

Good work. I feel comments made earlier have been heard and incorporated.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

the streets have caused damage to the trees

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.
- ☑ I understand and agree but don't want to see them all removed at once. Remove & replace as needed.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

I would appreciate a diversity of trees providing variety, color. What about flowering trees?

Additional Comments

Love trees that provide needed shade & seating areas. Not small "city" trees.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 1P6

Name: Kathy Brooks

Address: 15136 Beachview

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑

Email: kathyabrooks@gmail.com

Phone: 778-545-8448

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☐	☐	☑	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	☑	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☑	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☑	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

34

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Disike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☑
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting ~~with hanging baskets~~	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☐	☑	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☐	☑	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting ~~with hanging baskets.~~	☑	☐	☐	☐	☐
Utility corridor adjacent to curb.	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☑	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☐	☑	☐	☐
Pedestrian scale lighting ~~with hanging baskets~~	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

34

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☒ I understand the above statement yet would like more information. would like to know criteria for removing trees and how they will be replaced
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Diverse

Additional Comments

hope to hear many positive ideas and news

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 3E5

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐

PLEASE RETURN COMPLETED FORMS TO CITY HALL BEFORE DECEMBER 23, 2016

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Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☑	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☑	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

Train Station BNR.
trash Seacrest. free ticket.
Willow birch. White House casino
England. Lund Sweden. lodge

35

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with fencing	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☑	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☑	☐	☐
Large sidewalk	☐	☐	☑	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☑	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☑	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☑	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☑	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☑	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☑ Option 1
- ☐ Option 2
- ☐ Option 3

4. Fill in the blank.
I strongly like walking beach Dairy Queen element(s) from Option 1 but would like it better in Option 2.

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Additional Comments
willow Birch trees. Basche Dr. Wong.
maple cobblestone kits pool. sewing.
wash feet. totempole. Java Hut.
train station free. Starbucks. French school.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
(Yes) No

If yes, please list the trees you would like considered on Johnston Road.
willow Birch Douglas. Cat. Cosmos
Trevor. Baby's breath. Mexico. Ikea.

Additional Comments
Church expanded.
Wal-mart. Border. Anthropology building.
Spain. English. Edie. Kitchen Kosen.
crumpet shop. Jub jubs Umbertos.
tapioca totem pole Lisa Allanson
Carolyn.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? Ocean Park White Rock
What is your postal code? V4B-1Y2

Name: Lisa M. Allanson Address: 15109 Buena Vista Ave. White Rock.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: toubena12@telus.net. Phone: 604-536-6752.

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☑	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☑	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☐	☐	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☑	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

I'd like to see a streetscape that won't look dated in 10 years. Keep it simple stick to the basics. There's already a style that's been established with Bosa and Saltaire sites ~ why not keep and build on that?

36

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb – ?	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☐	☑	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb ?	☐	☐	☑	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☑	☐
Artistic paving pattern	☐	☐	☐	☐	☑
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☑	☐	☐
Improved planting areas	☐	☐	☑	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☐	☑	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☑	☐	☐	☐
Utility corridor adjacent to curb ?	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☑	☐	☐

3. Overall, which option do you like best?

(1) ☐ Option 1

X ☐ Option 2

(2) ☐ Option 3

4.
Fill in the blank.
I strongly like Cafe Zone _____ _____ _____ element(s)
from Option 2 but would like it better in Option 1.

36

Additional Comments

Do not like highly stylized/art focused as this will become dated.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

smaller trees that would not grow too large and have to be pruned/replaced - low maintenance - less mess

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 0A9

Name: Jenine Waddington Address: 1455 Genge St, Ste 606

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

37

RECEIVED
DEC 13 2016
THE CORPORATION OF THE CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

If the current trees were removed, could they be planted elsewhere?

37

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☑	☐	☐	☐	☑
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☑
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☑ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s) from Option _____ but would like it better in Option _____.

37

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 4E5

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	❒	❒	❒	❒	❒
Improving pedestrian experience	☑	❒	❒	❒	❒
Adding visual interest	❒	❒	❒	❒	❒
Improving accessibility	❒	❒	❒	❒	❒
Improving safety for pedestrians and automobiles	❒	❒	❒	❒	❒
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	❒	❒	❒	❒	❒
Public Spaces					
Creating public spaces for community gathering	❒	❒	❒	❒	❒
Street Design					
Differentiating Johnston Road from other streets in the area	❒	❒	❒	❒	❒
Utilizing street design to streamline the flow of transportation	❒	❒	❒	❒	❒
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	❒	❒	❒	❒	❒
Enhancing and adding more vegetation to Johnston Road	❒	❒	❒	❒	❒
Sustainability					
Demonstrating leadership in environmental design	❒	❒	❒	❒	❒
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	❒	❒	❒	❒	❒
Developing wayfinding for all users to beach, sites and parking	❒	❒	❒	❒	❒
Accommodating multilingual signage	❒	❒	❒	❒	❒
Views					
Capitalizing views of the ocean, islands, and Washington.	❒	❒	❒	❒	❒

Additional comments

~~Hello, I would like to comment that large trees are essential to the affluent character,~~ to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly ~~improve the business of establishments as indicated by the Commercial drive car~~ free days, the core of Dublin, etc. If there is a problem with the upheaved paving ~~stones, please look at the solution in front of Scotiabank. The upheaved stones~~ were removed, the ground levelled and ashphalt installed. Looks lovely. Tree ~~intact.~~

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Dislike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with fencing	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with smaller street trees	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Limited road share taken from vehicles	❒	❒	❒	❒	❒
No net loss parking and further parking enhancements	❒	❒	❒	❒	❒
Large sidewalk	❒	❒	❒	❒	❒
Option 2: Arts and Culture Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with space for art	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience and area with room for public art	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Integrated public art with site furnishings	❒	❒	❒	❒	❒
Artistic paving pattern	❒	❒	❒	❒	❒
"Café Zone" for retail, restaurants and amenities.	❒	❒	❒	❒	❒
Option 3: Green and Sustainable Streetscape					
Unique gateway	❒	❒	❒	❒	❒
No median	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Rain gardens with Silva cells and storm-water detention	❒	❒	❒	❒	❒
Seating pockets in green buffer	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
"Green Zone" that allows space for public and nature	❒	❒	❒	❒	❒

3. Overall, which option do you like best?

❒ Option 1

❒ Option 2

❒ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ❒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ❒ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ❒ I understand the above statement yet would like more information.
- ❒ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code?
V4B 6A4

Name: Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ❒.

Email: Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

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RECEIVED
DEC 14 2016
THE CORPORATION OF THE CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☐	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	☑	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☐	☑
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☑
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☑	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☑	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☑	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments
JOHNSTON RD IS OLDER THAN CANADA BY 1 YEAR — RESEARCH THIS
There is already a great story to tell
— make it whimsical

39

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Limited road share taken from vehicles	☐	☐	☑	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☐ Option 3

(B) its already funky there ~~the~~ its play on the age old gears / for Vancouver's best kept secret for "thrift" shoppers - they have money by the ways

4. Fill in the blank.
I strongly like _____ element(s) from Option _____ but would like it better in Option _____.

Option 2

its hip to buy used.

39

Additional Comments Demographics
the thrift shops make johnson cool
and thrift shoppers are not all poor, most
are not - play up on the "cool factor"
MAKE IT FUN / WHIMSICAL, THE BUILDINGS
ARE OLD AND THE LANDLORDS WONT PAY MONEY TO FIX THEM UP.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? W.R

What is your postal code? V4B-1G3

Name: Hight

Address: VICTORIA AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone: 604.355.1638

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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PLEASE RETURN COMPLETED FORMS TO CITY HALL BEFORE DECEMBER 23, 2016

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☑	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments

_____

_____

_____

_____

40

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Disike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☐	☐	☑	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☑	☐	☐	☐
Enhanced and enlarged boulevard	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☑	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like Green & Sustainable Streetscape _____ element(s) from Option _____ but would like it better in Option _____.

40

Additional Comments

_____

_____

_____

_____

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

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- ❒ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

_____

_____

Additional Comments

_____

_____

_____

_____

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code?

_____

Name: Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ❒.

Email: Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

41

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
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Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☑	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

41

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
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Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☑	☐	☐	☐	☐
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Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
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Utility corridor adjacent to curb	☑	☐	☐	☐	☐
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Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
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Improved median with space for art	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☑ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like Improved Seating areas large Sidewalks element(s) from Option 1 but would like it better in Option ____.

41

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information.
- ☑ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WhiteRock.BC What is your postal code? V4B 3Y1

Name: Maureen Emery Address: #201-1354 Winter Street

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐. NO.

Email: mjemery@gmail.com Phone: 604-535-6676

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

42

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THE CORPORATION OF THE
CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☒	☐	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☒	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☒	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☒	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☒	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☒	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☒	☐	☐	☐

Additional comments

_____

_____

_____

_____

42

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☒	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Limited road share taken from vehicles	☒	☐	☐	☐	☐
No net loss parking and further parking enhancements	☒	☐	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with space for art	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☒	☐	☐	☐
Artistic paving pattern	☐	☒	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☐	☐	☐	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☒	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☒ Option 2
- ☐ Option 3

4. Fill in the blank.
I strongly like "Cafe Zone" element(s)
from Option 2 but would like it better in Option 3.

42

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- [x] I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- [ ] I understand the above statement and still believe the trees should be retained even with the low survival rate.
- [ ] I understand the above statement yet would like more information.
- [ ] I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (circled) No

If yes, please list the trees you would like considered on Johnston Road.

Magnolia 'Vulcan', Prunus 'Akebono', Styrax japonica (Japanese Snow bell)

Additional Comments

Variety of flowering trees add beauty and joy to the area. Choosing so the flowering covers the Spring / Summer seasons is needed

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 2B9

Name: E. [redacted]

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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THE CORPORATION OF THE
CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☒	☐	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☒	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☒	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☒	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☒	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☒	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☒	☐	☐	☐

Additional comments

_____

_____

_____

_____

43

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Limited road share taken from vehicles	☒	☐	☐	☐	☐
No net loss parking and further parking enhancements	☒	☐	☐	☐	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with space for art	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Integrated public art with site furnishings	☒	☐	☐	☐	☐
Artistic paving pattern	☐	☒	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☒	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☐	☐	☐	☐
No median	☐	☐	☐	☒	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☒ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like NO net loss parking and further parking enhancements element(s) from Option 1 but would like it better in Option 2.

43

Additional Comments

Lighting improvement is a must in all options

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Spring flowering trees

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 2B9

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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DEVELOPMENT SERVICES

44

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☑	☐	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☑	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☑	☐	☐	☐

Additional comments
I support improvements that boosts the commercial core respecting what's already in place with small stores keeping away from "big box" retailers. Bring back the feel of a quaint village community with heritage storefront that will attract people from all over and support tourism.

44

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☑	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☑	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☑	☑	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☑	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☐ Option 2
- ☑ Option 3

4.
Fill in the blank.
I strongly like trees + landscaping | street design with no median element(s) from Option 3 but would like it better in Option 3.

44

Additional Comments

There are elements of Option 2 with Arts & Culture streetscape. I especially like pocket parks located on widen sidewalks that incorporate seating area, community garden space or play area to encourage active use of public space.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Cherry blossoms to create a pink canopy in spring / scenic backdrop.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 1C9

Name: Celina Strachan Address: #16-15563 Marine Dr.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: celinestrachan@shaw.ca Phone: 604 240 7220

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

#3 45

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CITY OF WHITE ROCK
DEVELOPMENT SERVICES

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☑	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

45

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☑
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☑	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☑
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☐	☐	☐	☑
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☑	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☑ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like Public art element(s)
from Option 2 but would like it better in Option 3.

45

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
(Yes) No

If yes, please list the trees you would like considered on Johnston Road.

cherry blossom trees.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 1A1

Name:

Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email:

Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

46

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐	☐	☐	☐	☐
Improving pedestrian experience	☐	☐	☐	☐	☐
Adding visual interest	☐	☐	☐	☐	☐
Improving accessibility	☐	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☐	☐	☐
Public Spaces	Keep all Healthy Trees				
Creating public spaces for community gathering	☐	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☐
Trees and Landscape	One way Entrance / Walking				
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☐	☐
Sustainability	Keep all Healthy Trees and building Around all Healthy Trees.				
Demonstrating leadership in environmental design	☐	☐	☐	☐	☐
Wayfinding	Community Space / Hub / Walking.				
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☐

Additional comments Stop building massive High rises that block views and create wind Tunnels.

Act like Trees that are already established and creating Oxygen "Matter". Plan all development and building Around the Healthy established trees that already grow there. Do Not Destroy them and plant stick trees.

46

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Seating pockets	☐	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings Keep all Healthy Trees See the "Arborist Report"	☐	☐	☐	☐	☐
Improved planting areas	☐	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☐	☐
Seating pockets in green buffer	☐	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like Option 3 if you Keep all ours element(s) from Option ____ but would like it better in Option ____.
Healthy Trees.

46

Additional Comments
Keep all our Healthy Trees Do Not Be party to another Clear-cut

STREET TREES This is a false statement see Arborist report.

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

Remove this false Question

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

~~If yes, please list the trees you would like considered on Johnston Road.~~

Lack of Maintenance, Planning and care caused All of the issues on Johnston Rd. The trees have Not caused these issues.

Additional Comments
Your company appears to have decided to kill all the trees first and ask questions later. Stick trees on Not thriving at the Bosa development. The pictures are false and so is your design.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock

What is your postal code? V4B 2Z6

Name: S. Watkins Address: 14083 Blackburn Ave

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: eydc@telus.net Phone: 604 535-0542

We thank you for your input! If you really wanted our input you would Not have included # 5 on street trees.

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

47

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics SAVE THE TREES, WIDEN THE SIDEWALKS					
Improving local character	☐	☐	☐	☐	☐
Improving pedestrian experience	☐	☐	☐	☐	☐
Adding visual interest	☐	☐	☐	☐	☐
Improving accessibility	☐	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☒	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☒	☐	☐	☐	☐
Street Design MAKE JOHNSTON ROAD ONE WAY INTO WHITE ROCK					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☐
Trees and Landscape KEEP ALL TREES CONSIDERED					
Developing a street tree plan that looks at retaining the viable trees	☒	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability ? WHAT DOES THIS MEAN?					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☒	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☒	☐	☐	☐
Accommodating multilingual signage	☐	☒	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☒	☐	☐

VIEWS BY ALBATROSS REPORT

Additional comments

WIDEN THE SIDEWALK, SAVE THE TREES
FORGET THE MEDIAN (TO LEAVE MORE
ROOM FOR WIDER SIDEWALKS)

47

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☐	☒
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☒	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☒
No net loss parking and further parking enhancements	☐	☐	☐	☐	☒
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	☒
Enhanced and enlarged boulevard / SIDEWALK	☒	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☒	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☒	☐	☐	☐
Artistic paving pattern	☐	☐	☒	☐	☐
"Café Zone" for retail, restaurants and amenities.	☐	☒	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☐
No median	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☐	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☒	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☒ Option 3

4. Fill in the blank.

I strongly like _____ _____ _____ _____ element(s) from Option _____ but would like it better in Option _____.

47

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options: THIS STATEMENT IS FALSE ACCORDING TO THE ARBRISTS REPORT COMMISIONED BY THE CITY

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

SAVE ALL TREES CONSIDERED VIABLE BY ARBRISTS REPORT

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 2Z6

Name: ANDREW SCHULZ Address: 14083 BLACKBURN

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑

Email: 2357andrew@gmail.com Phone: 604-536-3183

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

48

RECEIVED
DEC 19 2016
THE CORPORATION OF THE
CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape plan for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☒	☐	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☐	☒	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☒	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☒	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☒	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☒	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☒	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☒	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☒	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☒	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☒	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☐	☒	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	☒

Additional comments

STRONGLEY ENCOURAGE CHANGING JOHNSTON RD. TO A PEDESTRIAN MALL. NO TRAFFIC.

48

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☒	☐
Improved median with fencing	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Limited road share taken from vehicles		☐	☐	☐	☒
No net loss parking and further parking enhancements	☐	☐	☐	☐	☒
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☒	☐
Improved median with space for art	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☒	☐	☐	☐
Artistic paving pattern	☐	☒	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☒	☐
No median	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☒	☐	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☒	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☒ Option 3

4.
Fill in the blank.
I strongly like "CAFE ZONE" _____ element(s)
from Option 2 but would like it better in Option 3.

48

Additional Comments
AN EXCELLENT SURVEY NICELY WORDED EXCEPT THE MISUSE OF THE WORD "UNIQUE"

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- [x] I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- [ ] I understand the above statement and still believe the trees should be retained even with the low survival rate.
- [ ] I understand the above statement yet would like more information.
- [ ] I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code?

Name: JANICE & IAN ROUTLEDGE Address: #103 14950 THRIFT AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below: [x]

Email: JANIAN15@TELUS.NET Phone: 604 536 0311

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

RECEIVED
DEC 20 2016
CITY OF WHITE ROCK
DEVELOPMENT SERVICES

49

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	X	☐	☐	☐	☐
Improving pedestrian experience	X	☐	☐	☐	☐
Adding visual interest	X	☐	☐	☐	☐
Improving accessibility	X	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	X	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	X	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	X	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	X	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	X	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	X	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	X	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	X	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	X	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	X	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	X
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐	☐	X

Additional comments
The existing mature trees are the most important thing on Johnston that already make the street noteworthy. The Liquidambars trees are stunning in the fall. The mature trees currently differentiate Johnston AND they create the welcoming gateway.

49

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	X	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	X
Enhanced and enlarged boulevard with smaller street trees ? median or sidewalk?	☐	☐	☐	☐	☐
Improved planting areas	X	☐	☐	☐	☐
Seating pockets	X	☐	☐	☐	☐
Expanded pedestrian experience	X	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	X	☐	☐	☐	☐
? – Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	X
Large sidewalk	X	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	X	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☐	X
Enhanced and enlarged boulevard ?	☐	☐	☐	☐	☐
Improved planting areas	X	☐	☐	☐	☐
Seating pockets	X	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	X	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	X	☐	☐	☐	☐
? Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	X	☐	☐	☐	☐
Artistic paving pattern	X	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	X	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	X	☐	☐	☐	☐
No median	X	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for ~~multiple~~ mature trees in organic groupings	X	☐	☐	☐	☐
Improved planting areas	X	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	X	☐	☐
Seating pockets in green buffer	X	☐	☐	☐	☐
Expanded pedestrian experience	X	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	X	☐	☐	☐	☐
? – Utility corridor adjacent to curb what is this	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	X	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

X Option 3 no median = wider. sidewalks

4.
Fill in the blank.
I strongly like artistic paving, public art, café zone element(s) from Option 1, 2 but would like it better in Option 3.

49

Additional Comments
you need to preserve the existing mature trees
I am submitting evidence of a petition where
1,107 people want to protect mature trees

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.
the existing mature trees

general public not qualified to make these claims

Additional Comments
not true. This question is completely deceptive. The answers are bogus as the wording implies the survey respondent can make agreements about tree health that only a qualified arborist can make.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? W Rock What is your postal code? V4B 1G7

Name: Sandy McNamee Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☒.

Email: ladybugx@telus.net Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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SAVE JOHNSTON ROAD TREES

We urge the City of White Rock to NOT cut down any existing mature trees on Johnston Road. We love the blossoms in spring, appreciate the shade in summer, enjoy the leaf colour in fall and welcome the decorative lighting more visible on the bare branches of winter. It is the mature trees that provide this significant and dynamic seasonal change, creating year round interest that would take decades to duplicate with small replacement trees.

The beautiful mature trees create the ambience enjoyed by drivers and pedestrians, they are well located to welcome visitors to our community, they create an intimacy with the store fronts as you stroll under the tree canopy, they soften the hardness of buildings and pavement, and they provide habitat for many birds. Keeping mature trees on both sides of Johnston Rd. keeps it well balanced and the trees are the existing strong link connecting upper and lower Johnston Rd.

Many cities around the world recognize the priceless asset of mature trees and plan development around saving them, we know it can be done, and it is time for the City of White Rock to do the same.

	Name	Street Address	City
1			
2	Petition submitted to City of White Rock		
3	Nov 7, 2016, with 74 pages of signatures.		
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

Total Signatures
1,107
July 2014 - Nov 2016

Minutes of a Public Meeting of
City of White Rock Council held in the
City Hall Council Chamber
November 7, 2016

 49

I am concerned that the 1,107 voices on the petition will not be recognized in the Revitalization feedback process, and not be counted. Please see note below.

PRESENT: Mayor Baldwin
Councillor Chesney
Councillor Fathers
Councillor Knight
Councillor Lawrence
Councillor Sinclair
Councillor Meyer

STAFF: D. Bottrill, Chief Administrative Officer
K. Alberts, Acting Director of Planning and Development Services
G. St. Louis, Director of Engineering and Municipal Services
C. Isaak, Manager of Planning
T. Arthur, City Clerk
S. Lam, Deputy City Clerk

Press: 1
Public: 65

My intention is to have this petition signatures counted in the report that will go back to council

The Public Meeting regarding Development Permit No. 391 was called to order at 7:38 p.m.

DEVELOPMENT PERMIT NO. 391 PARC Retirement Living

CIVIC ADDRESS: 1554-64 Johnston Road & 1563-65 George Street

The City Clerk read a statement including the purpose of the application and the procedure to be followed for the Public Meeting and noted that the meeting was publicized in the following manner:

- 156 notices were mailed to the properties within a 100 metre radius of the subject site;
- Notice was given in the October 28 and November 2 editions of the Peace Arch News; and
- A copy of the notice was placed on the public notice posting board at City Hall on October 26, 2016.

The Acting Director of Planning and Development Services introduced the proposed application.

The City Clerk noted the following written submissions were received with respect to DP No. 391:

- 14 in Opposition, including:
  - Seven (7) reside in White Rock
  - One (1) does not reside in White Rock
  - Six (6) have not disclosed their municipality of residence
  - One petition containing 1107 signatures, residing in various municipalities. The petition was discussed later during the public meeting, where Ms. McNamee (presenter of the petition) stated she would bring forward the petition again when the Johnston Road Gateway Revitalization Project review is conducted.

Please note that I was instructed in this city hall meeting to bring this petition to the Revitalization process. The mayor and Kurt Alberts were speaking to me at the meeting it is on the live stream as proof.

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☐	☒	☐	☐	☐
Improving pedestrian experience	☒	☐	☐	☐	☐
Adding visual interest	☐	☒	☐	☐	☐
Improving accessibility	☒	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐	☒	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☒	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☒	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☒	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☒	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☒	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☒	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☒	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☒	☐	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☒	☐	☐	☐	☐
Accommodating multilingual signage	☐	☒	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☒	☐	☐	☐

Additional comments

_____

_____

_____

_____

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Disike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with fencing	☐	☐	☒	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Limited road share taken from vehicles	☐	☒	☐	☐	☐
No net loss parking and further parking enhancements	☒	☐	☐	☐	☐
Large sidewalk	☐	☒	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☒	☐	☐	☐	☐
Improved median with space for art	☒	☐	☐	☐	☐
Enhanced and enlarged boulevard	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Integrated public art with site furnishings	☒	☐	☐	☐	☐
Artistic paving pattern	☒	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☒	☐	☐	☐	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☒	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☒	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

- ☐ Option 1
- ☒ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like No NET LOSS PARKING + FURTHER IMPROVEMENTS element(s)
from Option 1 but would like it better in Option 2.

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? VANCOUVER

What is your postal code? V6E 3Z3

Name: Rainer Muller

Address: #920-1166 Alberni St.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: rainer@camlot.com

Phone: 604-558-7469

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

MUST BE RETURNED BY DEC. 23/2016

Revitalize Johnston Road, White Rock 51
FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☐	☑	☐	☐	☐
Improving accessibility	☐	☑	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☑	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐	☑	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☑	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☑	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments
WE DONT NEED ULTRA MODERN DESIGNS (AS IS THE PARK SIGNS THAT LOOK LIKE AN ELECTRIC CAR THIS IS A SMALL SEA SIDE COMMUNITY THAT IS LOSING ITS SEA SIDE CHARACTER

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

VIEW THESE OPTIONS AT CITY HALL

	Strongly Like	Somewhat Like	Neutral	Somewhat Disike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☑	☐	☑	☐
Expanded pedestrian experience	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☑
Limited road share taken from vehicles	☐	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☐	☐
Large sidewalk	☐	☑	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with space for art	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard	☐	☐	☐	☑	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☐	☐	☐	☑	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☐	☑	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☑
Integrated public art with site furnishings	☐	☐	☐	☑	☐
Artistic paving pattern	☐	☐	☐	☑	☐
"Café Zone" for retail, restaurants and amenities.	☐	☑	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☑	☐
Improved planting areas	☐	☑	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☑
"Green Zone" that allows space for public	☐	☑	☐	☐	☐

Additional Comments
THE SIDEWALKS ON JOHNSTON ARE DANGEROUS - IF TREES ARE ALLOWED TO GROW ontop OF THEM - they WILL CONTINUE TO BE UNLESS POTTED OR PLANTED ON a SEPARATE AREA OFF THE SIDEWALKS which THERE DOESN'T SEEM TO BE ROOM FOR.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

VERY LOW GROWING TREES + RETAIN THE FLOWER BEDS. THE MEDIANS ARE NOT TENDED TO ENOUGH. if MORE ARE planted WILL THEY BE LOOKED AFTER - ie more WEEDS ?? + COST?

Additional Comments
TREES SHOULD NOT BE TALL GROWING TREES ANYWHERE in WHITE ROCK THAT OBSTRUCT VIEWS OF THE OCEAN. THAT IS WHAT WHITE ROCK IS ⇒ A SEA SIDE COMMUNITY

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK
What is your postal code? V4B 1V9

Name: GAIL RHODES
Address: 15618 CLIFF AVE

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: rhodeslaw@shaw.ca
Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐	☑	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

LANDSCAPE PLANTING SHOULD BE ~~[illegible]~~ LESS LABOR INTENSIVE THAN WHAT IS SELECTED NOW (EG MARINE DR)

52

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with space for art	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Integrated public art with site furnishings	☐	☑	☐	☐	☐
Artistic paving pattern	☐	☐	☑	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
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Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☑	☐	☐	☐

3. Overall, which option do you like best?

- ☑ Option 1
- ☐ Option 2
- ☐ Option 3

4.
Fill in the blank.
I strongly like NO MEDIAN _____ _____ element(s)
from Option 3 but would like it better in Option 1.

52

Additional Comments

(VEHICLE TRAFFIC:)
MAKE JOHNSTON ST ONE WAY W/ GEORGE ST
BEING ONE WAY, THE OTHER DIRECTION)

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- [X] I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- [ ] I understand the above statement and still believe the trees should be retained even with the low survival rate.
- [ ] I understand the above statement yet would like more information.
- [ ] I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WH RK

What is your postal code? V4B 3N6

Name: S. MUELLER Address: 1330 HIGH ST

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: susa.c@shaw.ca Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☐	☐	☑	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☐	☐	☑	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☑	☐	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☑
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☑	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☑	☐	☐	☐	☐
Accommodating multilingual signage	☑	☐	☐	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments
Although I currently use Johnston Road myself when driving, I'd like to see the emphasis on making this section pleasant and safe for pedestrians rather than being a traffic thoroughfare. In other words, this section of Johnson Road should be the destination; not just a road that runs through it.

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Dislike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☑	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☑	☐
Limited road share taken from vehicles	☐	☐	☐	☐	☑
No net loss parking and further parking enhancements	☐	☐	☐	☐	☑
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☑	☐	☐	☐
Improved median with space for art	☐	☐	☑	☐	☐
Enhanced and enlarged boulevard	☐	☐	☑	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☑	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☑	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☑	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☑ Option 3

4.
Fill in the blank.
I strongly like artistic elements and, especially, the "cafe zone" _____ element(s) from Option 2 but would like it better in Option 3.

Additional Comments

1) Apart from parking for people with disabilities perhaps, there should be limited parking on Johnston Road itself. Where possible, parking should be underground in new buildings or behind buildings fronting Johnston road... e.g. the Morgan Crossing approach with a winding road and speed bumps which limit vehicle speed.
2) I like Option 3's West Coast vibe and, I believe, the best pedestrian experience it offers, but think that "quality" public art and even artistic paving can be attractions for visitors... a worthy destination to bring them up from the waterfront.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low.
Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes ✓ No

If yes, please list the trees you would like considered on Johnston Road.

Eastern Redbud, Lilac, Vine Maple

Additional Comments

The trees should give a colourful show and, again, be worthy of a special visit; or even an Annual Festival, e.g. Vancouver's cherry trees in spring and the red maples at the entrance to Stanley Park in fall. The more colourful and dramatic, the better.
Having said that, I like the idea of having trees that are native to the area and which can be celebrated as such as part of the "green and sustainable" streetscape.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home?	What is your postal code?
White Rock	V4B 4C2

Name: Anne Frigon Address: Merklin St

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: anne_frigon@yahoo.com Phone: 604 536-5250

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	❒	❒	❒	❒	❒
Improving pedestrian experience	☑	❒	❒	❒	❒
Adding visual interest	❒	❒	❒	❒	❒
Improving accessibility	❒	❒	❒	❒	❒
Improving safety for pedestrians and automobiles	❒	❒	❒	❒	❒
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	❒	❒	❒	❒	❒
Public Spaces					
Creating public spaces for community gathering	❒	❒	❒	❒	❒
Street Design					
Differentiating Johnston Road from other streets in the area	❒	❒	❒	❒	❒
Utilizing street design to streamline the flow of transportation	❒	❒	❒	❒	❒
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	❒	❒	❒	❒	❒
Enhancing and adding more vegetation to Johnston Road	❒	❒	❒	❒	❒
Sustainability					
Demonstrating leadership in environmental design	❒	❒	❒	❒	❒
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	❒	❒	❒	❒	❒
Developing wayfinding for all users to beach, sites and parking	❒	❒	❒	❒	❒
Accommodating multilingual signage	❒	❒	❒	❒	❒
Views					
Capitalizing views of the ocean, islands, and Washington.	❒	❒	❒	❒	❒

Additional comments

~~Hello, I would like to comment that large trees are essential to the affluent character,~~ to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly ~~improve the business of establishments as indicated by the Commercial drive car~~ free days, the core of Dublin, etc. If there is a problem with the upheaved paving ~~stones, please look at the solution in front of Scotiabank. The upheaved stones~~ were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Dislike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with fencing	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with smaller street trees	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Limited road share taken from vehicles	❒	❒	❒	❒	❒
No net loss parking and further parking enhancements	❒	❒	❒	❒	❒
Large sidewalk	❒	❒	❒	❒	❒
Option 2: Arts and Culture Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with space for art	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience and area with room for public art	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Integrated public art with site furnishings	❒	❒	❒	❒	❒
Artistic paving pattern	❒	❒	❒	❒	❒
"Café Zone" for retail, restaurants and amenities.	❒	❒	❒	❒	❒
Option 3: Green and Sustainable Streetscape					
Unique gateway	❒	❒	❒	❒	❒
No median	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Rain gardens with Silva cells and storm-water detention	❒	❒	❒	❒	❒
Seating pockets in green buffer	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
"Green Zone" that allows space for public and nature	❒	❒	❒	❒	❒

3. Overall, which option do you like best?

❒ Option 1

❒ Option 2

❒ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ❒ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ❒ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ❒ I understand the above statement yet would like more information.
- ❒ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code?
V4B 6A4

Name: Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ❒.

Email: Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

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RECEIVED

DEC 21 2016

THE CORPORATION OF THE CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☑	☐	☐	☐	☐
Improving pedestrian experience	☑	☐	☐	☐	☐
Adding visual interest	☑	☐	☐	☐	☐
Improving accessibility	☑	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☑	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☑	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☑	☐	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☑	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

_____

_____

_____

_____

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REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☑	☐
Improved median with space for art	☐	☐	☑	☑	☐
Enhanced and enlarged boulevard	☐	☑	☐	☑	☐
Improved planting areas	☐	☑	☐	☑	☐
Seating pockets	☐	☑	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☑	☐
Utility corridor adjacent to curb	☐	☐	☑	☐	☐
Integrated public art with site furnishings	☐	☐	☑	☐	☐
Artistic paving pattern	☐	☐	☑	☑	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☑	☐	☐	☐
No median	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☑	☐	☐	☐
Seating pockets in green buffer	☐	☑	☐	☐	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like sustainable plants _____ _____ element(s)
from Option 3 but would like it better in Option 1.

55

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☑ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code? V4B 4B3

Name: Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

RECEIVED 56
DEC 21 2016
THE CORPORATION OF THE CITY OF WHITE ROCK

Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Disagree
Character and Aesthetics					
Improving local character	☐ X	☐	☐	☐	☐
Improving pedestrian experience	☐ X	☐	☐	☐	☐
Adding visual interest	☐ X	☐	☐	☐	☐
Improving accessibility	☐ X	☐	☐	☐	☐
Improving safety for pedestrians and automobiles	☐ X	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐ X	☐	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☐	☐ X	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐ X	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☐	☐	☐	☐
Trees and Landscape					
Developing a street-tree plan that looks at retaining the viable trees	☐ X	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☐	☐ X	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☐ X	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐ X	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐ X	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐ X	☐	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☐ X	☐	☐

Additional comments

_____

_____

_____

_____

56

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Dislike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with fencing	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with smaller street trees	☒	☐	☐	☐	☐
Improved planting areas	☒	☐	☐	☐	☐
Seating pockets	☒	☐	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☐	☐	☐	☐
Limited road share taken from vehicles	☒	☐	☐	☐	☐
No net loss parking and further parking enhancements	☐	☐	☐	☒	☐
Large sidewalk	☒	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☒	☐	☐
Improved median with space for art	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard	☐	☒	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Seating pockets	☐	☒	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☒	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☐	☐
Artistic paving pattern	☐	☐	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☒	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☒	☐	☐
No median	☐	☒	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☐
Improved planting areas	☐	☒	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☐	☒	☐	☐	☐
Seating pockets in green buffer	☐	☒	☐	☐	☐
Expanded pedestrian experience	☒	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☒	☐	☐	☐
Utility corridor adjacent to curb	☐	☒	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☒	☐	☐	☐

3. Overall, which option do you like best?

☒ Option 1

☐ Option 2

☐ Option 3

4.
Fill in the blank.
I strongly like the traditional street space element(s) from Option _____ but would like it better in Option _____.

56

Additional Comments

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☐ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?

Yes No

Have not seen tree list

If yes, please list the trees you would like considered on Johnston Road.

Flowering trees, soft green leaves aromatic flowers for birds + bees

Additional Comments

I realize the roots of the trees have caused sidewalks to be dangerous for walking. Even though I love the trees, if the only way is to replace them I agree

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock What is your postal code? V4B - 4B3

Name: Maggie Hamson Address: Apt 202 - 137 Fir St

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: maggiehamson@gmail.com Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

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Revitalize Johnston Road, White Rock
FEEDBACK FORM
December 8, 2016

Your feedback will assist in the formulation of a conceptual streetscape option for the revitalization of Johnston Road in White Rock's Town Centre. Please provide your input and comments by answering the following questions.

PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	☐	☐	☑	☐	☐
Improving pedestrian experience	☐	☑	☐	☐	☐
Adding visual interest	☐	☐	☑	☐	☐
Improving accessibility	☐	☐	☑	☐	☐
Improving safety for pedestrians and automobiles	☑	☐	☐	☐	☐
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	☐	☐	☑	☐	☐
Public Spaces					
Creating public spaces for community gathering	☐	☑	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☐	☐	☐	☑	☐
Utilizing street design to streamline the flow of transportation	☑	☐	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☐	☐	☐	☐	☑
Enhancing and adding more vegetation to Johnston Road	☐	☐	☐	☐	☑
Sustainability					
Demonstrating leadership in environmental design	☐	☐	☑	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☐	☑	☐
Developing wayfinding for all users to beach, sites and parking	☐	☑	☐	☐	☐
Accommodating multilingual signage	☐	☐	☐	☑	☐
Views					
Capitalizing views of the ocean, islands, and Washington.	☐	☐	☑	☐	☐

Additional comments

JOHNSON ROAD SHOULD BE A FUNCTIONAL ROADWAY, NO MEDIANS, WIDE EASY TO USE LANES. PARKING AT THE SIDES TO SUPPORT BUSINESS. COMFORTABLE WIDE SIDEWALKS THAT ALLOW PEDESTRIANS TO PROCEED SAFELY AND HAVE EASY ACCESS TO BUSINESSES (CON'T ON P53)

57

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	Somewhat Like	Neutral	Somewhat Disike	Strongly Dislike
Option 1: Enhanced Streetscape					
Unique gateway	☐	☐	☐	☐	☑
Improved median with fencing	☐	☐	☐	☑	☐
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☑	☐
Improved planting areas	☐	☐	☐	☐	☑
Seating pockets	☐	☐	☐	☑	☐
Expanded pedestrian experience	☐	☑	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Limited road share taken from vehicles	☑	☐	☐	☐	☐
No net loss parking and further parking enhancements	☑	☐	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☐	☐	☑
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☐	☐	☐	☑
Improved planting areas	☐	☐	☐	☐	☑
Seating pockets	☐	☐	☑	☐	☐
Expanded pedestrian experience and area with room for public art	☐	☐	☑	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☐	☑	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☐	☐	☐	☑	☐
Artistic paving pattern	☐	☐	☐	☐	☑
"Café Zone" for retail, restaurants and amenities.	☐	☐	☑	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☐	☐	☐	☐	☑
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☐	☐	☐	☐	☑
Improved planting areas	☐	☐	☐	☑	☐
Rain gardens with Silva cells and storm-water detention	☐	☐	☐	☑	☐
Seating pockets in green buffer	☐	☐	☑	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☐	☐	☑	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☐	☐	☐	☑	☐

3. Overall, which option do you like best?

☑ Option 1

☐ Option 2

☐ Option 3

4. Fill in the blank.

I strongly like LARGE SIDEWALKS, LIMITED RD SHARE FOR VEHICLES NO MEDIAN element(s) from Option _____ but would like it better in Option _____.

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Additional Comments (CONT) SINCE THE TOWERS HAVE BEEN BUILT A WIND TUNNEL EFFECT HAPPENS IN THIS AREA. ASSUMING ANOTHER TALL BUILDING WILL EVENTUALLY BE BUILT ON THE OTHER SIDE THIS AREA IS NO LONGER VIABLE FOR OUTDOOR RELAXING... IT'S TOO COLD. IT IS THEREFORE NECESSARY TO TREAT IT AS AN EFFICIENT THROUGH WAY FOR TRAFFIC & PEDESTRIANS KEEP THE WHITE ROCK SIDE, REMOVE THE REST AND STOP THE CONGESTION.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low. Please choose from the following options:

- ☑ I understand the above statement and agree that some of the trees are in poor condition, have outlived their lifespan and have a poor survival rate for retention.
- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes (No)

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

THE TREES ARE A PROBLEM. ANY TIME TREES ARE PLANTED ALONG JOHNSON THEY EVENTUALLY BECOME A PROBLEM. REMOVE & DO NOT REPLACE. ADDITIONALLY, LESS COST FOR MAINTENANCE IS A GOOD THING.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? WHITE ROCK

What is your postal code? V4B 1J5

Name: R. MCJANNET Address: 15265 COLUMBIA AVE.

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☐.

Email: rmcjannet@shaw.ca Phone: 778 885 9826

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Revitalize Johnston Road, White Rock

FEEDBACK FORM
December 8, 2016

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PRELIMINARY PRINCIPLES

1. If improvements were to be made to Johnston Road, which would you support?

	Strongly Agree	*Somewhat Agree*	*Neutral*	*Somewhat Disagree*	*Disagree*
Character and Aesthetics					
Improving local character	❒	❒	❒	❒	❒
Improving pedestrian experience	☑	❒	❒	❒	❒
Adding visual interest	❒	❒	❒	❒	❒
Improving accessibility	❒	❒	❒	❒	❒
Improving safety for pedestrians and automobiles	❒	❒	❒	❒	❒
Integrated Art					
Integrating art to street furnishings, wayfinding and public spaces	❒	❒	❒	❒	❒
Public Spaces					
Creating public spaces for community gathering	❒	❒	❒	❒	❒
Street Design					
Differentiating Johnston Road from other streets in the area	❒	❒	❒	❒	❒
Utilizing street design to streamline the flow of transportation	❒	❒	❒	❒	❒
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	❒	❒	❒	❒	❒
Enhancing and adding more vegetation to Johnston Road	❒	❒	❒	❒	❒
Sustainability					
Demonstrating leadership in environmental design	❒	❒	❒	❒	❒
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	❒	❒	❒	❒	❒
Developing wayfinding for all users to beach, sites and parking	❒	❒	❒	❒	❒
Accommodating multilingual signage	❒	❒	❒	❒	❒
Views					
Capitalizing views of the ocean, islands, and Washington.	❒	❒	❒	❒	❒

Additional comments

~~Hello, I would like to comment that large trees are essential to the affluent character,~~ to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly ~~improve the business of establishments as indicated by the Commercial drive car~~ free days, the core of Dublin, etc. If there is a problem with the upheaved paving ~~stones, please look at the solution in front of Scotiabank. The upheaved stones~~ were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Dislike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with fencing	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with smaller street trees	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Limited road share taken from vehicles	❒	❒	❒	❒	❒
No net loss parking and further parking enhancements	❒	❒	❒	❒	❒
Large sidewalk	❒	❒	❒	❒	❒
Option 2: Arts and Culture Streetscape					
Unique gateway	❒	❒	❒	❒	❒
Improved median with space for art	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Seating pockets	❒	❒	❒	❒	❒
Expanded pedestrian experience and area with room for public art	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
Integrated public art with site furnishings	❒	❒	❒	❒	❒
Artistic paving pattern	❒	❒	❒	❒	❒
"Café Zone" for retail, restaurants and amenities.	❒	❒	❒	❒	❒
Option 3: Green and Sustainable Streetscape					
Unique gateway	❒	❒	❒	❒	❒
No median	❒	❒	❒	❒	❒
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	❒	❒	❒	❒	❒
Improved planting areas	❒	❒	❒	❒	❒
Rain gardens with Silva cells and storm-water detention	❒	❒	❒	❒	❒
Seating pockets in green buffer	❒	❒	❒	❒	❒
Expanded pedestrian experience	❒	❒	❒	❒	❒
Pedestrian scale lighting with hanging baskets	❒	❒	❒	❒	❒
Utility corridor adjacent to curb	❒	❒	❒	❒	❒
"Green Zone" that allows space for public and nature	❒	❒	❒	❒	❒

3. Overall, which option do you like best?

❒ Option 1

❒ Option 2

❒ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low.
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6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

Hello, I would like to comment that large trees are essential to the affluent character, to attracting wealthy clientele. Also I have read that pedestrian-only roads greatly improve the business of establishments as indicated by the Commercial drive car free days, the core of Dublin, etc. If there is a problem with the upheaved paving stones, please look at the solution in front of Scotiabank. The upheaved stones were removed, the ground levelled and ashphalt installed. Looks lovely. Tree intact.

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? What is your postal code?
V4B 6A4

Name: Address:

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ❒.

Email: Phone:

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

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Improving accessibility	☑	☐	☐	☐	☐
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Integrated Art					
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Public Spaces					
Creating public spaces for community gathering	☑	☐	☐	☐	☐
Street Design					
Differentiating Johnston Road from other streets in the area	☑	☐	☐	☐	☐
Utilizing street design to streamline the flow of transportation	☐	☑	☐	☐	☐
Trees and Landscape					
Developing a street tree plan that looks at retaining the viable trees	☑	☐	☐	☐	☐
Enhancing and adding more vegetation to Johnston Road	☑	☐	☐	☐	☐
Sustainability					
Demonstrating leadership in environmental design	☑	☐	☐	☐	☐
Wayfinding					
Celebrating the entrance to the community at North Bluff Road	☐	☐	☑	☐	☐
Developing wayfinding for all users to beach, sites and parking	☐	☐	☑	☐	☐
Accommodating multilingual signage	☐	☐	☐	☐	☑
Views					
Capitalizing views of the ocean, islands, and Washington.	☑	☐	☐	☐	☐

Additional comments

All modes of transportation should be incorporated into this project. What is missing from the public consultation is bicycling to the shops and services along Johnston Road. To help improve the environment for cyclists and improve safety for automobiles is, at a minimum, a northbound bike lane between Buena Vista and Thrift. Here the grade is averaging between 4% and 5%, therefore cyclists must travel at a slow speed. A bike lane would help position cyclists to reduce the conflict with automobiles.

REDESIGN CONCEPTS

2. White Rock is evaluating three concepts for Johnston Road; what elements do you like and dislike in each option.

	Strongly Like	*Somewhat Like*	*Neutral*	*Somewhat Dislike*	*Strongly Dislike*
Option 1: Enhanced Streetscape					
Unique gateway	☑	☐	☐	☐	☐
Improved median with fencing	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard with smaller street trees	☐	☐	☐	☑	☐
Improved planting areas	☐	☑	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
Limited road share taken from vehicles	☐	☐	☐	☑	☐
No net loss parking and further parking enhancements	☐	☑	☐	☐	☐
Large sidewalk	☑	☐	☐	☐	☐
Option 2: Arts and Culture Streetscape					
Unique gateway	☐	☐	☑	☐	☐
Improved median with space for art	☐	☐	☐	☐	☑
Enhanced and enlarged boulevard	☐	☐	☑	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Seating pockets	☑	☐	☐	☐	☐
Expanded pedestrian experience and area with room for public art	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☐	☑	☐	☐	☐
Integrated public art with site furnishings	☑	☐	☐	☐	☐
Artistic paving pattern	☐	☑	☐	☐	☐
"Café Zone" for retail, restaurants and amenities.	☑	☐	☐	☐	☐
Option 3: Green and Sustainable Streetscape					
Unique gateway	☑	☐	☐	☐	☐
No median	☑	☐	☐	☐	☐
Enhanced and enlarged boulevard with space for multiple trees in organic groupings	☑	☐	☐	☐	☐
Improved planting areas	☑	☐	☐	☐	☐
Rain gardens with Silva cells and storm-water detention	☑	☐	☐	☐	☐
Seating pockets in green buffer	☑	☐	☐	☐	☐
Expanded pedestrian experience	☑	☐	☐	☐	☐
Pedestrian scale lighting with hanging baskets	☑	☐	☐	☐	☐
Utility corridor adjacent to curb	☑	☐	☐	☐	☐
"Green Zone" that allows space for public and nature	☑	☐	☐	☐	☐

3. Overall, which option do you like best?

☐ Option 1

☐ Option 2

☑ Option 3

4.
Fill in the blank.
I strongly like _____ _____ _____ _____ element(s)
from Option _____ but would like it better in Option _____.

Additional Comments

Option 3 with the vegetation would enhance the walking and cycling experience along Johnston Road. Provided, other than trees, that the plants provided retain their height below 0.5 metres. This is so the children and smaller adults are visible to passing motorists. Or have that in the 25 metres prior to a pedestrian crossing low or no plantings are installed to keep the visibility for safety purposes as the important design element. At Johnston & Roper is White Rock Elementary School and many students walk and bicycle to this school. Think visual safety as a priority while creating a welcoming zone with plants.

STREET TREES

5. The street trees from North Bluff Road to Thrift Avenue have caused damage to infrastructure (heaving of paving, ponding of water, etc.) and are in poor condition. Some have outlived their lifespan and the potential long term survival rate for these trees is low.
Please choose from the following options:

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- ☐ I understand the above statement and still believe the trees should be retained even with the low survival rate.
- ☐ I understand the above statement yet would like more information.
- ☐ I do not understand the above statement and would like more information.

6. From the proposed street tree list, are there any trees not listed you would like to see?
Yes No

If yes, please list the trees you would like considered on Johnston Road.

Additional Comments

DEMOGRAPHIC INFORMATION

We would like to collect the following information so we know the range of area that people come from to visit Johnston Road.

What city do you call home? White Rock -- V4B 1M3

What is your postal code?

Name: Ken Wuschke Address: 15180 Royal Avenue, WR

If you want to be contacted in the future about the project, please check the following box and provide your contact information below ☑.

Email: ken.wuschke@gmail.com Phone: 778-294-8022

We thank you for your input!

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this project. Any personal information or commentary you provide on this form will become public record.

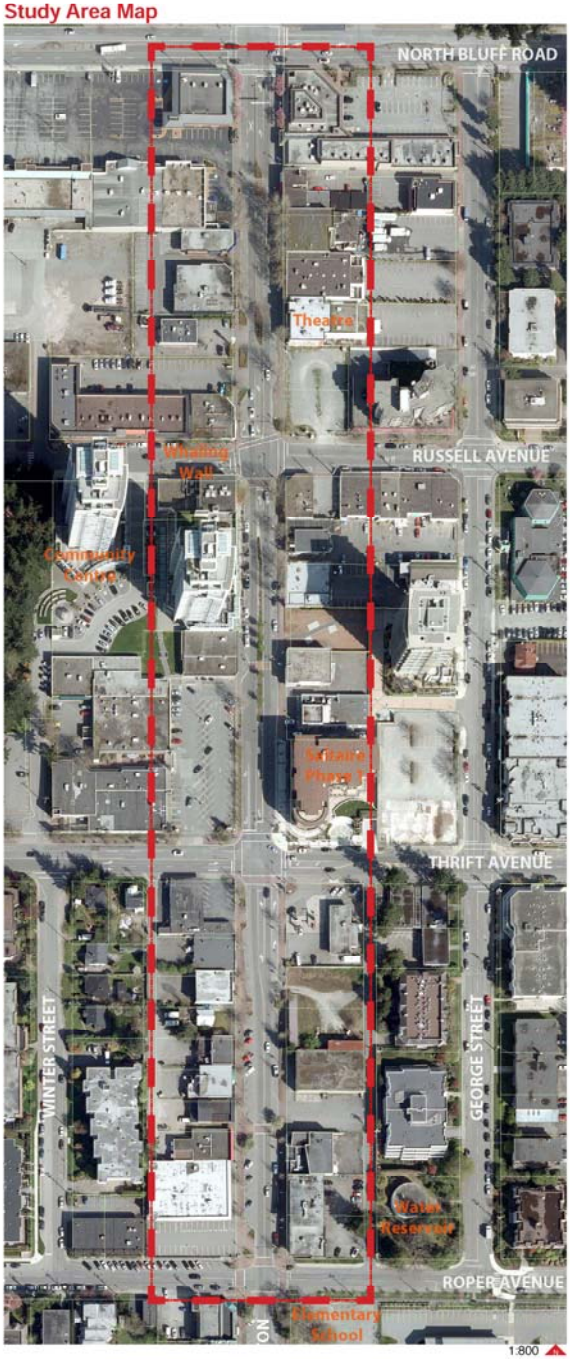
Please save your completed form and email it to cisaak@whiterockcity.ca by December 23, 2016.

APPENDIX B

Panels from December 8, 2016 Open House

REVITALIZE JOHNSTON ROAD

Study Area Map



WELCOME! PROJECT BACKGROUND

Rejuvenate Johnston Road

- Johnston Road is considered a council priority as Johnston Road is the Town Centre of White Rock.
- The revitalization of the Johnston Road streetscape is an opportunity to improve the functionality and vibrancy of Johnston Road as the commercial heart of the Town Centre.
- Building on past Johnston Road studies and consultations, the City is re-engaging the community to develop a collaborative Concept Development Plan for Johnston Road in 2016.

Johnston Road History

2014: A Johnston Road Reconstruction and Beautification Task Force was established with a mandate to oversee a process of gaining public input and feedback into the design of the reconstruction work of Johnston Road from North Bluff Road to Thrift Avenue.

APRIL 2015: A series of Open Houses to gain input from the community on engineering focused concepts. The concepts did not meet with community acceptance.

LATE 2015: City of White Rock re-establishes the parameters of the work to include a greater scope and community consultation.

FEBRUARY 2016: A community workshop was held to understand what makes Johnston Road unique, discuss aspirations and obstacles and develop preliminary principles.

Current Streetscape Observations

DAMAGED STREET TREES

POOR DRAINAGE CONDITIONS

TRIP HAZARDS ON SIDEWALKS

SIDEWALK OBSTRUCTIONS

DECAYING STREET FURNITURE

INCONSISTENT WAYFINDING

SIDEWALK PINCH POINTS

SCENIC VIEWS

HEAVY CONGESTION

ACCIDENT-PRONE AREAS

OBSCURED CROSSINGS

AGED INFRASTRUCTURE

Regular Project Updates

Website: www.whiterockcity.ca/johnstonroad
Staff Contact: Carl Isaak,
Manager of Planning
CIsaak@whiterockcity.ca
604.541.2108

WHITE ROCK *My City by the Sea!*

STUDIO PARSONS
eta

REVITALIZE JOHNSTON ROAD

PRELIMINARY PRINCIPLES

CHARACTER + AESTHETICS

- Develop a local character that maintains small town charm and is reflected through quality, natural building materials
- Create a human scale street
- Prioritize and enhance the pedestrian experience through:
  - Aesthetics (interest, variety)
  - Accessibility (even walking surfaces)
  - Safety (removing obstacles)

INTEGRATED ART

- Integrate art into:
  - Signage,
  - Street furnishings,
  - Wayfinding, and
  - Public spaces throughout the Johnston Road corridor

PUBLIC SPACES

- Encourage and invest in the development of community and public gathering

STREET DESIGN

- Coordinate street improvements with broader development plans
- Differentiate Johnston Road from other local areas like Semiahmoo Mall and the White Rock beach front
- Utilize street design to streamline the flow of transportation

TREES + LANDSCAPE

- Develop a succession street tree plan that considers the location, health and viability existing trees while considering alternatives for replacement
- Maintain, enhance and incorporate more vegetation into the plan

SUSTAINABILITY

- Demonstrate leadership in environmental design and sustainability

WAYFINDING

- Celebrate the entrance to the community at North Bluff Road
- Develop wayfinding for vehicles, cyclists, tourists, and transit users to beach, sites and parking
- Accommodate multilingual visitors and new residents to City through signage

VIEWS

- Capitalize views of:
  - The ocean,
  - Vancouver Island,
  - Gulf Islands and San Juan Islands, and
  - Washington State.

WHITE ROCK
My City by the Sea!

STUDIO PARSONS
eta

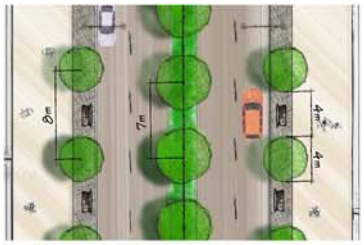
REVITALIZE JOHNSTON ROAD

REDESIGN CONCEPTS

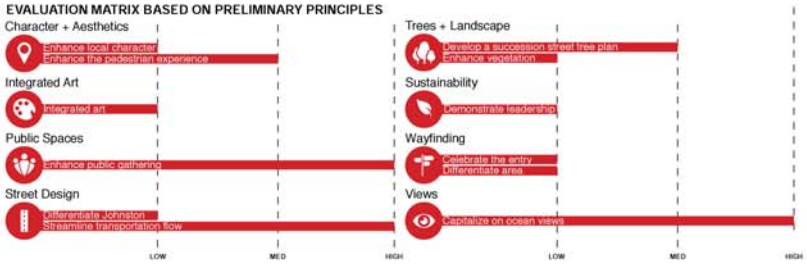
OPTION 1: Enhanced Streetscape

CONCEPT ELEMENTS:

- Features a unique gateway element
- Improved and enlarged median (trees, low planting and fencing)
- Enhanced and enlarged boulevard planting areas with smaller street trees
- Improved planting areas offset the need for tree removal
- Expanded pedestrian area with large sidewalks and seating
- Pedestrian scale lighting with hanging baskets
- Utility corridor adjacent to the curb edge allows people to easily get out of their car.
- Least road share taken from vehicles, with left and right turning lanes
- No net loss of parking and enhanced parking where feasible
- Easy automobile access from Johnston Road to North Bluff



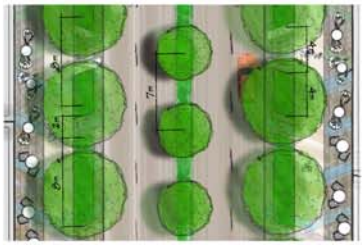
EVALUATION MATRIX BASED ON PRELIMINARY PRINCIPLES



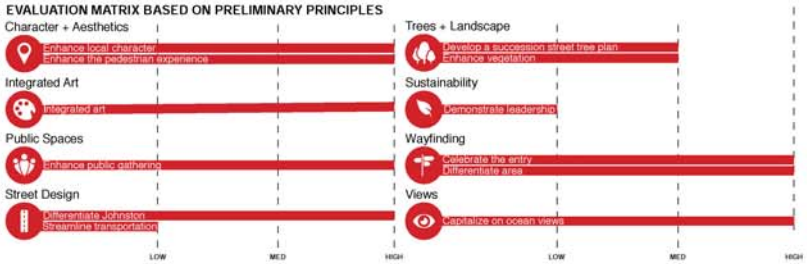
OPTION 2: Arts and Culture Streetscape

CONCEPT ELEMENTS:

- Features a unique gateway element
- Modified median with art and low planting
- Enhanced and enlarged boulevard planting areas
- Improved planting areas offset the need for tree removal
- Seating pockets
- Expanded pedestrian area with ample room for public art
- Pedestrian scale lighting with hanging baskets
- Integrated public art with site furnishings
- Utility corridor adjacent to the curb edge allows people to easily get out of their car
- Artistic paving pattern
- "Cafe Zone" for retail, restaurants and amenities



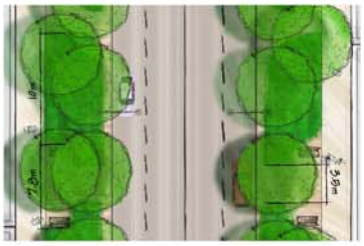
EVALUATION MATRIX BASED ON PRELIMINARY PRINCIPLES



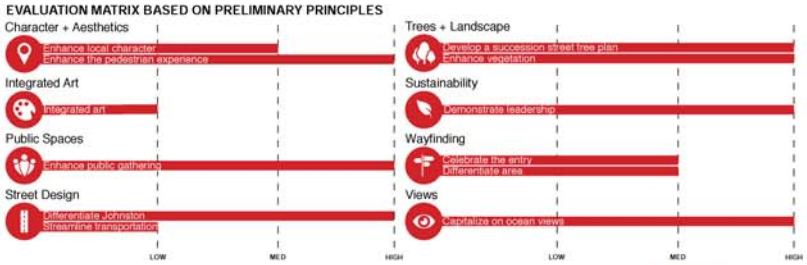
OPTION 3: Green and Sustainable Streetscape

CONCEPT ELEMENTS:

- Features a unique gateway element
- No median, area re-allocated to enhanced pedestrian areas
- Enhanced and enlarged boulevard with space for multiple trees in organic groupings
- Improved planting areas offset the need for tree removal
- Rain gardens with Silva cells and stormwater detention
- Expanded pedestrian area
- Pedestrian green space buffer with a wooden boardwalk, trees in grates and seating.
- Pedestrian scale lighting with hanging baskets
- Utility corridor adjacent to the curb edge allows people to easily get out of their car



EVALUATION MATRIX BASED ON PRELIMINARY PRINCIPLES



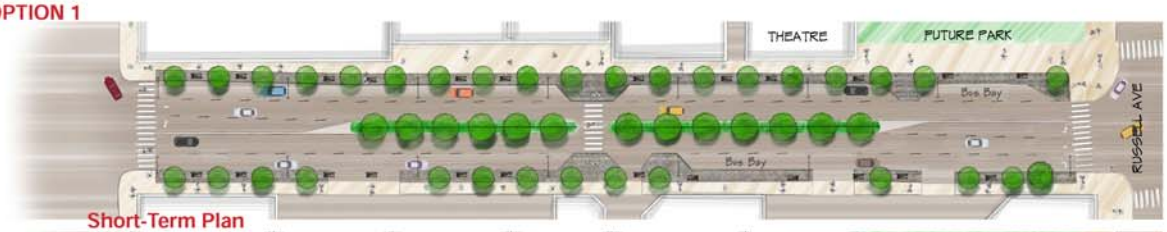
WHITE ROCK My City by the Sea!

STUDIO PARSONS eta

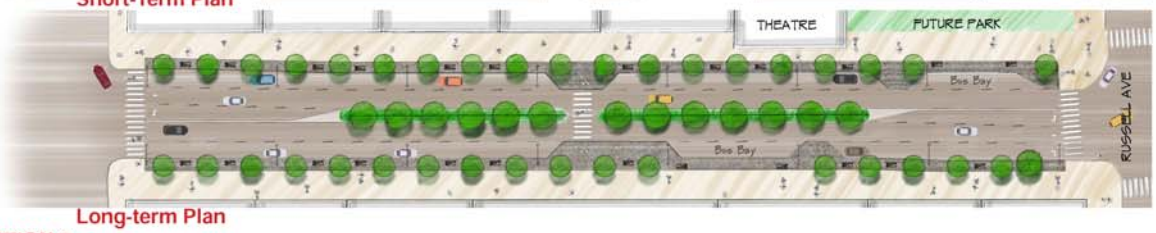
REVITALIZE JOHNSTON ROAD

BLOCK 1 (NORTH BLUFF RD < > RUSSELL AVE)

OPTION 1



Short-Term Plan



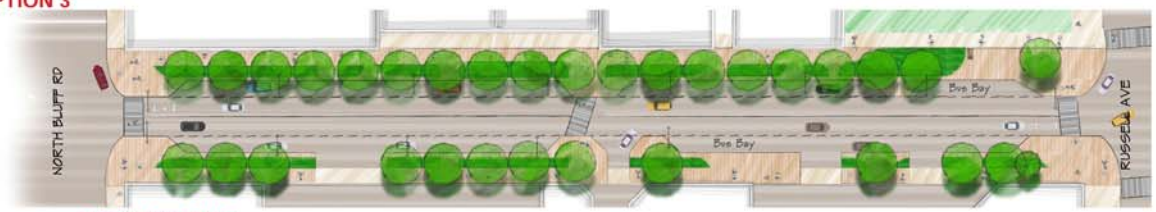
Long-term Plan

OPTION 2

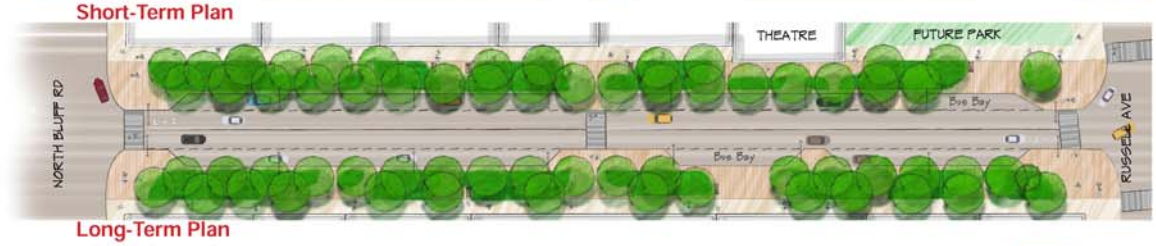
Short-Term Plan

Long-Term Plan

OPTION 3



Short-Term Plan



Long-Term Plan

WHITE ROCK
My City by the Sea!

STUDIO PARSONS
eta

REVITALIZE JOHNSTON ROAD

BLOCK 2 (RUSSELL AVE < > THRIFT AVE)

WHITE ROCK
My City by the Sea!

STUDIO PARSONS
eta

REVITALIZE JOHNSTON ROAD

BLOCK 3
(THRIFT AVE < > ROPER AVE)

WHITE ROCK
My City by the Sea!

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eta

REVITALIZE JOHNSTON ROAD VIGNETTES

Option 1:

Looking north on Johnston Road from plaza parking lot

Looking south on Johnston Road at Russell Ave

Option 2:

Looking north on Johnston Road from plaza parking lot

Looking south on Johnston Road at Russell Ave

Option 3:

Looking north on Johnston Road from plaza parking lot

Looking south on Johnston Road at Russell Ave

Gateway:

Looking south on Johnston Road at North Bluff Road

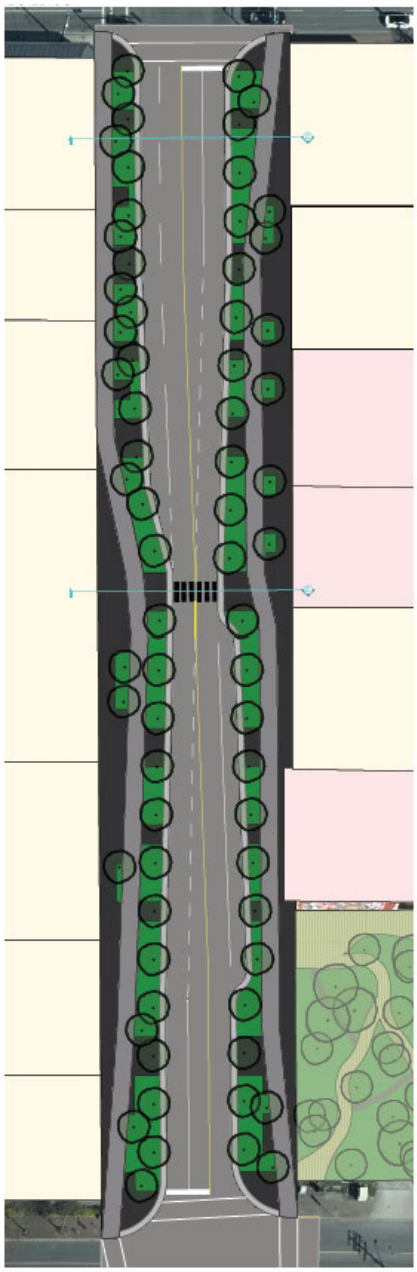
WHITE ROCK
My City by the Sea!

STUDIO PARSONS
eta

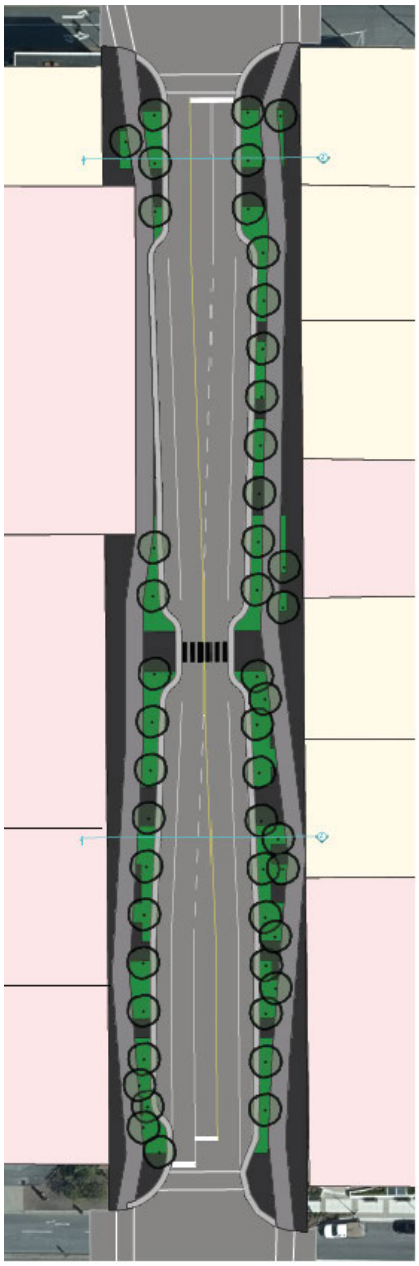
APPENDIX C

Plan and Section Illustrations of Hybrid Version (Conceptual Only)

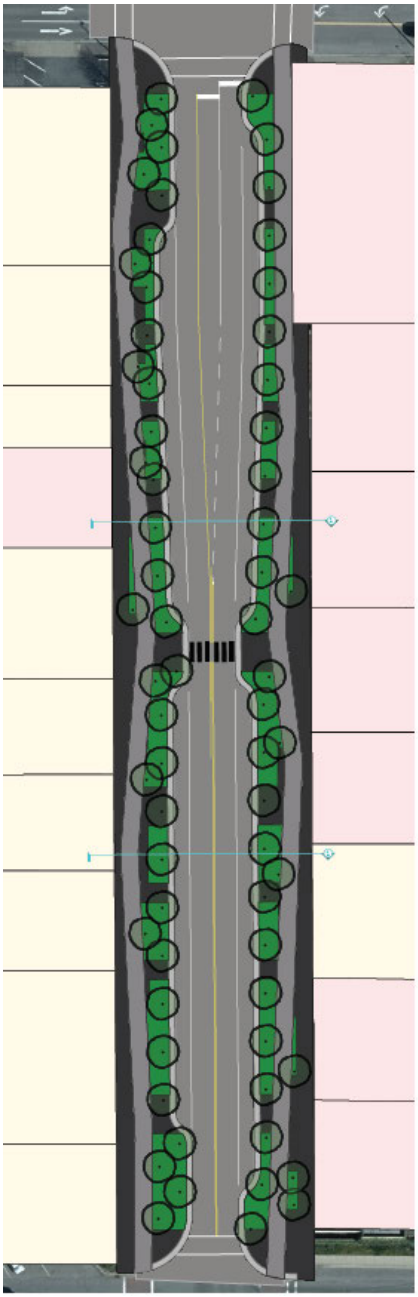
NORTH BLUFF RD TO RUSSELL AVE



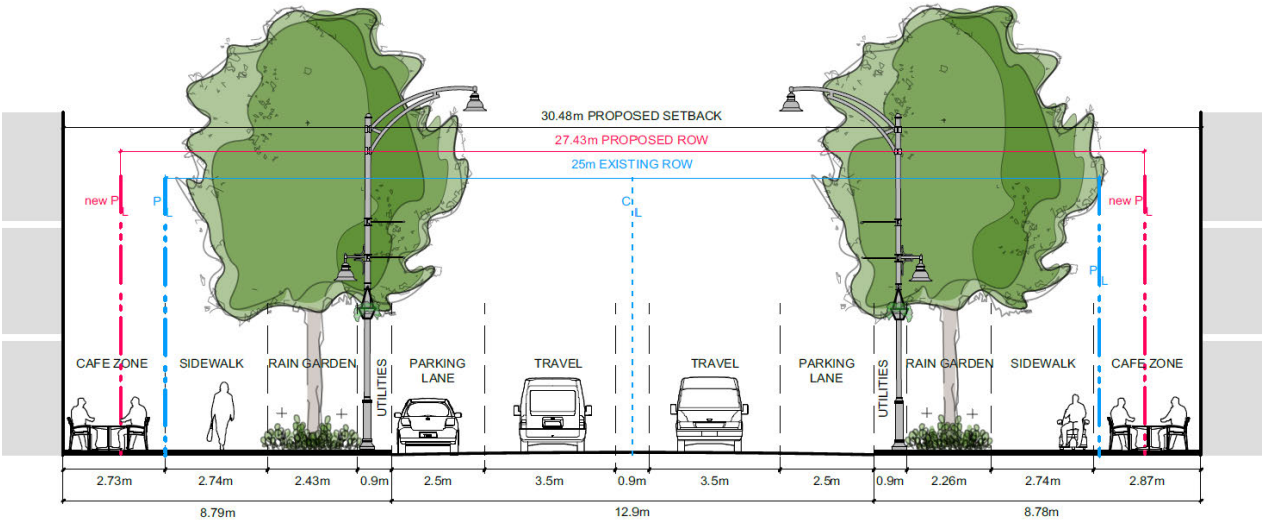
RUSSELL AVE TO THRIFT AVE



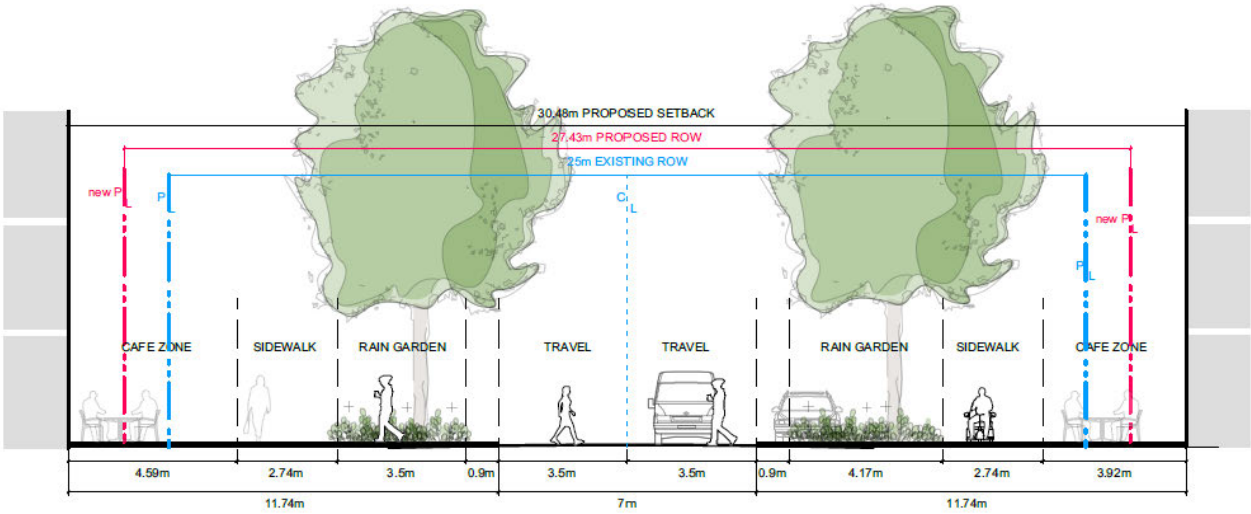
THRIFT AVENUE TO ROPER AVE



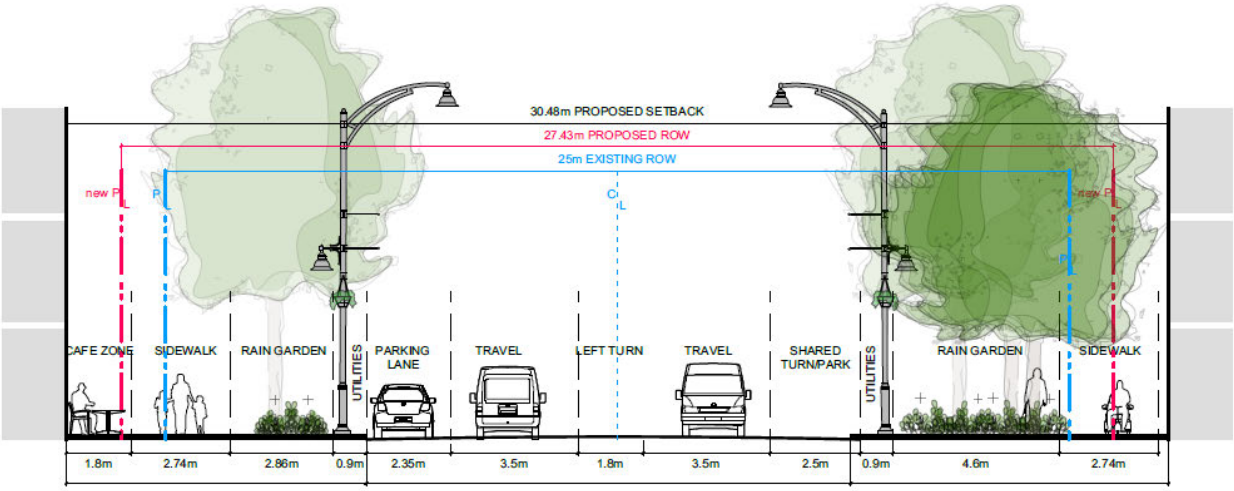
TYPICAL CROSS SECTION



CROSS SECTION AT MID-BLOCK CROSSING



CROSS SECTION AT INTERSECTION WITH LEFT TURN BAY



APPENDIX D

Submission from Sandy McNamee dated November 7, 2016 regarding retention of mature trees

RECEIVED
NOV 0 7 2016

PETITION TO SAVE JOHNSTON RD. TREES...TOTAL SIGNATURES 1,107 as of Nov 7,2016

This petition was formed after learning that the Johnston Road Beautification Task Force Plan, presented at the first public meeting, included removing the existing trees on the east side of Johnston Road. That gave me the motivation to do a petition.

The first day of collectijng signatures was done while standing at the Whaling Wall, in order to point out which trees were at risk, on the east side of Johnston Road. Here are stats about who signed, on **on that FIRST DAY:**

131 people were offered to sign petition from 10am to 1pm

120 people signed petition = **92% wanted to save the trees**

11 people did not sign, of those... **4.5% were too busy to stop** (therefore answer was unknown) and **3.5% favoured tree removal** so did not sign.

Of the 120 petition signers that want to save the trees...
55% White Rock residents
33% Surrey residents
12% White Rock visitors (Alberta-2, Abbotsford-3, Aldergrove-1, Mission-1, Penticton-1, Vancouver-2, Clinton-1, Cranbrook-4)

Stats were taken on the first day only, in regard to numbers of non-signers. All petition signers showed shock at the plan for tree removal. Many people became very angry, very quickly. Very many people were dumbfounded as to why the city is spending money in area that they find appealing just the way it is now. Very many people were very worried that WR is losing it's small town charm. Several people were very dismayed at any change because they had recently moved to WR because of the ambience and losing the trees meant losing that ambience. Several people suggested making minimal changes to roads and sidewalks and instead address the deteriorating storefronts. Many people said they walk Johnston BECAUSE of the trees and the shade they provide. Very many said the trees lining both sides of the street are what makes Johnston Road beautiful.

All the signatures are important. Uptown White Rock must be appealing to not only our residents but our visitors as well, and 1,107 people think the existing mature trees are beauty in our community.y.

MORE SIGNATURES MAY BE COLLECTED AND SUBMITTED AT A LATER DATE

Thank you very much,
Sandy McNamee
15261 Victoria Ave
White Rock, BC

July 2014

1

SAVE JOHNSTON ROAD TREES

We urge the City of White Rock to NOT cut down any existing mature trees on Johnston Road. We love the blossoms in spring, appreciate the shade in summer, enjoy the leaf colour in fall and welcome the decorative lighting more visible on the bare branches of winter. It is the mature trees that provide this significant and dynamic seasonal change, creating year round interest that would take decades to duplicate with small replacement trees.

These beautiful mature trees create the ambience enjoyed by drivers and pedestrains, they are well located to welcome visitors to our community, they create an intimacy with the store fronts as you stroll under the the tree canopy, they soften the hardness of buildings and pavement and they provide habitat for many birds.

Keeping mature trees on both sides of Johnston Rd. keeps it well balanced and the trees are the existing strong link connecting upper and lower Johnston Rd, currently lined with trees east + west. ~~from~~

Many cities around the world recognize the priceless asset of mature trees and plan development around saving them, we know it can be done, and it is time for the City of White Rock to do the same.

Name	Street Address	City

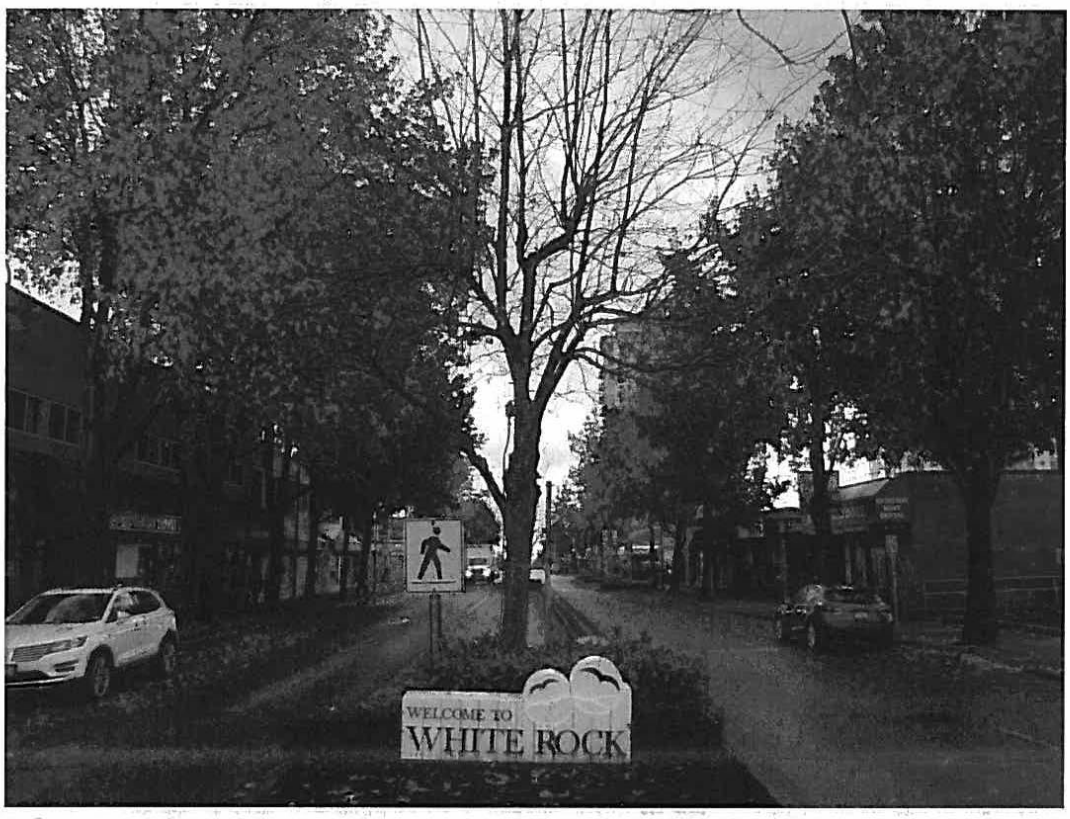
1107 Signatures

C-34

At Risk

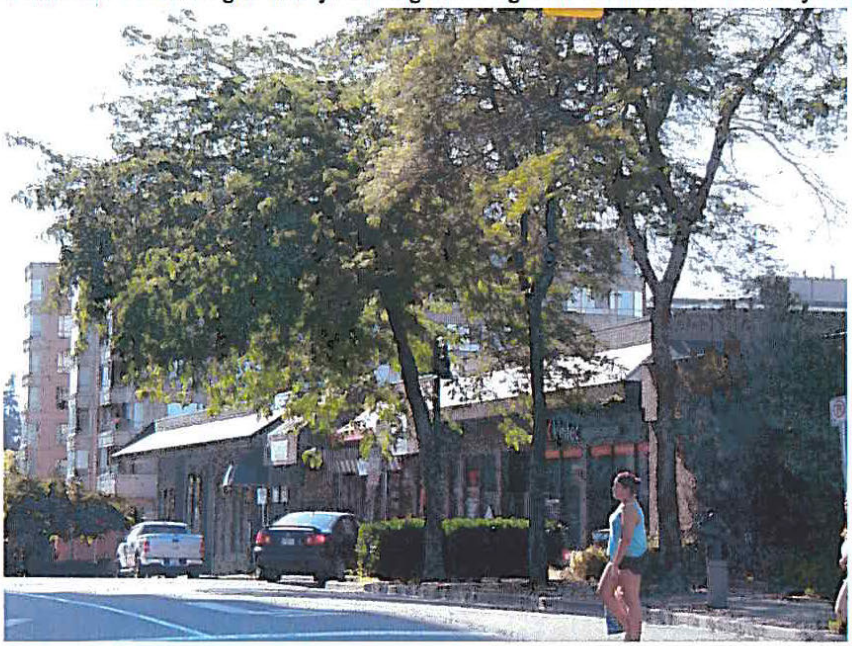
The Johnston Road Gateway to White Rock

Re: DP 391 Trees slated for removal as per Arborist Report

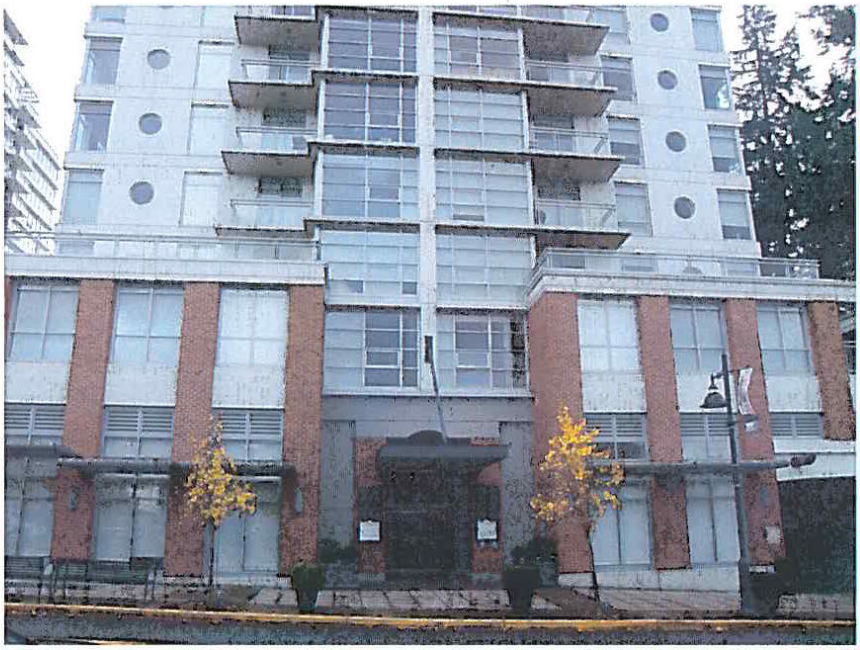


Welcome! Come on in! We have a beautiful community in here to share with you!

From Johnston, looking west down Russell...on the right side is appealing greenery in the mature trees. The eight storey building in background is hidden. Greenery balances hardscape.



...on the left side is the Bosa tower. Young trees too small, out of scale. No balance.



Looking south, the east side of Johnston… Saltaire in the background.
Hardscaping on it's own is unappealing, sterile and unattractive. No mature trees.

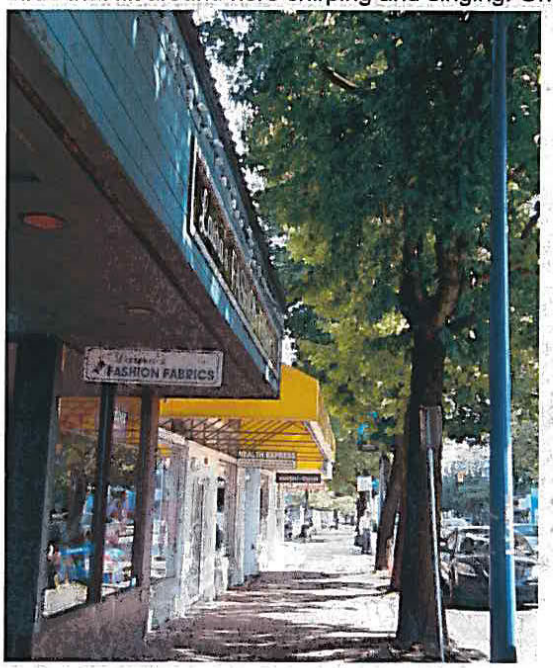
Looking down the same block a bit farther back... Saltaire in the far background.
The mature tree canopy adds visual interest, hides the highrise, and softens all the hardscape.

Looking east across Johnston Rd...to Avra tower. Boring!

Farther along Johnston, looking south... to Avra. BIG beautiful mature tree with full canopy

makes Avra tower look smaller from here.

This is part of the mature tree canopy slated for removal. It took decades of growth to be able to provide the ambience, the protection, and the cooling shade of mature trees. Imagine all the little birds that flit around here chirping and singing. One day with a chainsaw and it's all gone



Instead there will be young trees, no canopy, no ambience, no shade, 0.75 birds and decades of waiting for mature trees to grow back. This columnar growth habit never even forms a canopy.

From Johnston looking east down Russell….the left side is a lovely lime green tree canopy

Turn a bit to the right and directly across the street is…no trees. Ugly. Univiting.

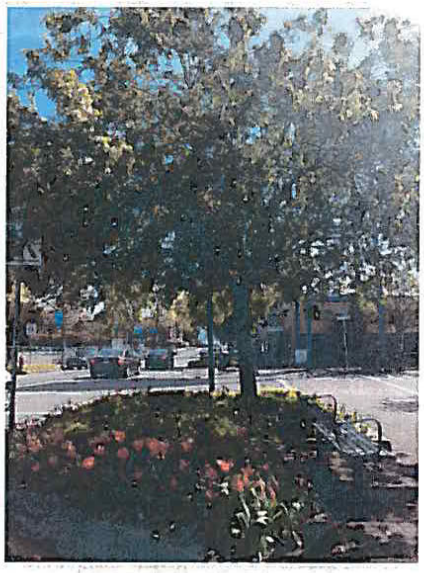
Majestic mature trees and spectacular lush canopies are specimens along both sides of Johnston in the middle of the town centre. The healthy solid green is so thick it hides the Avra highrise. Trees balance the highrise height, and add immeasurable interest in the way of texture and colour and the rounded shape tones down the hard lines of highrises. Wonderful aesthetics. Once gone these canopies will never be replaced.

Five Corners, looking west down Buena Vista. No trees. Boring. Uninviting..

Looking right, the otherside of the same building... has a mature tree canopy of fall colour. Beautiful. Interesting. Inviting. The difference in this picture and all these pictures is the trees.

Nothing creates a **CONNECTION WITH THE CHANGING SEASONS** like **MATURE TREES.** Young trees cannot compare with the sheer size of the **CANOPIES THAT MAGNIFY THE YEAR ROUND INTEREST.**

SPRING



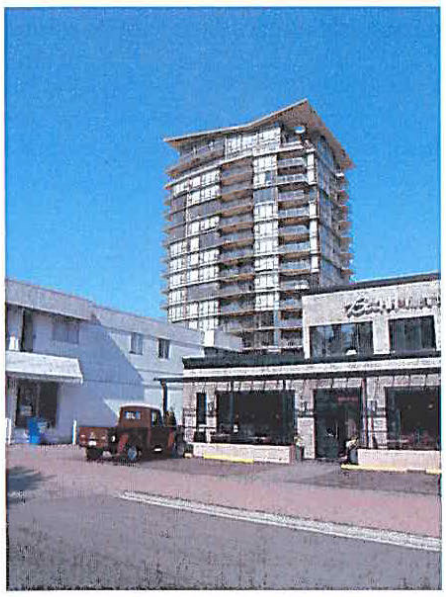
SUMMER

FALL

WINTER

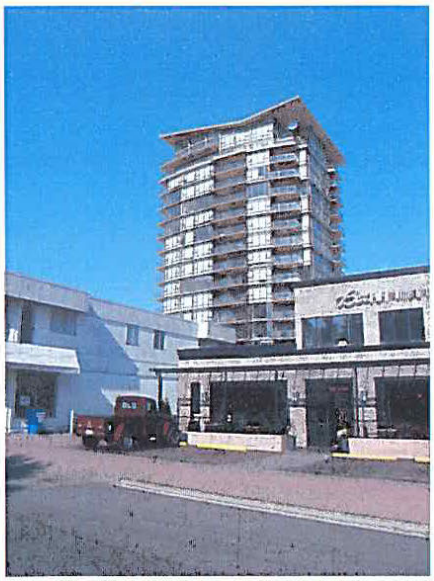
HARDSCAPES ARE VISUALLY STAGNANT 12 MONTHS/YEAR.

SPRING



SUMMER

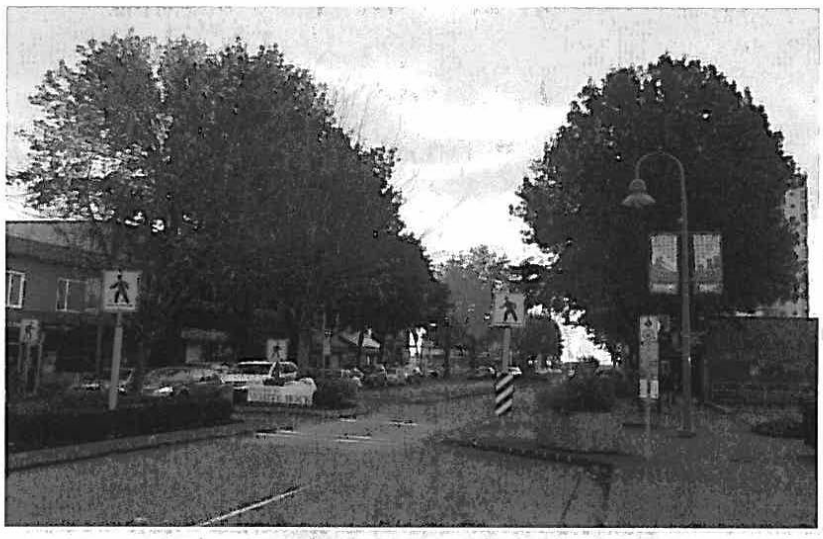
FALL



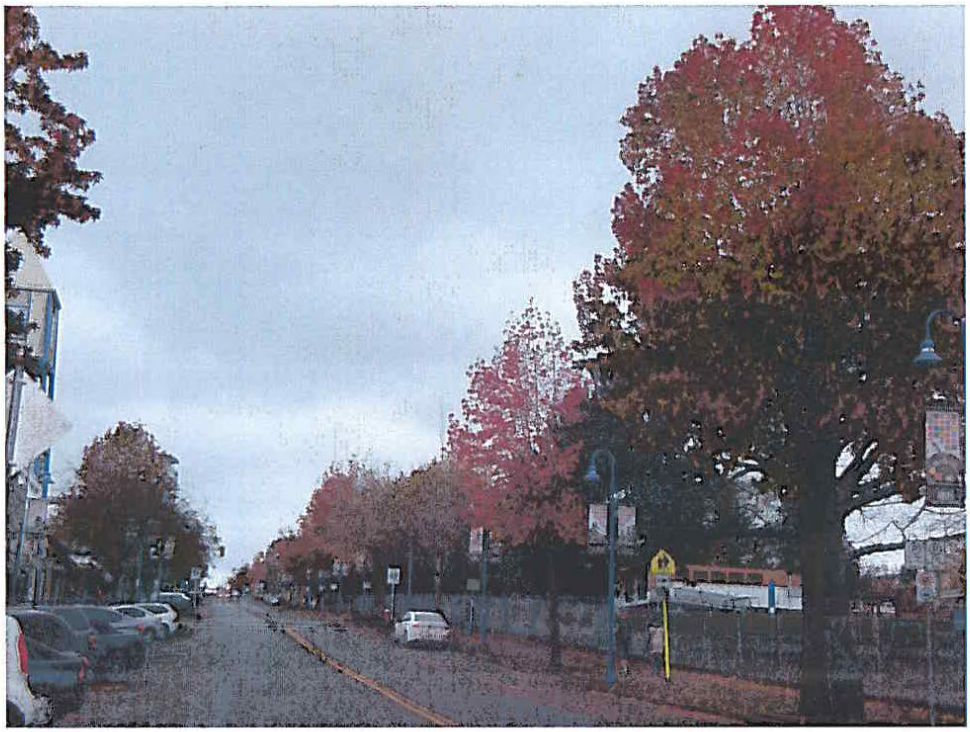
WINTER

The Liquidambar trees are the gateway to White Rock, the predominant species down the Johnston corridor, and the living thread enhancing the boulevard from the 'Welcome' sign all the way to 5 Corners. Slated for removal is half of the gateway entrance on the east side, which would leave the matching twins on the opposite side relatively unanchored, losing the invaluable appearance of our gateway. Cutting down half of the gateway cannot be remedied by replacing these trees with small young trees of another species, who will have a nonexistent canopy for many many years to come.

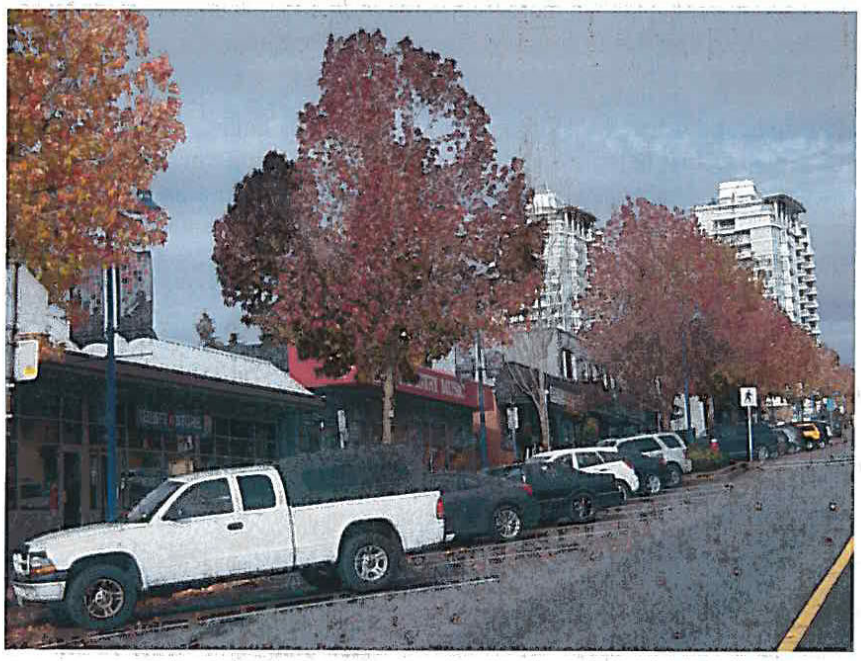
Main streets all over the world are recognized and designated as such by big mature trees. You don't need to speak English, you don't need a map, you don't need a sign, the trees show you the way down the main street where everyone can expect to find businesses and services. Note that the mature trees that flank both sides of Johnston, take your eye all the way down the street, inviting pedestrians and drivers into our beautiful community.



Coming north up Johnston from 5 Corners, mature trees are continuous all the way to Hillcrest, creating the link between the Lower Town Centre and the Town Centre.



The mature Liquidambars not only connect the two town centre areas, they minimize the overbearing presence of towers on top of a hill. They provide a visual screen with canopies of colour, texture, and soft outlines providing balanced scale and contrast to the towers.



Mature trees define the spine of White Rock, creating continuity for full length of Johnston, deserving protection in it's entirety. Walking or driving, north or south, the mature trees constantly break up the visual impact of towers from numerous angles. Nothing else can do this as successfully as these trees. They maintain the values of character, walkability, and aesthetics. The city must do everything possible to preserve and protect these mature trees, especially in the face of development. I worked in construction for 14 years and in gardening for 16 years…this is a very doable task, a more than worthwhile endeavour and saving trees is something the city is long overdue to embrace. Let's start with preserving our gateway tree canopy.

The city must abide by the Arborist Report that states the 4 Liquidambars are "worthy of consideration for retention in the proposed development" because the trees are highly rated for overall health,structure and suitability. The city must also make mature tree protection and preservation a primary objective in the Revitalization Plan. The PARC project will rip up the sidewalks anyway so new sidewalks can be designed to accommodate the trees. This natural asset in our city is to cherished and saved and healthy city trees must not be removed.

Thank you,

Sandy McNamee
White Rock, BC
Nov 7, 2016

The first 4 gateway trees are at risk…if they are cut down, there is not much hope for the rest.

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Acting Director of Planning and Development Services**

SUBJECT: **Landmark – Clarification of Issues Raised at Public Hearing (PDA/MJP 16-023)**

RECOMMENDATION

THAT Council receive for information the corporate report dated April 24, 2017 from the Acting Director of Planning and Development Services, titled "Landmark – Clarification of Issues Raised at Public Hearing (PDA/MJP 16-023)."

BACKGROUND

On March 27, 2017, Council gave first and second readings to a Phased Development Agreement Bylaw, and considered a Major Development Permit with Variances for the development of a three tower mixed use development at 1484 Martin Street, and authorized staff to schedule the required public hearing and public meeting, held in conjunction ("public hearing").

A public hearing/meeting was held on April 12, 2017. During the public hearing, it was noted that concerns had been raised by residents regarding the phasing of the project, specifically the construction of Tower B ahead of Tower A which includes a significant amount of commercial space, and concerns regarding parking during the construction phase were raised. Following the public hearing, Council deferred consideration of third reading of the Phased Development Agreement Bylaw pending clarification on the possibility of altering the phasing of the project, and on the applicant's construction parking strategy.

Council may receive a report from staff that comments and advises Council on matters that arose and were discussed during the public hearing.

This report responds to concerns that arose and were discussed at the public hearing for the proposed bylaws. No new information has been presented to Council so a new public hearing is not required for Council to consider third reading of the bylaw in its current form, or to alter the bylaw and then consider giving third reading to the bylaw as amended.

Construction Parking Strategy

In response to discussion of the application at the Land Use and Planning Committee meeting on March 27, 2017, the applicant had provided a signed letter outlining their proposed construction parking strategy, which was included as item R-8 in the public hearing background information package. This letter noted that the applicant owns a vacant property in the Town Centre on the opposite side of Foster Street from the subject property (1530 Foster), where approximately 40-70 parking spaces would be reserved for construction personnel. This is also noted on page 28 of

the applicant's Traffic Study, which was also included in the public hearing background information package as item R-7.

Following the public hearing, the applicant has provided staff with a map diagram indicating the location and approximate dimension of parking spaces proposed to be allocated on 1530 Foster Street. Staff confirm that there would be room for at least 70 vehicles during construction on this portion of the 1530 Foster Street property.

If the application is approved, and the developer proceeds to apply for a building permit, the Building Department would require the submission of a Construction Management Plan, including identifying truck routes to minimize traffic impact, and a parking management strategy consistent with approach proposed in the applicant's letter.

Phasing of Project

During the public hearing, the developer presented aspects of their application to Council, and the applicant was requested to clarify why they had requested a change to the original phasing plan, which included a more significant amount of commercial space in the first phase (Tower A), and proposed constructing the residential Tower B in the first phase instead.

The applicant stated in the public hearing that their intention is to construct the project on a continual basis rather than pausing between phases, and that by beginning with a predominantly residential phase they would have more customers for the commercial and office space when that space came available. The applicant also indicated that financing of the project is more favourable if the initial phase of the project contains more residential than commercial space.

Following the public hearing, the applicant has provided a letter to staff outlining their phasing rationale and confirmed that they intend to construct the entire parkade for all three phases at the outset of construction, which entails significant upfront costs, and therefore they require that the tower with the largest possible revenue (Tower B, with the largest amount of residential space) be constructed first for financing reasons. The applicant's rationale notes other aspects of constructing Tower B first that they consider advantageous, including:

- Tower B is above one of two entry points to the underground parking, which allows for uninterrupted access during the remainder of the construction phases;
- The handicap elevator to the plaza is included in Tower B, providing an accessible public access point from Martin Street;
- Tower B includes the change room and facilities necessary for the operation of the swimming pool amenity;
- Tower B construction includes approximately 4,000 square feet of commercial retail as part of its development.

CONCLUSION

This corporate report is provided in response to Council's request for clarification on items that were raised at the Public Hearing. Council may now consider third reading of Phased Development Amendment Bylaw No. 2193, or may alter the bylaw and consider third reading of

Bylaw 2193 as amended. An opportunity for consideration of the bylaw is included later in the Council meeting agenda.

Respectfully submitted,

Greg St. Louis, P.Eng.
Acting Director of Planning and Development Services

Comments from the Chief Administrative Officer:

This corporate report is provided in response to Council's request for clarification of concerns that arose at the public hearing.

Dan Bottrill
Chief Administrative Officer

THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **April 24, 2017**

TO: **Mayor and Council**

FROM: **Greg St. Louis, Director of Engineering and Municipal Operations**

SUBJECT: **Contract Award 2017 Design Services for the Waterfront Parkade**

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated April 24, 2017 from the Director of Engineering and Municipal Operations, titled "Contract Award for 2017 Design Services for the Waterfront Parkade;" and
2. Approve the award of a contract for the design of the Waterfront Parkade for the City of White Rock and related tendering and contract administration in the amount of $565,110 (excluding GST) to Musson Cattell Mackey Partnership (MCMP) & Read Jones Christofferson (RJC).

INTRODUCTION

In February 2017, a Parking Study was completed by consultant Read Jones Christofferson (RJC) to assess the feasibility for a new Waterfront Parkade. The site is at the north-east corner of Vidal Street and Victoria Avenue and would encompass four parcels.

The study addressed layouts and costing of a 4-storey and a 6-storey structure in a maximized configuration (the walls extend to the edge of the property lines).

The project requires rezoning and consolidation of the four parcels which entails the canceling of lot lines. A public meeting will be required as part of the Development Variance Permit approval process.

A Request for Proposal (RFP) was issued on BC Bid for a Design Team to undertake this project from schematic design to contract administration throughout construction.

PAST PRACTICE / POLICY / LEGISLATION

The award of projects is governed by Council Policy #301. The policy is being adhered to in the tendering and proposed award of this project.

Policy #301 requires that Council, or if during Council recess, the August Contract Committee, give approval for contracts with a value exceeding $250,000.

ANALYSIS

Preliminary analysis in 2016 of a maximized space yielded 217 stalls for a 4-storey and 321 stalls for a 6-storey. For budgeting purposes, the preliminary costs were estimated at $5,859,000 for a 4-storey and $8,667,000 for a 6-storey structure. Preliminary budget estimates for the project were based on above grade parking structures with no excavation and typical parkade layouts.

Following geotechnical investigations, traffic impact assessment and concept designs (see Appendix A, B and C), it was determined that significant excavation into the hillside is required, which increases construction costs substantially. The Waterfront Parkade has a small footprint but still needs 2 stairs and an elevator to meet building code requirements and has an angled lot line which creates some inefficiency and therefore increased costs.

Current cost estimates for both options are higher than the preliminary estimates presented to council in 2016, as shown below.

No. of Storeys	Opinion of Probable Construction Cost	Estimated Number of Stalls	Cost per Stall
4 Storey Parkade	$8,580,000	217	$39,539.17
6 Storey Parkade	$12,190,000	321	$37,975.08

City Staff has reviewed the report and the 6-storey option provides for future growth and maximizes the potential of the site without impacting views from the north. The structure would provide an opportunity of converting existing Marine Drive parking lots on BNSF lands to park land or public use in future. Construction of a six storey parkade also provides more options to manage parking and traffic on Marine Drive for residents, businesses, and visitors. Some design considerations will be made to interface with the Sausalito development to the immediate east of the proposed parkade.

An RFP was advertised for a Design Team on BC Bid from February 15 to March 9, 2017.

Applicants were requested to provide costs for a 4 storey and 6 story option. Five proposals were received and were rated against the following criteria:

Criteria	Weighting
Relevant Experience and Completeness of Design Team	30%
Completeness of Work Plan/Method of Work	25%
Proposed Fast Tracked Design Schedule	5%
Innovation	10%
Pricing	30%

The Detailed Design* bids received are summarized below:

Consultant	Cost (4-storey)	Cost (6-storey)
Craven Huston Power Architects	$822,786	Not provided
Public Design	$632,759	$790,949
Morrison Hershfield	$661,000	Not provided
Musson Cattell Mackey Partnership (MCMP) & Read Jones Christofferson (RJC)	$497,610	$565,110
Thinkspace Architecture	$445,600	$563,525

*The City will contract directly with Geotechnical, Traffic, Archaeological, and Survey Consultants (not included in the above proposals).

Upon review, the City identified MCMP/RJC as providing the best value for this project based on the evaluation criteria listed above. RJC has specialized in parkade design since 1964, and are the leading design consultant in Canada with over 200 parkades in their portfolio. Thinkspace Architecture has not completed any standalone parkades, only parkades as components of larger developments.

DEVELOPMENT APPROVAL PROCESS

The four parcels that make up the Waterfront Parkade site are at 1156 Vidal Street, 14935 Victoria Avenue, 14945 Victoria Avenue and 14948 Beachview Avenue. The existing surface parking lot resides on 14935/14945 Victoria Avenue and is currently zoned as a CR-3. 1156 Vidal Street and 14948 Beachview Avenue are zoned as a RT-1.

The Development Application will rezone all four parcels to the P-1 zone which is classified as "Civic/Institutional Use Zone" as per Zoning Bylaw No.2000. The parcels will then be consolidated and interior lot lines will be cancelled.

Concurrently, a Development Variance Permit will be applied for to address setback and height restrictions. At this time, a Public Information Meeting with conceptual schematics would be presented. Following the Public Information Meeting, staff will send a report to Land Use and Planning Committee for the application, followed by Council (1st and 2nd reading). Then a Public Hearing/Meeting is required. Then Council can consider giving third and final reading
As the parking facility is a civic use, not commercial, industrial, or multi-family, it would not have a Development Permit requirement or go through the Advisory Design Panel.

BUDGET IMPLICATIONS

4 Story Option:

Feasibility Study (complete)	$	24,000	
Traffic Study (complete)	$	20,000	
Archaeological Study	$	35,000	
Design Services	$	575,000	*includes additional geotech, survey, traffic
Design Contingency (10%)	$	61,000	
Construction (estimate)	$	8,580,000	
Total projected cost	**$**	**9,295,000**	

6 Story Option:

Feasibility Study (complete)	$	24,000	
Traffic Study (complete)	$	20,000	
Archaeological Study	$	35,000	
Design Services	$	675,000	*includes additional geotech, survey, traffic
Design Contingency (10%)	$	71,000	
Construction (estimate)	$	12,190,000	
Total projected cost	**$**	**13,015,000**	

Council should note that construction costs can increase subject to the inclusion of new technologies, green building components, or other added features available in the marketplace.

The Director of Financial Services has reviewed this report and provides the following comments. The current budget for this project is $9.1 million (including concept design), with $800,000 funded from City reserves, $6 million from long term debt, and $2.3 million from temporary internal borrowing pending the receipt of community amenity contributions. Based on these updated cost estimates, the budget is not sufficient to construct either a 4 or 6 storey

facility, and it will be necessary to amend the 2017 to 2021 Financial Plan before a construction contract is awarded, in particular if the 6 storey option is pursued. At this time, additional funding sources have not been identified, nor has the business case been updated to determine the impact of this increased capital cost on annual operating expenses and revenues. However, with this new information, there would be a higher probability that incremental parking revenues may not be sufficient to offset annual operating and debt servicing costs related to this facility. A Loan Authorization Bylaw will also need to be adopted and a final certificate of approval issued by the Inspector of Municipalities, for the $6 million in new long term debt, before awarding a construction contract. It is expected that this borrowing will be within the City's assent free limit and the Loan Authorization Bylaw process will take approximately 2 to 4 months.

SCHEDULE

Design and construction for either option is anticipated to be complete by the Summer 2018, provided that municipal approvals are done concurrently. The development approvals process is estimated to take 4 months, based on one public information meeting and public hearing. However, if a Financial Plan amendment is required it is estimated to delay the project by up to 4 months as the loan authorization bylaw will take 2 to 4 months. This has to be done before a construction contract can be awarded.

The project will complement the Memorial Park and Pier Washroom project. Construction would be scheduled to occur concurrently and will affect the number of parking stalls available from Fall 2017 to beginning of Summer 2018. The Parkade and Memorial Park would ideally open simultaneously in the summer of 2018.

RISK MANAGEMENT

The current approved budget can provide most of the funding to complete a 4 storey parkade. If a 4-storey parkade is ultimately decided upon and the additional $195,000 can be funded from other capital budget re-allocations, an advance financial plan amendment may not be mandatory but may still be recommended, pending the results of an updated business plan. As a part of the design scope, a feasibility study will be prepared for a 4-storey parkade with foundations able to accommodate either a 6-storey parkade or a future 2-storey addition.

A cost benefit analysis will need to be conducted to assess the value of the number of stalls versus configuration of the structure to best suit the neighbouring structures. Maximization of the space will yield the most number of stalls, but may limit the opportunity for a more aesthetically pleasing architecture. With a 6-storey structure, consideration for the adjacent residents whose views will be impacted may require modifications.

Following detailed design, a more accurate cost estimate will be provided and Council will be in a position to provide further direction whether to construct a 4 storey or 6 storey parkade.

CONCLUSION

It is recommended that the Design Services contract for the Waterfront Parkade for the City of White Rock be awarded to MHPM/RJC in the amount of $565,110 (excluding GST).

Respectfully submitted,

Greg St. Louis, P. Eng.
Director of Engineering and Municipal Operations

Comments from the Chief Administrative Officer:

The current financial plan includes the provision for a parking facility at $9.1 million. As a result of geotechnical investigations and concept designs for the site at Victoria and Vidal, a 4-storey parking facility still approximates our budget within $200,000. However, a 6-storey parking facility would require a further $3.9 million to construct. I support the recommendation to proceed with a detailed design that would provide for construction for a parking facility up to 6-storeys. In order to meet our schedule to have this parking facility constructed by Summer 2018, staff will be preparing a loan authorization bylaw shortly as well as consider additional funding source options such as community amenity contributions.

Dan Bottrill
Chief Administrative Officer

Appendix A: Preliminary Geotechnical Assessment Report from WSP Canada Inc. dated November 24, 2016
Appendix B: White Rock Parkade Traffic Impact Assessment Report dated February 14, 2017 from Bunt & Associates.
Appendix C: Parking Study White Rock Waterfront Parkade dated December 19, 2016 from Read Jones Christofferson Ltd. Engineers.

APPENDIX A

Preliminary Geotechnical Assessment Report from WSP Canada Inc. dated November 24, 2016

November 24, 2016

WSP File No: 161-13029-00

City of White Rock
877 Keil Street
White Rock, BC V4B 1Y6

Attention: Fiona Keating, P.Eng.
Project Engineer

Project: Proposed Waterfront Parkade, White Rock, BC

Subject: Preliminary Geotechnical Assessment Report – Revision 1

Dear Fiona,

1.0 INTRODUCTION

In general accordance with our proposal P16-11113-13 dated August 19, 2016, WSP Canada Inc. (WSP) has prepared this revised preliminary geotechnical assessment report for the proposed multi-storey parkade to be located immediately northeast of the intersection of Vidal Street and Victoria Avenue in White Rock, BC. The subject site is shown on the attached Figure 1. Authorization to proceed with the scope of work discussed in the proposal was received from the City of White Rock (the Client) on September 02, 2016.

This report includes our assessment of the subsurface soil and groundwater conditions in the area of the proposed parkade and our preliminary geotechnical recommendations for site preparation, temporary excavations and shoring considerations, foundation design, and other geotechnical engineering aspects of the proposed construction. This report is considered to be preliminary, as details with regard to the exact footprint location, number of storeys, and elevation of the underside of the parkade were not available at the time of this geotechnical study. The report has been revised to provide lateral earth pressure design values for the design of cantilever type cast-in-place concrete retaining walls.

Our current scope of work did not include the evaluation of the site conditions with respect to environmental considerations, or geotechnical design of shoring that will likely be required during construction for the temporary slope cut north of the proposed parkade.

2.0 SITE DESCRIPTION AND PROPOSED CONSTRUCTION

The location of the proposed parkade is comprised of four adjoining existing lots (14935, 14945, and 14948 Victoria Avenue and 1156 Vidal Street). An asphalt surfaced parking lot is located on the southern portion of the two existing southern lots (14935 and 14945 Victoria Avenue). The parking lot is relatively flat and situated at the lowest elevation on site. The parking lot is bordered to the north by retaining walls comprised of an outward leaning Lock Block wall, a shotcrete wall, a wood crib wall, and a cast-in-place concrete retaining wall,

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all about 3 m high. The area north of the retaining walls is a vegetated, relatively steep slope which extends to the north property line of these two lots. A six-storey residential building is located at 14955 Victoria Avenue, to the east of the parking lot.

An existing four-storey single-family residence is located on the property at 1156 Vidal Street. We observed a cast-in-place concrete retaining wall along the north property line of this lot, which supports single-family residences north of the proposed parkade. The Client has indicated to us that the existing residence on this lot will be demolished in order to construct the proposed parkade.

The remaining property comprising the site (14948 Victoria Avenue) is undeveloped and vegetated.

Overall, the ground surface at the site slopes down towards the south / southwest, with current elevations, based on topographic information from the White Rock On-line Mapping System (WROMS), ranging from approximately Elevation (EL.) 5 m on the southern part of the site to approximately EL. 19 m on the northern part of the site.

According to the Client, the proposed parkade will be two to four storeys high and could include a below-grade component; the elevation / depth below grade for the lowest level of the parkade was not established at the time this report was prepared. We also understand that the approximate area of the parkade footprint will be about 1,400 square meters (15,070 square feet). Anticipated foundation loads were not available when this report was prepared.

3.0 FIELD WORK

On September 22, 2016, WSP advanced a total of four boreholes (BH16-01 to BH16-04) in the general area and vicinity of the proposed parkade. The approximate locations of the boreholes are shown on the attached Figure 2. Figure 2 also shows the ground surface contours available from WROMS.

One borehole (BH16-01) was advanced on the shoulder of Beachview Avenue, adjacent to 14946 Beachview Avenue, using a mud-rotary drill rig. The collar elevation of this borehole, interpolated from the WROMS topographic information, is about EL. 23.5 m; the borehole extended to a depth of about 16 m below existing grade.

The remaining three boreholes (BH16-02 to BH16-04) were advanced in the area of the proposed parkade using a track-mounted drill equipped with solid-stem continuous flight augers. A tracked excavator was used to construct an access ramp to the location of BH16-04. The interpolated collar elevations of these boreholes ranged from El. 5 m to El. 10 m. Boreholes BH16-02 to BH16-04 extended to depths of about 6 to 9 m below existing grade.

Standard Penetration Tests (SPTs) were conducted in BH16-01, generally at 1.5 m intervals. The SPTs were conducted in accordance with ASTM D 1586. The SPT involves advancing a standardized open-ended split barrel sampler into the ground using an automatic trip hammer with a weight of 63 kg and a free-fall drop of about 750 mm. The SPT was advanced using an automatic trip hammer that has been calibrated independently. It has a reported efficiency of about 84 percent. The number of blows required for each 150 mm of advancement of the sampler is recorded, and the total number of blows required for the second and third 150 mm interval of advancement represents the SPT "N" value.

To further assess the *in-situ* consistency / relative density of the soils, Dynamic Cone Penetration Tests (DCPTs) were conducted at two of the boreholes (BH16-02 and BH16-03). This test is widely used by local geotechnical practitioners and involves advancing a cone to the ground using an automatic trip hammer with a weight of 63 kg and a free-fall drop of 750 mm (similar to the driving energy for the SPT). The number of blows required for each 305 mm interval of depth advanced of the cone is recorded. While the DCPT N-values data can sometimes provide a general 1:1 correlation with the SPT N values to a depth of about 10 m in sand, it is not universally accepted as a reliable alternative to the Standard Penetration Test. The DCPTs extended to depths of about 3.7 to 6 m below grade, where practical penetration refusal (more than 100 blows to advance the test 305 mm) was encountered.

The unconfined compressive strength of cohesive soils encountered at the boreholes was assessed using a Pocket Penetrometer on disturbed soils on the auger flights. Because the Pocket Penetrometer testing was conducted on disturbed soil samples, it generally underestimates the unconfined compressive strength of the soil, but can be a reasonable indicator of whether the soil is soft, firm, stiff or hard within a few metres of the ground surface in a borehole.

WSP geotechnical personnel logged the soil and groundwater conditions encountered at the boreholes. Representative disturbed soil samples were collected from the split barrel sampler and the auger flights for visual classification and moisture content determination purposes. The boreholes were closed in conformance with provincial groundwater protection requirements immediately upon completion of logging the soil conditions.

Descriptions of the soil and groundwater conditions encountered at the boreholes are provided on the attached soil logs. The soil logs also graphically illustrate the moisture content of disturbed soil samples collected from the auger flights. The SPT blow counts are shown on the log for BH16-01, and the DCPT blow counts are graphically shown on the logs for BH16-02 and BH16-03. A summary discussion of the subsurface conditions encountered at the boreholes is provided in the following section of this report.

4.0 SUBSURFACE CONDITIONS

4.1 SURFICIAL GEOLOGY

According to the Geological Survey of Canada (GSC) Surficial Geology Map 1484A, the site is underlain by Capilano, Vashon Drift, and Pre-Vashon sediments (in that order from highest to lowest elevation). The Capilano sediments consist of marine and glaciomarine stoney (including till-like deposits) to stoneless silt loam to clay loam with minor sand and silt normally less than 3 m thick. The Vashon Drift is comprised of lodgment till (with a sandy loam matrix) and minor flow till containing lenses and interbedded glaciolacustrine laminated stoney silt. The Pre-Vashon deposits consist of fluvial channel fill and floodplain deposits with cross-bedded sand containing minor silt and gravel lenses and interbeds.

The soil conditions encountered at the boreholes were generally consistent with above-referenced surficial geology map, with the soils typically comprising compact to very dense granular soils, overlain at the lower elevations by fine-grained soil.

4.2 SOIL AND GROUNDWATER CONDITIONS

4.2.1 Soil Conditions

The subsurface conditions encountered in the WSP boreholes can be generalized by the following soil profile:

- **Fill –** A surface layer of granular fill comprised of sand and gravel / gravel and sand / gravelly sand was encountered in all of the boreholes advanced. The fill was overlain by 50 to 100 mm of asphalt at BH16-01 to BH16-03 and by a nominal thickness of topsoil at BH16-04. The fill was noted to generally contain trace to some silt and, at BH16-03 and BH16-04, trace organics (rootlets). The fill extended to depths of about 0.75 to 3.3 m below grade. Based on the DCPTs, SPT, and drilling effort, the granular fill is generally judged to be compact to dense, but loose between about 0.9 and 1.8 m at BH16-01. The recorded moisture contents of samples of the fill ranged between 3 and 11 percent.
- **Clayey Silt –** Boreholes BH16-02 to BH16-04 encountered a deposit of clayey silt with trace to some gravel below the fill. This deposit was not encountered at BH16-01. At BH16-04, an approximately 0.5 m thick seam of compact sand was encountered within the clayey silt at about 4.7 m below grade. The clayey silt extended to depths of about 2.3 to 6.2 m below grade at these three boreholes. The clayey silt was generally judged to be stiff to very stiff based on the DCPTs and Pocket Penetrometer testing. However, at BH16-04 this layer was considered to be soft to firm. The recorded moisture contents of samples collected from this stratum typically ranged between about 18 and 35 percent, indicating that it is likely of low compressibility.
- **Gravel / Gravelly Sand / Sandy Gravel / Sand (BH16-01) –** In BH16-01, the fill was underlain by very dense granular soils comprised of gravel, gravelly sand, sand, and sandy gravel, all with trace to some silt. The SPTs indicate that the granular soils are dense to very dense. The moisture content of samples of the granular soil ranged between about 7 and 15 percent. BH16-01 was terminated in dense to very dense gravel at a depth of about 16 m below existing grade.

- **Sand / Gravelly Silty Sand / Silty Sand and Gravel / Silty Sand –** At BH16-02 to BH16-04, the clayey silt deposit was underlain by granular soils comprised of sand / gravelly sand / sand and gravel, all with varying silt content ranging from trace to silty. Based on the DCPT blow counts and drilling effort, these granular soils were generally judged to be compact to very dense. The moisture contents of samples of the granular soils ranged between about 5 and 17 percent. BH16-02 to BH12-04 were terminated in these granular soils at depths of about 6 to 9 m below grade.

4.2.2 Groundwater Conditions

Groundwater seepage was observed in BH16-01 to BH16-03 at depths ranging between 2.9 and 10.7 m below grade. No groundwater seepage was observed at BH16-04 during the time it remained open.

Based on the interpolated collar elevations of the boreholes and the depths at which groundwater seepage was observed, the elevation of the groundwater seepage in the boreholes at the time of drilling is expected to be as indicated in Table 1:

Table 1: Groundwater Seepage Depth / Elevation

Borehole	Interpolated Collar Elevation (m)	Depth to Groundwater Seepage Below Existing Grade (m)	Estimated Groundwater Seepage Elevation (m)
BH16-01	23.5	10.7	12.8
BH16-02	7.5	4.3	3.2
BH16-03	5.0	2.9	2.1
BH16-04	10.0	N/A	N/A

The true groundwater table was not confirmed, but is expected to be at about EL. 2 to 3 m in the lower portion of the site. Groundwater seepage zones could be encountered at higher elevations in the sloped southern region of the site.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 GENERAL

It is our opinion that the site is considered suitable for the support of the proposed parkade construction from a geotechnical engineering perspective. As there is limited information currently available regarding the configuration of the proposed parkade, the recommendations provided in this report should be considered as preliminary. Further geotechnical consultation, including update of this geotechnical report is recommended when more information regarding the extent, slab elevation, and other details of the proposed construction are available.

We expect that the primary geotechnical consideration for the proposed parkade will be the depth at which groundwater may be encountered. Assuming the lowest level of the parkade is located at EL. 5 m (the approximate existing elevation of the parking lot on the south side of the site), the boreholes suggest that the groundwater table would be located about 2 to 3 m below the slab of the parkade. However, groundwater seepage may be encountered at a higher elevation on the slope to the north.

We consider that it may be prudent to install standpipe piezometers at the site, prior to finalizing the design, to allow for measurement and monitoring of the depth to groundwater if the lowest level of the parkade will be located below about EL. 4 m.

The site soils are considered to be suitable for support of the parkade on continuous strip and spread footings bearing on the dense native soils, or on compacted engineered fill placed over the dense soils. If fine-grained soil or existing fill is encountered at foundation grade, removal of these materials and replacement with engineered fill would be recommended.

5.2 SEISMIC CONSIDERATIONS

It is our opinion that the soils encountered at the boreholes would not be subject to liquefaction during a design magnitude seismic event (1 in 2475 year return period). We recommend that Site Class “C” be used for estimating the seismic site response in accordance with the 2012 British Columbia Building Code (BCBC 2012).

The Peak Ground Acceleration (PGA) for the site, obtained from the Natural Resources Canada Earthquake Hazard Calculator using the site’s UTM coordinates and a design basis earthquake with a two percent probability of exceedance in 50 years (2475 year return period), is 0.378g, based on National Building Code of Canada 2015 seismic hazard values.

5.3 TEMPORARY EXCAVATIONS AND SHORING

5.3.1 Unsupported Temporary Excavations

Unsupported temporary excavation slopes for construction of the proposed parkade should not be steeper than 3H:4V (Horizontal:Vertical) for stability purposes. Flatter unsupported temporary excavation slopes may be required depending on the soil and groundwater seepage conditions encountered during excavation. Temporary excavation slopes should be protected against erosion by surface water runoff by covering them with polyethylene sheeting securely fastened at the crest and toe of the temporary slopes.

The Geotechnical Engineer should be provided with the opportunity to review the unsupported excavation slopes, as they are developed, to confirm the recommended inclination provided above is suitable for the encountered conditions, or to provide additional recommendations as necessary.

5.3.2 Temporary Excavation Shoring

Where there is insufficient space to accommodate temporary excavation slopes with the inclination recommended above, engineered temporary excavation shoring is recommended. At this stage, based on the limited available information with respect to the extent of excavation required for the proposed construction, we expect that soil anchors with a reinforced shotcrete facing would be the most economical method for the excavation shoring, where required. The soil anchors would likely need to extend beyond the site's property lines. This would require encroachment agreements with neighbouring property owners where the soil anchors extend below adjacent private properties.

Where encroachment agreements cannot be reached, or where underground services conflicts prevent the use of soil anchors, cantilevered soldier piles using small diameter pipe piles and shotcrete lagging can provide temporary shoring support for a single level of underground parking excavation. Alternatively, welded wide flange or H-piles wet-set in concrete filled drill holes with timber or shotcrete lagging could be used for the temporary excavation shoring for a single level of underground parking. Internal raker systems can also be used in conjunction with soldier piles for higher shoring walls, but internal rakers are less cost effective, increase the risk of unacceptable movements, and create complications that slow the rate of construction.

WSP can provide design drawings for the required temporary excavation shoring, once more details regarding the depth and extent of excavation required for the proposed construction are available.

5.3.3 Temporary Excavation Dewatering

Based on the available geotechnical information, we anticipate that surface water and groundwater seepage entering an excavation extending to about EL. 2 m could be adequately controlled using sumps and pumping. Excavation below this elevation could encounter the groundwater table, requiring specialized dewatering methods. As discussed above, installation of standpipe piezometers to allow for measurement and monitoring of the depth to groundwater is considered prudent if the lowest slab for the parkade is located below EL. 4 m.

Discharge of water pumped from the excavation should be conducted in accordance with City of White Rock requirements

5.4 SUBGRADE PREPARATION

Subgrade preparation would generally consist of the removal of existing structures (including the existing retaining walls, as necessary), slabs, pavements, vegetation and topsoil, followed by excavation as necessary to achieve the design foundation and slab elevations. The boreholes indicate that, in general, topsoil stripping depths will be nominal (less than 300 mm), but may be greater in areas of existing structures.

Where the exposed subgrade consists of existing fill or fine-grained soil, we recommend that it be removed to expose the underlying dense to very dense soil and grade be reinstated with engineered fill as described below. The depth of over-excavation, if required, would depend on the depth below grade / elevation of the foundation / slab and the thickness of fill / fine-grained soil extending below this depth / elevation.

The Geotechnical Engineer should review the subgrade during stripping and excavation to confirm the extent of excavation to remove unsuitable soils is required.

5.5 ENGINEERED FILL

In this report, engineered fill refers to material that will be located below foundations, slabs-on-grade, pavements, or other settlement-sensitive features, or used as foundation wall / retaining wall backfill.

Where necessary, imported fill required to establish or restore grade following removal of unsuitable subgrade soils as described above should consist of 75 mm minus pit run sand and gravel with less than 5 percent fines (material passing the 0.075 mm sieve) by weight, or an alternate material reviewed and approved by the Geotechnical Engineer prior to use. It should be placed in discrete lifts a maximum of 300 mm in thickness at within 2 percent of its optimum for compaction (as determined by a Standard Proctor test) and be compacted to not less than 100 percent of the material's Standard Proctor Maximum Dry Density (SPMDD). The Geotechnical Engineer should conduct in-place soil density testing on the fill, as it is being placed, to confirm that adequate compaction is achieved.

The existing granular fills encountered at the boreholes may be suitable for use as engineered fill, provided they are free of organics, debris, or other deleterious material, do not contain particles greater than 150 mm in diameter, and are at a suitable moisture content for compaction (within 2 percent of their optimum moisture content for compaction as established by the Standard Proctor test) at the time of placement. The native granular soils may also be suitable for re-use, but may contain over-sized particles and too high a fines content (material passing the 0.075 mm sieve), which would make control of their moisture content at a suitable level for compaction difficult. We do not recommend re-use of the fine-grained native soils encountered at the boreholes as engineered fill.

Soils that contain organic matter are not considered suitable for use as engineered fill.

5.6 FOUNDATIONS

Following the subgrade preparation discussed above, at this stage it is our opinion that the proposed parkade structure can be supported on strip and pad foundations.

Strip and pad footings constructed on Geotechnical Engineer approved subgrade, or on compacted engineered fill placed over Geotechnical Engineer approved subgrade, can be designed based on a serviceability limit state (SLS) soil bearing resistance of 150 kPa. A factored ultimate limit state (ULS) soil bearing resistance of 225 kPa may be considered for design. The recommended minimum footing width is 450 mm and 600 mm for continuous and spread footings, respectively.

The Geotechnical Engineer should review the conditions at foundation grade prior to the installation of foundation formwork.

Without knowing the depth below existing grade of the proposed foundations and foundation loading information, at this stage it is difficult to assess the magnitude of potential total and differential post-construction settlement of the foundations under static loading. However, assuming that the site preparation discussed in this report is conducted and foundations are constructed on Geotechnical Engineer approved subgrade, at this stage we expect that total post-construction settlement of foundations would not exceed 25 mm. Once proposed foundation elevations have been established and foundation load information is available, we should be provided with this information so that we can further assess the magnitude of potential total and differential post-construction settlement.

5.7 LATERAL EARTH PRESSURES

The lateral earth pressure recommendations provided herein are based on the assumption that the retained soil consists of granular soil that is drained (no hydrostatic pressure build-up behind wall).

The “at-rest” earth pressure theory is considered applicable to non-yielding top and bottom restrained foundation walls. It is recommended that an equivalent fluid unit weight of 10 kPa/m (unfactored) be used to design retaining structures based on at-rest lateral earth pressure.

The “active” earth pressure is for the design of cantilevered retaining walls that are permitted to rotate or translate slightly in response to the lateral soil loads. It is recommended that an unfactored equivalent fluid unit weight of 6 kPa/m be used to design retaining structures based on the active lateral earth pressure condition.

Retaining walls should be designed using a uniformly distributed lateral load of 5 kPa to model temporary construction live loads. The uniformly distributed load will act over the total height of the retaining wall.

A coefficient of friction of 0.45 may be used to estimate the sliding resistance along the soil-footing interface, where the retaining wall foundation is constructed on granular native soil or on compacted engineered fill. An equivalent fluid unit weight of 32 kPa/m may be used to estimate the factored ultimate passive resistance of permanently in-place soil in front of a retaining wall footing.

We recommend an equivalent fluid unit weight of 3 kPa/m be used to model the unfactored incremental seismic earth pressure on retaining walls. The resultant of the seismic force should be applied at 2/3H above the base of the retaining wall, where H is the total height of the retaining wall.

The incremental seismic pressure was computed using the Mononobe-Okabe equations utilizing a K_h equal to 60 percent of the PGA (PGA = 0.378g based).

5.8 FOUNDATION WALL AND RETAINING WALL BACKFILL

Foundation wall and retaining wall backfill should consist of free-draining, well-graded granular material where hard surfaced areas are proposed adjacent to the structure. Suitable material for foundation wall and retaining wall backfill would consist of 75 mm minus pit run sand and gravel or sand with less than 5 percent fines (material passing the 0.075 mm sieve) by weight. Engineered fill as described in this report would be suitable for use. The existing granular fill and native inorganic soil can be used as backfill above the perimeter drainage system in landscaped areas, provided a geo-composite drain-board is secured to the foundation wall to enhance drainage. Foundation backfill can be capped with 500 mm of topsoil where the backfill supports soft landscaping.

The backfill should be placed in discrete horizontal lifts and be compacted with vibratory equipment to not less than 98 percent of the material's SPMDD beneath settlement-sensitive surface features (such as slabs, sidewalks or pavements) and to not less than 95 percent of the material's SPMDD beneath soft landscaped areas to limit post-construction settlement of the backfill. The backfill should be compacted by walk behind vibratory plate tampers within 1.5 m of the wall. The lift thickness should not exceed 200 mm, and the compaction should be verified by in-place density testing conducted by the Geotechnical Engineer.

Where there is limited working space between the foundation walls and the temporary excavation slopes / excavation shoring, the foundation can be backfilled with pea gravel. This self leveling material, if used, would not require compaction. A non-woven geotextile such as Nilex 4551 should be placed atop the pea gravel to separate it from any overlying backfill or topsoil.

5.9 SLAB-ON-GRADE

The following geotechnical recommendations for the parkade interior slab-on-grade are provided:

1. The concrete slab-on-grade should be underlain with a minimum 150 mm thick layer of 19 mm minus crushed sandy gravel compacted to not less than 95 percent of the material's SPMDD and placed over Geotechnical Engineer approved subgrade or compacted engineered fill.
2. A vapour barrier, such as 6-mil polyethylene sheeting, is considered optional under the slab to reduce the potential for slab dampness. If installed, any tears or punctures in the vapour barrier should be patched with duct tape prior to pouring the slab. The requirement for the vapour barrier should be determined by the Materials Engineer designing the slab.
3. The slab should be provided with sufficient joints for control of cracks from slab settlement and from thermal expansion and contraction.

5.10 PERIMETER FOUNDATION DRAINAGE

It is recommended that a perimeter foundation drainage system consisting of rigid perforated PVC pipe be installed around the exterior perimeter of the parkade foundation. The invert of the pipe should be located 300 mm below the top of the slab-on-grade. The pipe should be provided with a minimum 150 mm cover of drain rock or 19 mm clear crushed gravel. The drain rock / clear crushed gravel should be completely surrounded with a non-woven geotextile separator such as Nilex 4551. The perimeter foundation drainage system should drain by gravity flow to a suitable off-site storm water disposal point. Roof rainwater leaders should not be connected to the perimeter foundation drainage system. Exterior grade adjacent to the structure should be sloped away from the foundations, wherever feasible. It is recommended that the below-grade foundation walls be damp-proofed and be provided with drainage mat to prevent build-up of hydrostatic pressure.

6.0 GEOTECHNICAL ENGINEERING REVIEW

As discussed, since there is currently limited information available regarding the proposed configuration / elevation of the parkade structure, the recommendations provided in this report should be regarded as preliminary only. Further geotechnical analysis / assessment and consultation will be required to develop detailed recommendations for the proposed construction once design of the proposed structure has progressed.

Installation of standpipe piezometers to allow for measurement of the depth to groundwater should be considered if the slab-on-grade of the parkade will be located below about EL. 4 m.

Design of temporary excavation shoring may also be required, depending on the configuration of the parkade and the depth / extent of excavation required for the proposed construction. WSP can provide such design when more information regarding the proposed construction is available.

7.0 CLOSURE

This preliminary geotechnical assessment report has been prepared by WSP Canada Inc. exclusively for the City of White Rock and their appointed agents. The opinions and preliminary recommendations provided in this report reflect our judgement in light of the information available to us at the time that it was prepared.

Any use of this report by third parties, or any reliance on or decisions made based on it, are the responsibility of such third parties. WSP does not accept responsibility for damages suffered, if any, by a third party as a result of their use of or reliance on this report.

The soil logs attached to this report provide description of the soil and groundwater conditions at discrete borehole locations. While soil conditions in other areas of the site may be inferred, actual soil conditions in areas of the site remote from the boreholes may vary.

Contractors should make their own interpretation of the soil logs and the site conditions for the purposes of bidding and performing work at the site.

The attached Terms of Reference are an integral part of this geotechnical assessment report.

We trust the information provided herein meets your immediate requirements. If you have any questions or require further information, please contact the undersigned.

WSP Canada Inc.

Per: Calum Buchan, P.Eng.
Senior Geotechnical Engineer

Reviewed by:
Michael Gutwein, P.Eng.
Senior Geotechnical Engineer

Attachments: Terms of Reference
Figures 1 and 2
Soil Logs

C:\Users\kim.tanner\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\0JOWPVB3\161-13029-00 Geotech Assessment Report Rev1- Waterfront Parkade White Rock 24 Nov 2016.docm

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NORTH

SCALE (m)

0 5 10 20

REVISIONS				
REV	Date	Issue/Revision Description	Drawn	Check

ADAPTED FROM: WROMS

PROJECT/DWG. NO: N/A

DATE: N/A

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TITLE:

GENERAL SITE PLAN

PROJECT: GEOTECHNICAL ASSESSMENT FOR WATERFRONT PARKADE

ADDRESS: 14935, 14945, 14948 VICTORIA AVE, 1156 VIDAL ST, WHITE ROCK, BC

CLIENT: CITY OF WHITE ROCK

SEAL:

WSP

DESIGN: N/A	DATE: SEPT 2016
CHECK: CB	SCALE: NTS
DRAWN: DC	FILE NO: 161-13029-00
FIGURE NO: 1	

NORTH

SCALE (m)

0 5 10 20

APPROXIMATE BOREHOLE LOCATION

REVISIONS				
REV	Date	Issue/Revision Description	Drawn	Check

ADAPTED FROM: WROMS

PROJECT/DWG. NO: N/A

DATE: N/A

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TITLE: **BOREHOLE SITE PLAN**

PROJECT: GEOTECHNICAL ASSESSMENT FOR WATERFRONT PARKADE

ADDRESS: 14935, 14945, 14948 VICTORIA AVE, 1156 VIDAL ST, WHITE ROCK, BC

CLIENT: CITY OF WHITE ROCK

SEAL:

WSP

DESIGN: N/A	DATE: SEPT 2016
CHECK: CB	SCALE: AS SHOWN
DRAWN: DC	FILE NO: 161-13029-00
FIGURE NO: 2	

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Geotechnical Assessment for Waterfront Parkade
City of White Rock
14935,14945, 14948 Victoria Ave, and 1156 Vidal St
White Rock, BC

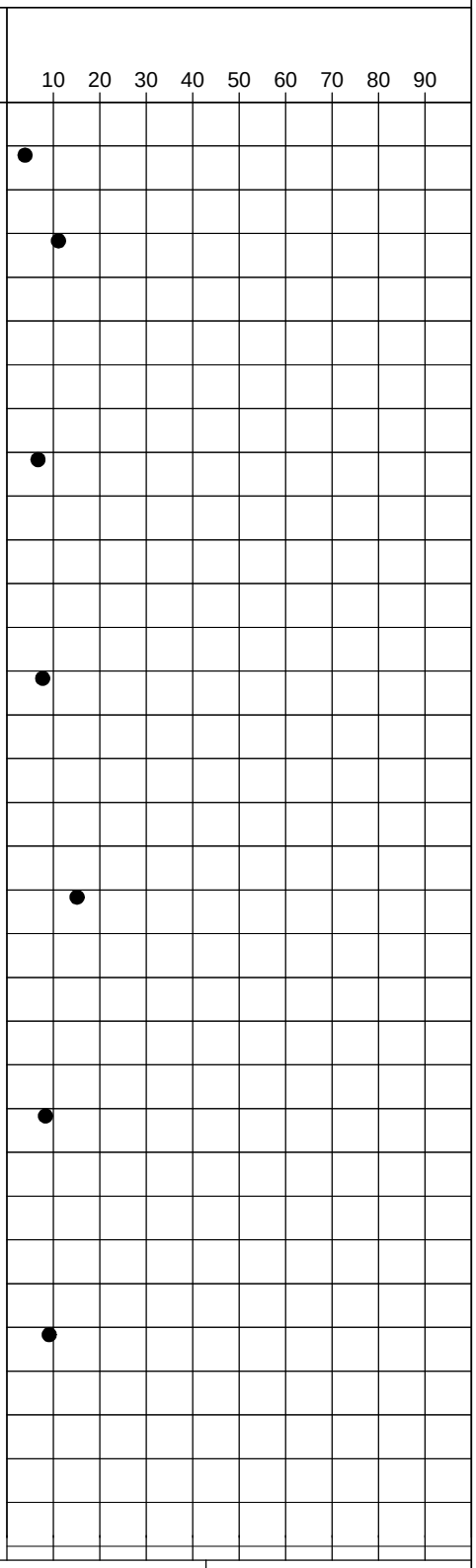
BH16-01

Project No: 161-13029-00

Elev. 23.5m (Approx.)

Depth (m)	Depth (ft)	Description	C	N	Type/ Sample #	Water Level
		ASPHALT (50 mm thickness)				
	2	compact, brown, 75 mm minus SAND and GRAVEL. Gravel - angular to sub-rounded. [Fill]			G1	
	4	loose, brown, Gravelly SAND, trace silt. Gravel - sub-rounded to sub-angular (max. 25 mm). [Fill]		7	SPT2	
	6	very dense, grey, GRAVEL, trace to some sand. Gravel - rounded to sub-angular (max. 40 mm).				
2	8	- SPT penetration refusal at 1.95 m [possible boulder]		110 for 125 mm/	SPT3	
	10					
	12	very dense, grey, Gravelly SAND. Sand - fine-grained, Gravel - coarse to fine, sub-angular to sub-rounded.				
4	14			160 for 275 mm/	SPT4	
	16					
	18			106/	SPT5	
6	20					
	22	very dense, grey, SAND, some silt, some coarse to fine sub-angular gravel (max. 12 mm).				
	24			126/	SPT6	
8	26	very dense, grey, Sandy GRAVEL, coarse to fine sub-angular gravel (max. 30 mm).				
	28			116 for 238 mm/	SPT7	
	30					
	32	dense to very dense, grey, GRAVEL, trace to some sand. Gravel - sub-rounded to sub-angular (max. 50 mm).				

Continued on Pg 2 of 2



C: Condition of Sample
Good
Disturbed
No Recovery

Type: Type of Sampler
SPT : 2 in. standard
ST : Shelby
G : Grab
CORE

N: Number of Blows
WH : Weight of Hammer
WR : Weight of Rod
Standard Penetration Test : ASTM D1586
Hammer Type:
DYNAMIC CONE PENETRATION TEST

Plastic Limit (%) — Moisture Content (%) — Liquid Limit (%)
Ground Water Level
Shear strength in kPa (Torvane)
PP Pocket Penetrometer (compressive strength in kPa)
Shear strength in kPa (Unconfined)
Shear strength in kPa (Field vane)
Remolded strength in kPa
Percent Passing # 200 sieve

Drill Method: Mud Rotary
Date Drilled: 22/09/2016
Logged by: PS
Checked by: CB

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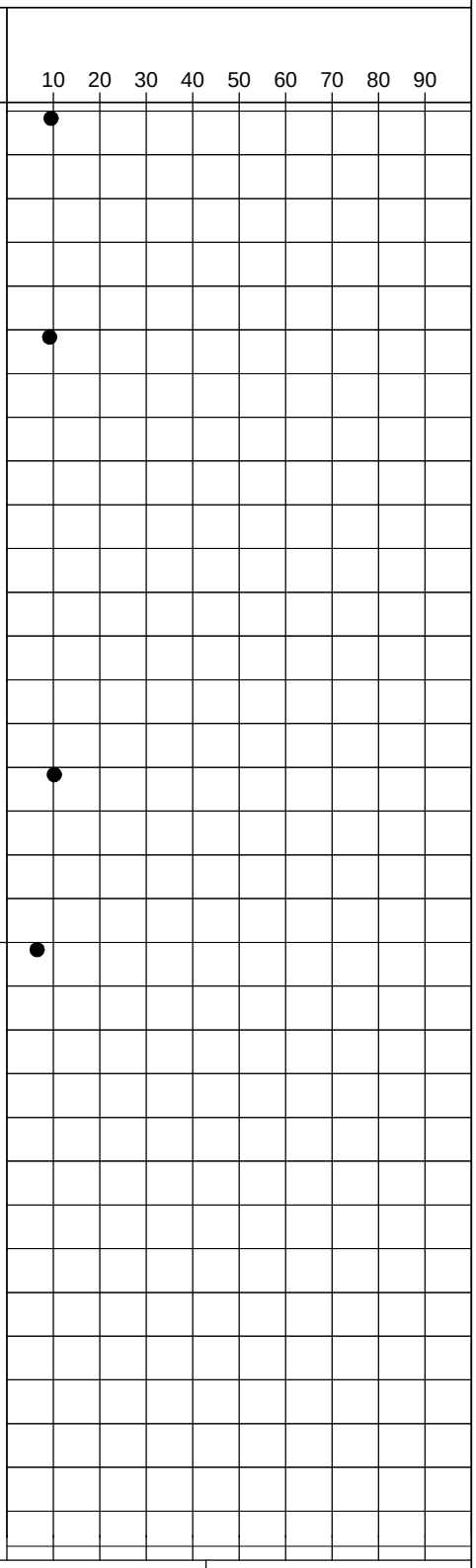
Geotechnical Assessment for Waterfront Parkade
City of White Rock
14935,14945, 14948 Victoria Ave, and 1156 Vidal St
White Rock, BC

BH16-01

Project No: 161-13029-00

Elev. 23.5m (Approx.)

Depth (m)	Depth (ft)	Description	C	N	Type/ Sample #	Water Level
	34	dense to very dense, grey, GRAVEL, trace to some sand. Gravel - sub-rounded to sub-angular (max. 50 mm). *(continued)*		67/	SPT8	
	36					P1 Sep 22 2016
	38			45/	SPT9	
12	40					
	42					
	44					
14	46					
	48			32/	SPT10	
	50					
	52			111 for 190 mm/	SPT11	
16	54	- Practical SPT penetration refusal at 16.05 m [possible boulder] Groundwater seepage encountered at 10.7 m below grade. - Ground surface elevation is based on City of White Rock WROMS Bottom of hole at 15.8 metres				
	56					
	58					
18	60					
	62					
	64					



C: Condition of Sample
Good
Disturbed
No Recovery

Type: Type of Sampler
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ST : Shelby
G : Grab
CORE

N: Number of Blows
WH : Weight of Hammer
WR : Weight of Rod
Standard Penetration Test : ASTM D1586
Hammer Type:
DYNAMIC CONE PENETRATION TEST

Plastic Limit (%) — Moisture Content (%) — Liquid Limit (%)
Ground Water Level
Shear strength in kPa (Torvane)
PP Pocket Penetrometer (compressive strength in kPa)
Shear strength in kPa (Unconfined)
Shear strength in kPa (Field vane)
Remolded strength in kPa
Percent Passing # 200 sieve

Drill Method: Mud Rotary
Date Drilled: 22/09/2016
Logged by: PS
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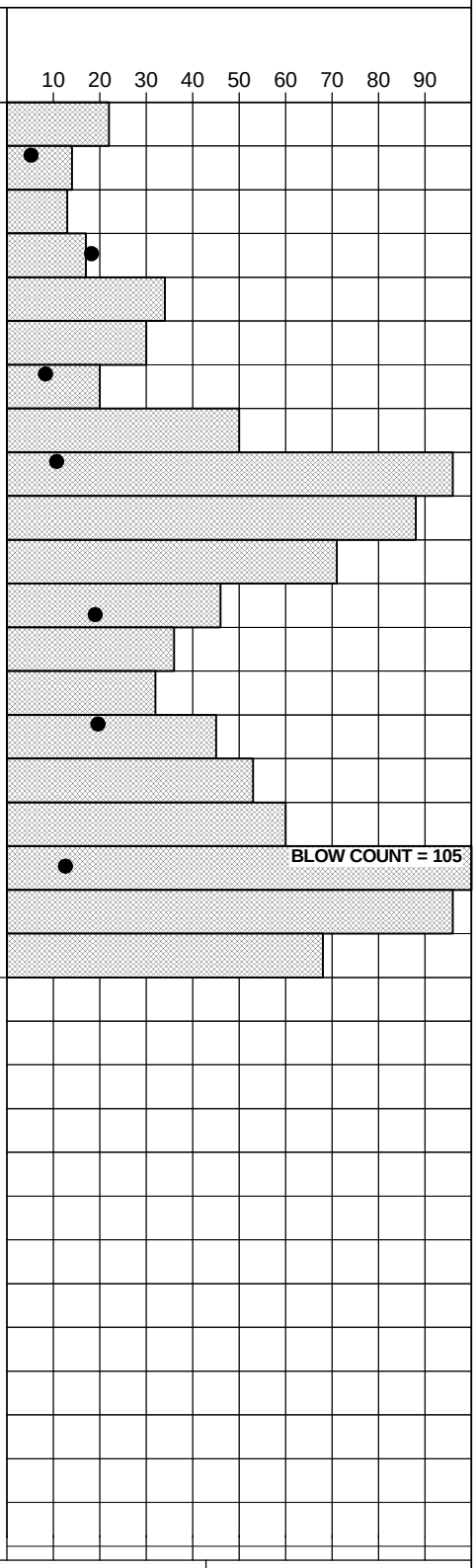
Geotechnical Assessment for Waterfront Parkade
City of White Rock
14935,14945, 14948 Victoria Ave, and 1156 Vidal St
White Rock, BC

BH16-02
Pg 1 of 1
Project No: 161-13029-00

Depth (m) (ft)
Elev. 7.5m (Approx.)

Description	C	N	Type/ Sample #	Water Level
ASPHALT (100 mm thickness)				
compact, brown, SAND and GRAVEL, trace to some silt, moist, sand - coarse, gravel - subangular [Fill]			AU1	
stiff to very stiff, brown, clayey SILT, trace gravel, moist - Pocket Penetrometer readings at 0.9-1.2 m = 75-125 kPa - becomes gravelly below 1.5 m, gravel - subrounded			AU2 AU3	
very dense to dense, brown, SAND, some gravel, trace silt, moist, gravel - subrounded, sand - fine, poor sample recovery - becomes silty with trace gravel below 3.1 m			AU4 AU5	
very dense, grey, gravelly silty SAND, moist, sand - fine, gravel - subrounded			AU6 AU7	P1 Sep 26 2016
Groundwater seepage encountered at 4.3 m below grade. Note: Ground surface elevation is based on City of White Rock WROMS Bottom of hole at 6.1 metres				



C: Condition of Sample
Good
Disturbed
No Recovery

Type: Type of Sampler
SPT : 2 in. standard
ST : Shelby
G : Grab
CORE

N: Number of Blows
WH : Weight of Hammer
WR : Weight of Rod
Standard Penetration Test : ASTM D1586
Hammer Type:
DYNAMIC CONE PENETRATION TEST

Plastic Limit (%) — Moisture Content (%) — Liquid Limit (%)
Ground Water Level
Shear strength in kPa (Torvane)
PP Pocket Penetrometer (compressive strength in kPa)
Shear strength in kPa (Unconfined)
Shear strength in kPa (Field vane)
Remolded strength in kPa
Percent Passing # 200 sieve

Drill Method: Solid Stem Auger / DCPT
Date Drilled: 22/09/2016
Logged by: DC
Checked by: CB

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Geotechnical Assessment for Waterfront Parkade
City of White Rock
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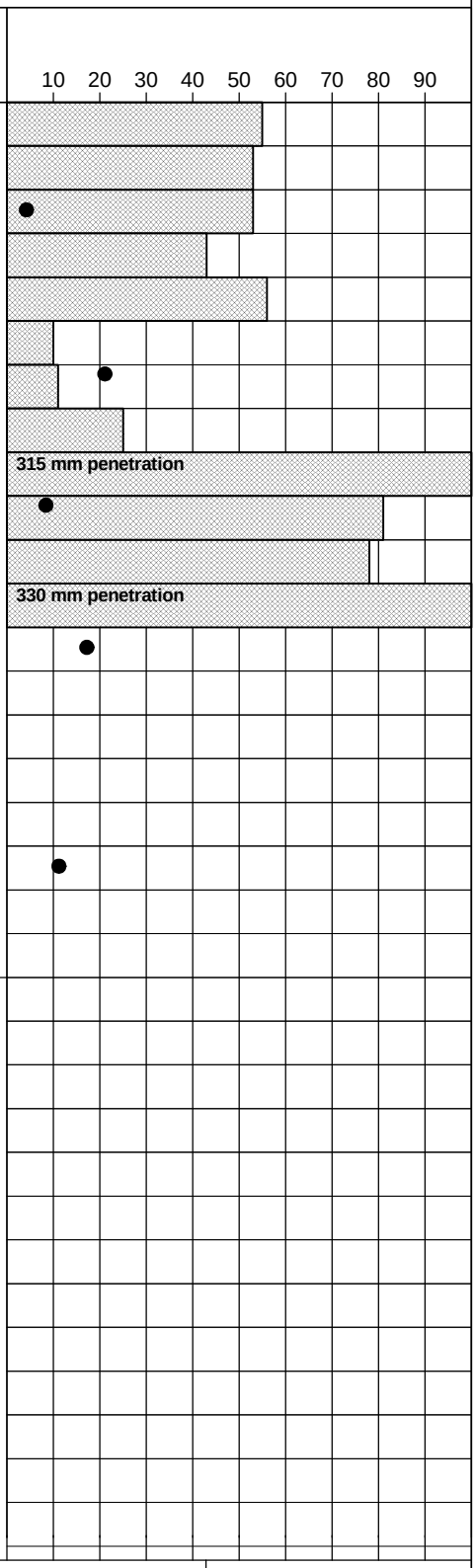
White Rock, BC

BH16-03

Project No: 161-13029-00

Elev. 5.0m (Approx.)

Depth (m)	Depth (ft)	Description	C	N	Type/ Sample #	Water Level
		ASPHALT (75 mm thickness)				
		dense, brown, GRAVEL and SAND, trace silt and organics (rootlets), moist, sand - coarse, gravel - subrounded to rounded [Fill]			AU1	
		stiff, brown, clayey SILT, trace to some gravel, moist - Pocket Penetrometer readings at 1.8-2.1 m = 50-100 kPa			AU2	
		very dense, brown, silty SAND and GRAVEL, moist, sand - medium to fine, gravel - subrounded, 19 mm minus			AU3	P1 Sep 26 2016
		very dense, grey, silty SAND, some gravel, moist, sand - fine			AU4 AU5	
		Groundwater seepage encountered at 2.9 m below grade. Note: Ground surface elevation is based on City of White Rock WROMS Bottom of hole at 6.1 metres				



C: Condition of Sample
Good
Disturbed
No Recovery

Type: Type of Sampler
SPT : 2 in. standard
ST : Shelby
G : Grab
CORE

N: Number of Blows
WH : Weight of Hammer
WR : Weight of Rod
Standard Penetration Test : ASTM D1586
Hammer Type:

DYNAMIC CONE PENETRATION TEST

Plastic Limit (%) — Moisture Content (%) — Liquid Limit (%)
Ground Water Level
Shear strength in kPa (Torvane)
PP Pocket Penetrometer (compressive strength in kPa)
Shear strength in kPa (Unconfined)
Shear strength in kPa (Field vane)
Remolded strength in kPa
Percent Passing # 200 sieve

Drill Method: Solid Stem Auger / DCPT
Date Drilled: 22/09/2016
Logged by: DC
Checked by: CB

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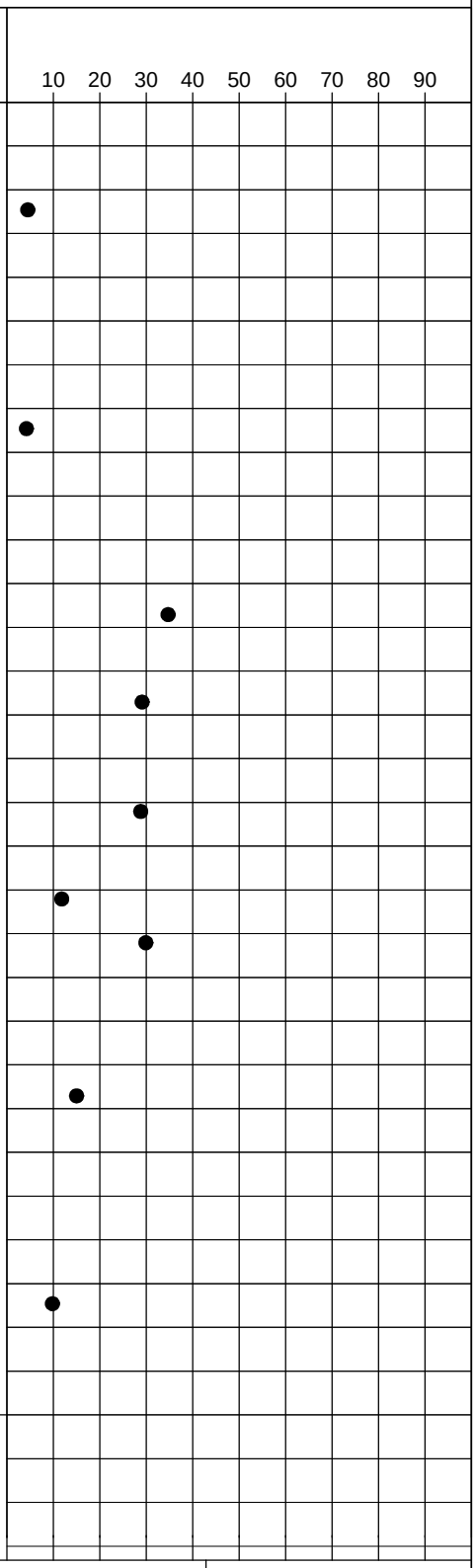
Geotechnical Assessment for Waterfront Parkade
City of White Rock
14935,14945, 14948 Victoria Ave, and 1156 Vidal St
White Rock, BC

BH16-04

Project No: 161-13029-00

Depth (m)	Depth (ft)	Description	C	N	Type/ Sample #	Water Level
Elev. 10.0m (Approx.)						
	2	compact, brown, gravelly SAND, trace organics and silt, moist, sand - fine, gravel - subrounded to rounded [Fill]			AU1	
	4	- poor sample recovery below 1.5 m				
2	6					
	8				AU2	
	10					
	12	soft to firm, brown, clayey SILT, some sand, trace to some gravel, moist			AU3	
4	14	- Pocket Penetrometer (PP) readings at 3.7-4.3 m = 25-75 kPa			AU4	
	16	- PP reading at 5 m = 100 kPa			AU5	
	18	compact, brown, SAND, trace to some silt, trace gravel, moist, sand - medium			AU6	
6	20	firm to stiff, brown, clayey SILT, moist - PP reading at 6 m = 125 kPa			AU7	
	22	compact to dense, grey, silty SAND, some clay and gravel, moist, sand - fine			AU8	
	24					
8	26	compact to dense, grey, SAND, some silt and gravel, moist, sand - medium				
	28				AU9	
	30					
	32	No groundwater seepage encountered. Note: Ground surface elevation is based on City of White Rock WROMS Bottom of hole at 9.1 metres				



C: Condition of Sample
Good
Disturbed
No Recovery

Type: Type of Sampler
SPT : 2 in. standard
ST : Shelby
G : Grab
CORE

N: Number of Blows
WH : Weight of Hammer
WR : Weight of Rod
Standard Penetration Test : ASTM D1586
Hammer Type:
DYNAMIC CONE PENETRATION TEST

Plastic Limit (%) — Liquid Limit (%)
Moisture Content (%)
Ground Water Level
Shear strength in kPa (Torvane)
PP Pocket Penetrometer (compressive strength in kPa)
Shear strength in kPa (Unconfined)
Shear strength in kPa (Field vane)
Remolded strength in kPa
Percent Passing # 200 sieve

Drill Method: Solid Stem Auger
Date Drilled: 22/09/2016
Logged by: DC
Checked by: CB

SOIL CLASSIFICATION IN ACCORDANCE WITH THE CANADIAN FOUNDATION ENGINEERING MANUAL 4TH EDITION 2006.

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1 LOG PER PAGE 21/10/16

APPENDIX B

White Rock Parkade Traffic Impact Assessment Report dated February 14, 2017 from Bunt & Associates

TRANSPORTATION PLANNERS AND ENGINEERS

bunt & associates

White Rock Parkade

Traffic Impact Assessment

Final Report

Prepared for

Read Jones Christoffersen Ltd. / City of White Rock

Date

February 14, 2017

Project No.

6170.01

February 14, 2017
6170.07

Sylvie Mercier, BASc, P.Eng., LEED® AP
Principal
Read Jones Christoffersen Ltd.
1285 West Broadway, Suite 300
Vancouver, BC
V6H3X8

Dear Sylvie:

Re: White Rock Parkade
Traffic Impact Assessment Revision 1

The enclosed report addresses the requested transportation impact assessment for a proposed 4 to 6 storey parkade in the City of White Rock, to be located northeast of the intersection of Vidal Street and Victoria Avenue. Specifically, this report reviews various traffic impact sensitivity scenarios in anticipating various travel patterns in the nearby area and immediately adjacent intersections associated with the site generated trips from the parkade. Note that this report has been updated from a previous version to include the latest anticipated total parking stall count for the parkade.

I trust this report addresses the City's requirements. Should you have any questions / comments, please do not hesitate to contact the undersigned.

Yours truly,
Bunt & Associates

Jordan Eccles, EIT
Transportation Analyst

Daniel Fung, M.Sc., P.Eng.
Senior Transportation Engineer

cc: Bob Ambardar, P.Eng. / Fiona Keating, P.Eng. (via email)

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		Project No. 6170.01
Approved By:	Peter Joyce, P.Eng.	Status: Final
	Principal	

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1. INTRODUCTION

Bunt & Associates was retained by Read Jones Christoffersen (RJC) to prepare a Transportation Impact Assessment (TIA) for a proposed parkade in the City of White Rock, BC located northeast of the Vidal Street / Victoria Avenue intersection. The purpose of the TIA is to determine the off-site transportation impacts of the proposed parkade, specifically in relation to the vehicular traffic and other travel modes at the immediately adjacent intersections.

Exhibit 1.1 shows the location of the proposed development site. This report summarizes the work undertaken to fulfill the scope requirements as agreed to with City of White Rock (CoWR) at the start of the traffic impact assessment process.

1.1 Background

The CoWR is planning to develop a 4 to 6 storey parkade located immediately northeast of the Vidal Street / Victoria Avenue intersection. With the initial planning for the facility it was contemplated that there would be in the order of 320 parking stalls located on a 6 storey parkade. There are 6 parkade levels deemed Parking Level 0 to Parking Level 5 for the purposes of this analysis. The access for the parking lot will be located on Parking Level 1. **Appendix A** showcases the layout of each of the parking levels.

The scope of this TIA was developed in partnership with CoWR staff. The TIA study takes various scenarios into account to analyze potential traffic volumes / behaviours during different times of the year. This is further discussed in **Section 2** of this report.

For the purposes of the traffic impact analysis conducted in this study, the parkade opening day is anticipated to be 2019.

1.2 Site Location and Study Area

Exhibit 1.2 shows the general study area, and existing laning and traffic control. The following intersections were included in the transportation impact assessment for the study:

- Marine Drive / Vidal Street; and
- Vidal Street / Victoria Avenue.

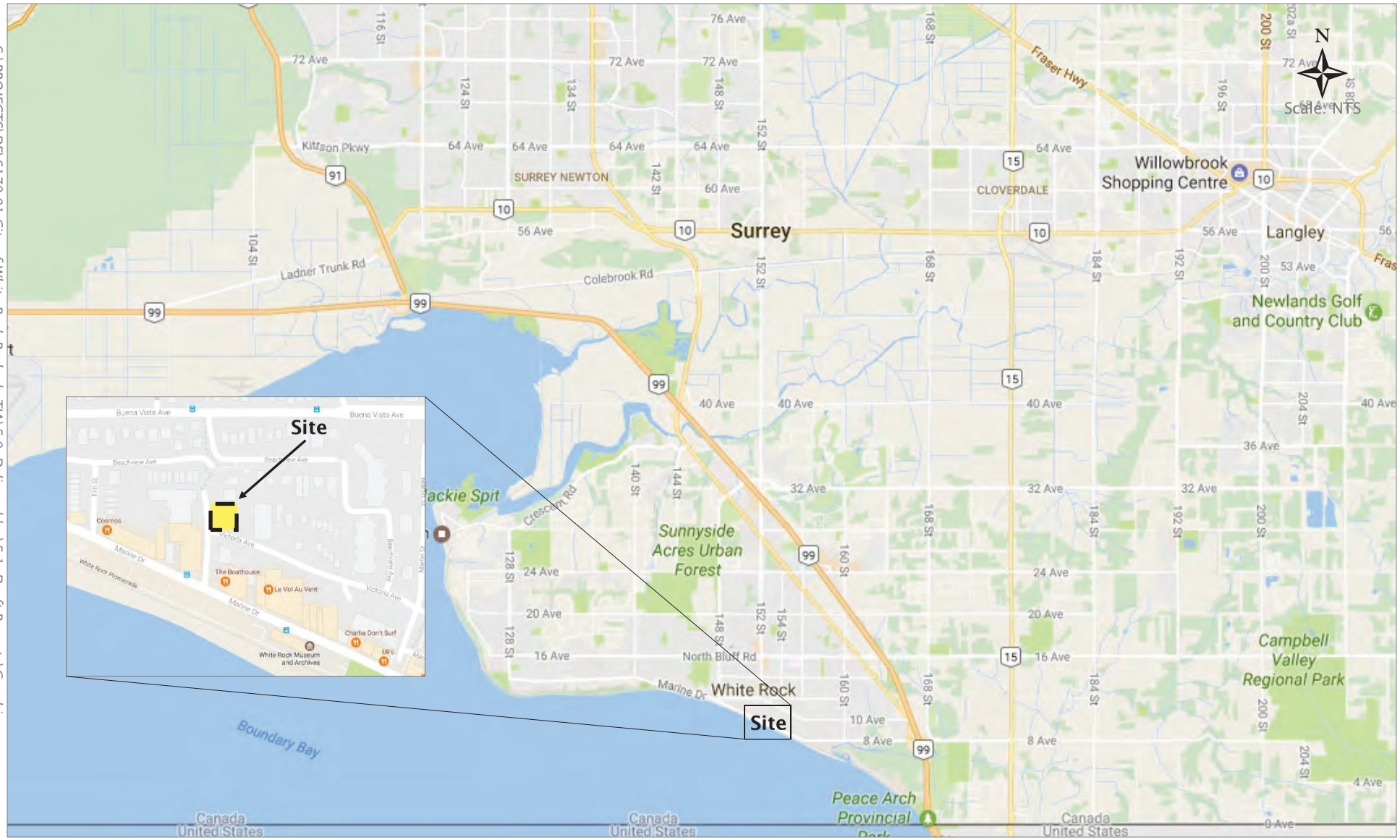

Exhibit 1.1
Site Location

City of White Rock Parkade
6170.01 December 2016

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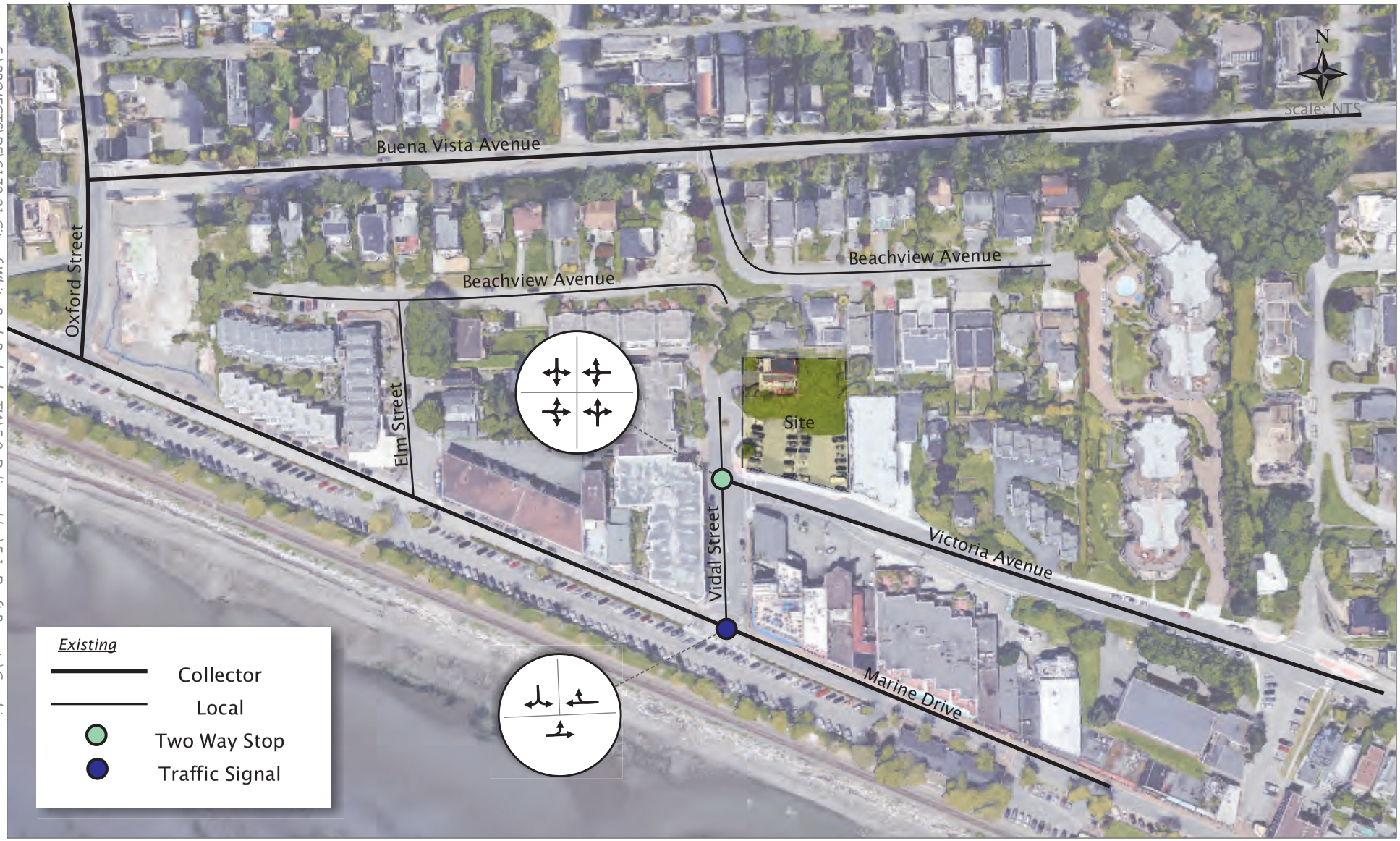

Exhibit 1.2

Existing Laning & Traffic Control

City of White Rock Parkade
6170.01 December 2016

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2. EXISTING CONDITIONS AND TRAFFIC FORECASTING

2.1 Existing Street Network

The study area as shown in Exhibit 1.2 illustrates the existing roadway laning and traffic controls at the intersections within the study street network. A brief description of the various streets in the study area is provided below, focusing in particular on their function, design characteristics, and intersection control. Note the roads listed below are expected to have posted speed limits of 50km/h.

2.1.1 Marine Drive

Based on the City of White Rock Geographical Information Systems (GIS), the Marine Drive corridor is currently categorized as a Primary Collector. It mainly stretches the length of White Rock along the waterfront at the southern limit of the municipality. Within the study area, Marine Drive is generally an east-west corridor with a two-lane cross section. It is generally bordered by commercial land uses to the north with public parking and the beach area on the south in the immediate area. The Marine Drive corridor is currently a very pedestrian friendly corridor and will continue to be improved in the future to be further enhanced in that regard.

2.1.2 Vidal Street

Vidal Street is a north-south corridor. Immediately between Victoria Avenue and Marine Drive, Vidal Street is categorized as a Primary Collector. North of the Victoria Avenue/Vidal Street intersection (and fronting the proposed parkade), Vidal Street is currently classified as a local residential road. In the vicinity of the study area, it has generally a two-lane cross section. It truncates just north of the Victoria Avenue/Vidal Street intersection where a traffic circle allows vehicles to turn around at the end Vidal Street. At the intersection of Marine Drive, Vidal Street forms a T-intersection and separates into left turn and right turn southbound lanes. On-street parking is available on both sides of Vidal Street between Marine Drive and Victoria Avenue. Vidal Street within the study area serves mix of residential and commercial traffic moving through the area.

2.1.3 Victoria Avenue

Victoria Avenue is an east-west corridor classified as a Primary Collector. It generally has a two-lane cross section and forms a T-intersection with Vidal Street. Victoria Avenue extends eastward from Vidal Street and continues to Maples Street east of the study area. Victoria Avenue, in the vicinity of the study area mainly serves a mix of residential and commercial traffic accessing the area.

2.2 Data Collection

In order to gather adequate information for completion of this traffic impact assessment, the following intersection counts were collected and for the following purposes:

- Intersections of Vidal Street / Marine Drive and Vidal Street / Victoria Avenue – for the purpose of determining network traffic volumes; and
- Access movements for the Marine Drive parkade immediately south of the subject site / study area – for the purpose of determining trip generation of the proposed parkade.

Note that for the access movement counts, we had originally indicated to CoWR staff that we would only count the accesses opposite to Elm Street and Oxford Street. However, during the planning of the counts, we determined that we would benefit from conducting counts at the access south of the Pier Point – Gifts & Souvenirs / Cones – Old Fashioned Ice Cream stores in order to gain a full understanding of parking ingress / egress from the parking lot south of Marine Drive.

Exhibit 2.1 the counted locations for the study.

Exhibit 2.1

Traffic Count Locations

City of White Rock Parkade
6170.01 December 2016

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2.2.1 Intersection Counts

The intersection and accesses were counted on Friday November 18, 2016 (between 3-6PM), Saturday, November 19, 2016 (1-4PM), and Saturday, November 26, 2016 (1-4PM) in efforts to capture a peak hour during a Friday, which should provide peak traffic volumes for the weekday, and during a Saturday, which should provide peak traffic volumes for the weekend.

Based on the above count periods, the adjacent street traffic volumes peaked between 4:30 to 5:30pm on Friday and 1:30pm to 2:30pm for the Saturday peak period. For the two Saturday count days, it was found that the weather had a significant effect on the peak hour traffic volumes. Specifically, the November 19, 2016 count was conducted on a dry day while the November 26, 2016 count was conduct on a rainy day. The November 19, 2016 count showed much higher peak traffic volumes to which this study is based.

2.2.2 Marine Drive Parking Access Movement Counts

The peak Marine Drive access count movements were found to occur independently from the adjacent street traffic. To be conservative for the purposes of analysis, trip generation rates were determined based on the peak access movements instead of the adjacent street network peak. The peak Marine Drive parking access movements occurred between 3-4pm on Friday and 1-2pm on Saturday (based on the November 19, 2016 count).

2.2.3 Seasonal Variation of Counts

We acknowledge that a November traffic count of the study area will not yield the annual peak design traffic volumes due to seasonal traffic volume variations. This was thoroughly discussed with CoWR staff where our proposed scenarios are expected to take the seasonal variation into account. The assumptions for the scenarios are discussed in **Section 2.4** of this report.

2.3 Background Traffic

The background traffic used for the analysis was based on the study area intersection counts noted in Section 2.1. For the purposes of our analysis, it was assumed the area would grow in the order of 1% per annum linearly and that the proposed parkade will be completed in 2019.

Exhibit 2.2 summarizes the 2016 (Existing) peak hour Background counts while **Exhibit 2.3** summarizes the 2019 (Opening Day) peak hour Background traffic volumes.

2.4 Trip Generation

As noted above, the trip generation rates were determined based on access movement counts at the Marine Drive parking lot just south of the immediate study area. Since the Marine Drive parking lot is in close proximity to the proposed parkade, it was assumed that the trip rates and directional split would be generally representative of the proposed parkade characteristics.

Based on the access count, **Table 2.1** summarizes the peak period vehicle trip rates using parking supply as the independent variable..

Table 2.1: Peak Parking Rates

FRIDAY PEAK RATE	SATURDAY PEAK RATE
0.50 trips / stall (per hour)	1.25 trips / stall (per hour)

The above trips rates were calculated based on the Marine Drive Parking Lot with 184 stalls as of the date of the counts.

Reviewing the above trip rates, the Saturday period experiences approximately 1.25 trips / stall / hour. This trip rate implies that just over half of the parking lot will turnover every hour. Considering the uses in the area and our experience with similar parking lots, the trip rate may be on the high side but maintains to be a possible turnover rate for the land uses in the area. It must be noted it is possible that during the count period, vehicles could have entered the parking lot area and was not able to find a stall. Thereafter, said vehicles could have left the parking lot area without finding a stall but contributing to surplus trips. Although the trip rates are considered to be on the high side, the traffic study assumes use of the trip rates noted in Table 2.1 for conservative purposes.

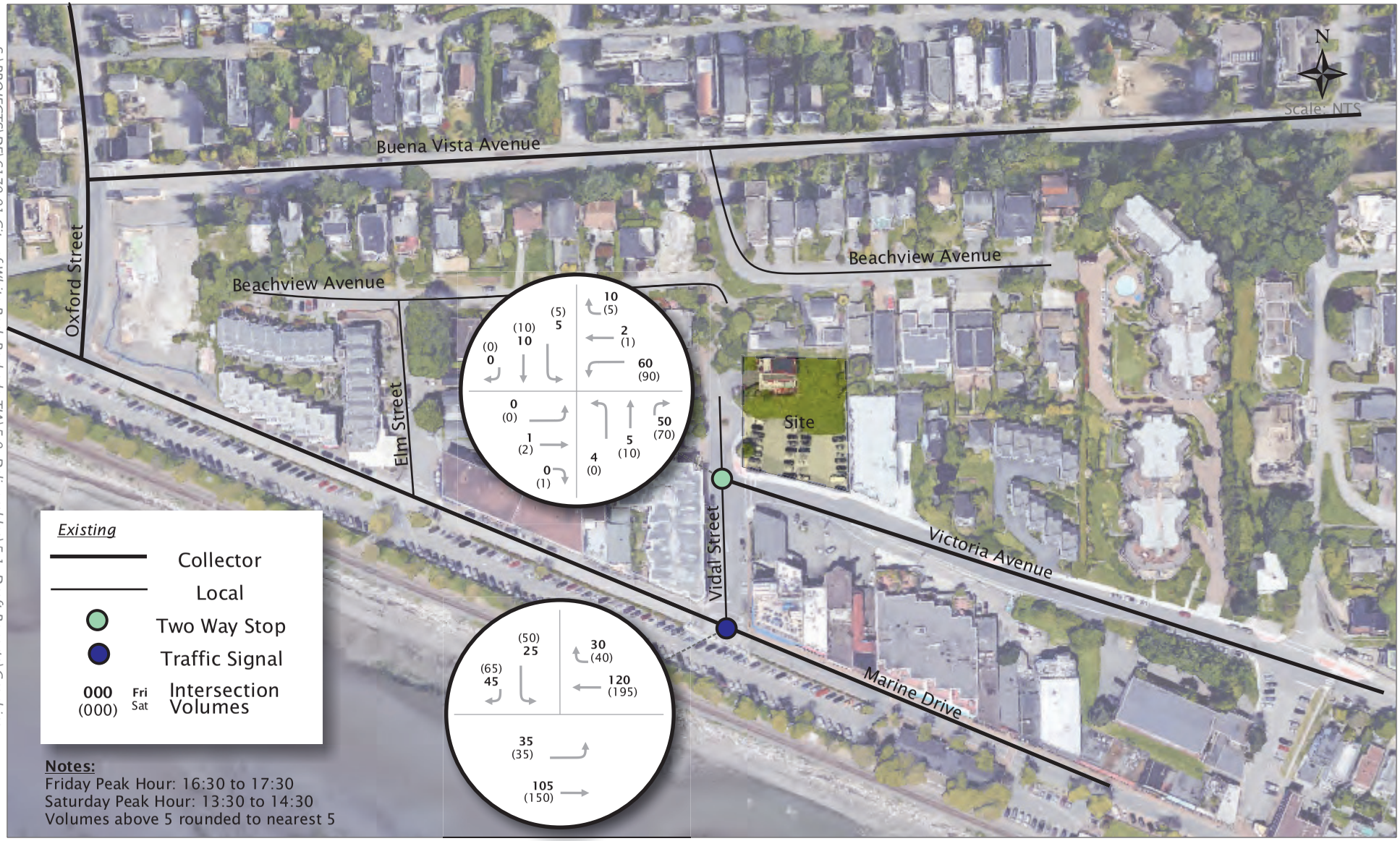

Exhibit 2.2

2016 Background (Existing) Peak Hour Traffic Volumes

City of White Rock Parkade
6170.01 December 2016

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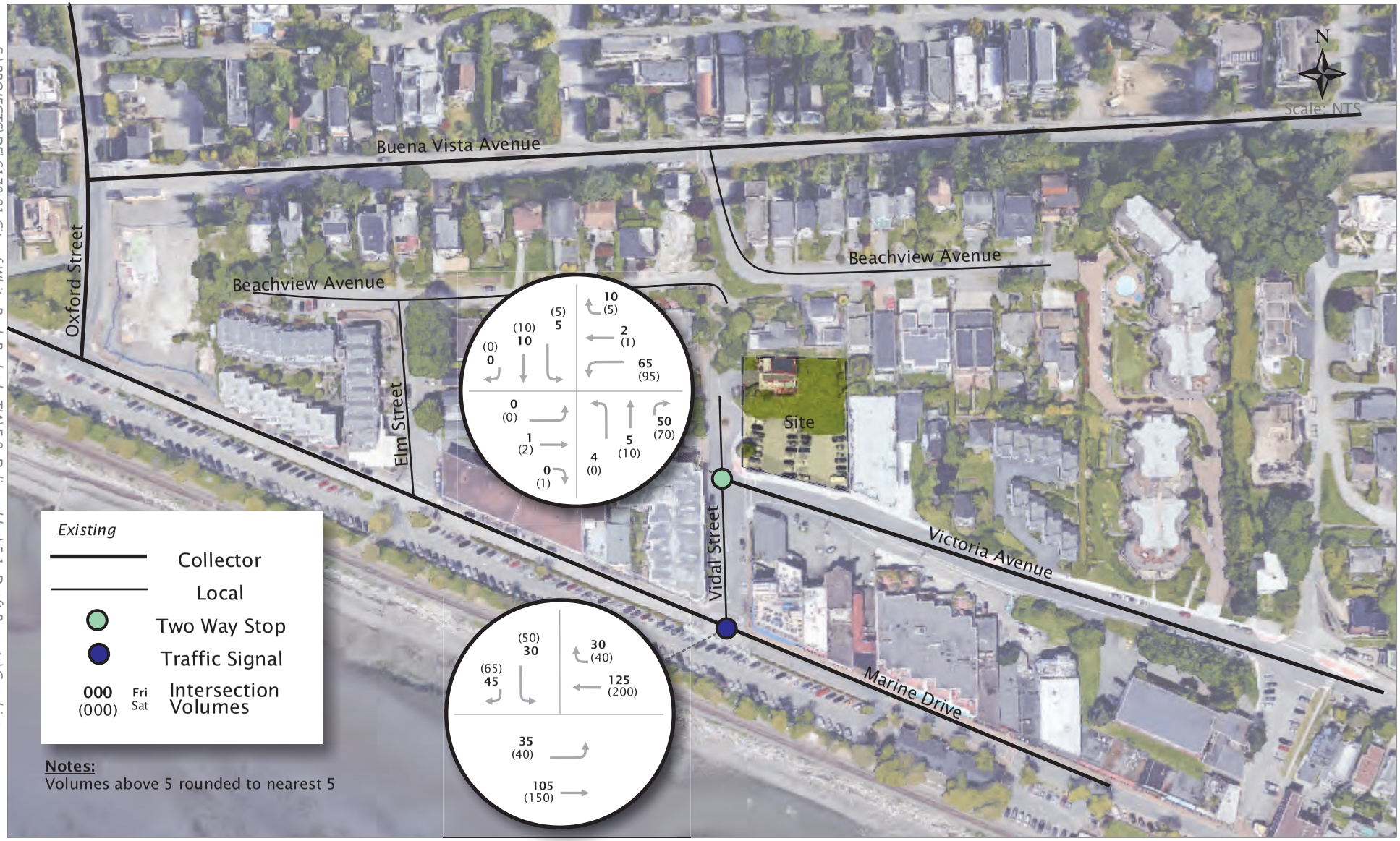

Exhibit 2.3

2019 Background (Opening Day) Peak Hour Traffic Volumes

City of White Rock Parkade
6170.01 December 2016

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Based on the above trip generation rates, **Table 2.2** summarizes the estimated trip generation of the proposed parking lot.

Table 2.2: Trip Generation

DAY	PARKING SUPPLY	TRIP RATE (PER STALL)	INBOUND TRIPS	OUTBOUND TRIPS	TOTAL
Friday	320 stalls	0.50	80	80	160
Saturday	320 stalls	1.25	200	200	400

2.4.1 Trip Distribution & Assignment

The directional split of trips entering/exiting the site was determined based on the existing directional split of the Marine Drive parking accesses. They were found to be in the order of 50% inbound/50% outbound. As such, the directional split for the proposed parkade was assumed to be the same for analysis purposes. Note that sensitivity scenarios were also tested to model the impacts of the directional splits during event conditions. These sensitivity scenarios considered 80% inbound/20% outbound and 20% inbound/80% outbound splits.

Site trips were distributed to and from the adjacent road network based on a combination of the existing traffic patterns and engineering judgment on the direction of logical origins and destination for site generated traffic. **Table 2.3** below summarizes the trip distribution to/from external gates into the study road network.

Table 2.3: Trip Distribution

SITE TRAFFIC	FRIDAY PEAK HOUR		SATURDAY PEAK HOUR	
To/From	In	Out	In	Out
Marine Drive East	40%	35%	45%	35%
Marine Drive West	35%	45%	35%	45%
Victoria Avenue East	20%	20%	20%	20%
	100%	100%	100%	100%

2.5 Total Traffic Volumes and Sensitivity Analysis

2.5.1 Total Traffic Volumes and Seasonal Multipliers

- The Total traffic in the study area road network was forecasted by combining Background traffic volumes and the estimated new site trips. **Exhibit 2.4** illustrates the site trip generation volumes and how they are distributed in the study area. **Exhibit 2.5** illustrates the Total Opening Day (2019) forecasts. Aside from the Opening Day forecasts, multiple sensitivity scenarios were analyzed/modeled, where Total opening day (background + site) traffic volumes at the study intersections were multiplied by 1.15, 1.30, and 1.45 to account for seasonal variation between

the November traffic counts and peak summer or event conditions. With that, the following scenarios were analyzed:

- 2019 Total Conditions (1.15x Scenario);
- 2019 Total Conditions (1.30x Scenario); and
- 2019 Total Conditions (1.45x Scenario).

The 1.15x and the 1.30x scenarios were assumed to be the general conversion rates that would convert the November traffic volumes to summer traffic volumes, which will be the likely peak annual traffic behaviour in the area. This is correlated to past traffic studies completed by Bunt and MMM in the area where the seasonal conversion rates were in the order of 15% to 25%. Also, for the purposes of study, we assume that the 1.45x multiplier rate would be associated with an event scenario.

Exhibits 2.6, 2.7, and **2.8** show the traffic volumes for the 1.15x, 1.30x, and 1.45x conditions, respectively.

2.5.2 Directional Distribution Sensitivity Cases

As noted in Section 2.4.1 above, for event cases, we have also analyzed directional distribution cases with 80% inbound / 20% outbound (and vice versa) as sensitivity cases to assume potential start of event or end of event traffic activity.

2.5.3 "Scramble" Intersection

Based on City staff request, the Marine Drive/Vidal Street intersection should be considered a "scramble" intersection. We have assumed this as a case for the 1.30x scenario as it would be the worst "normal" or non-event scenario of analysis.

2.5.4 Further Study

Based on on-going progress of the study, further study was completed for the Saturday peak hour, the worse operational peak, of the 1.30x and 1.45x scenarios assuming the proposed parkade houses 217 stalls. **Exhibits 2.9** and **2.10** show the traffic volumes for each of the respective scenarios.

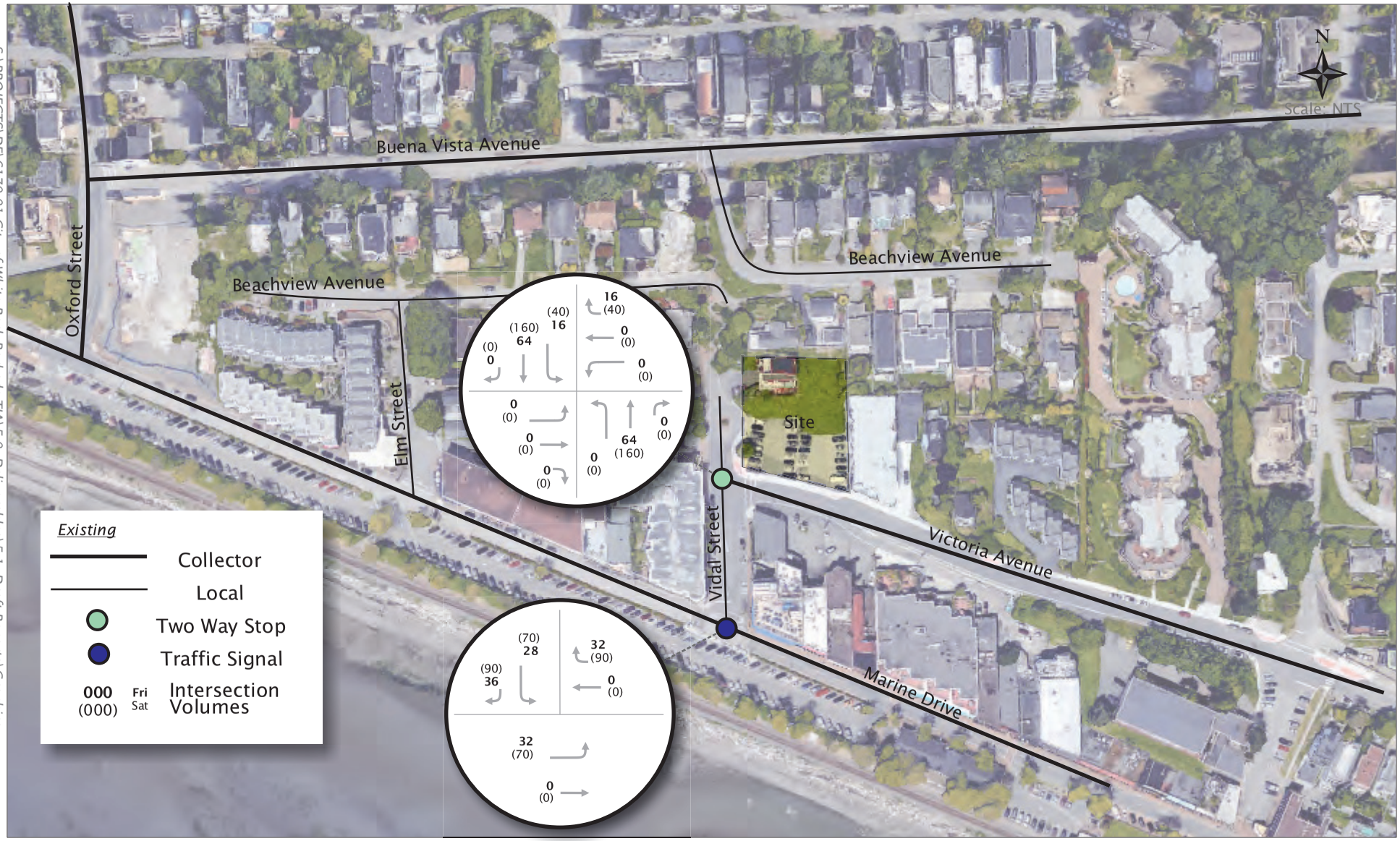

Exhibit 2.4

Site Trip Volumes

City of White Rock Parkade
December 2016

6170.01

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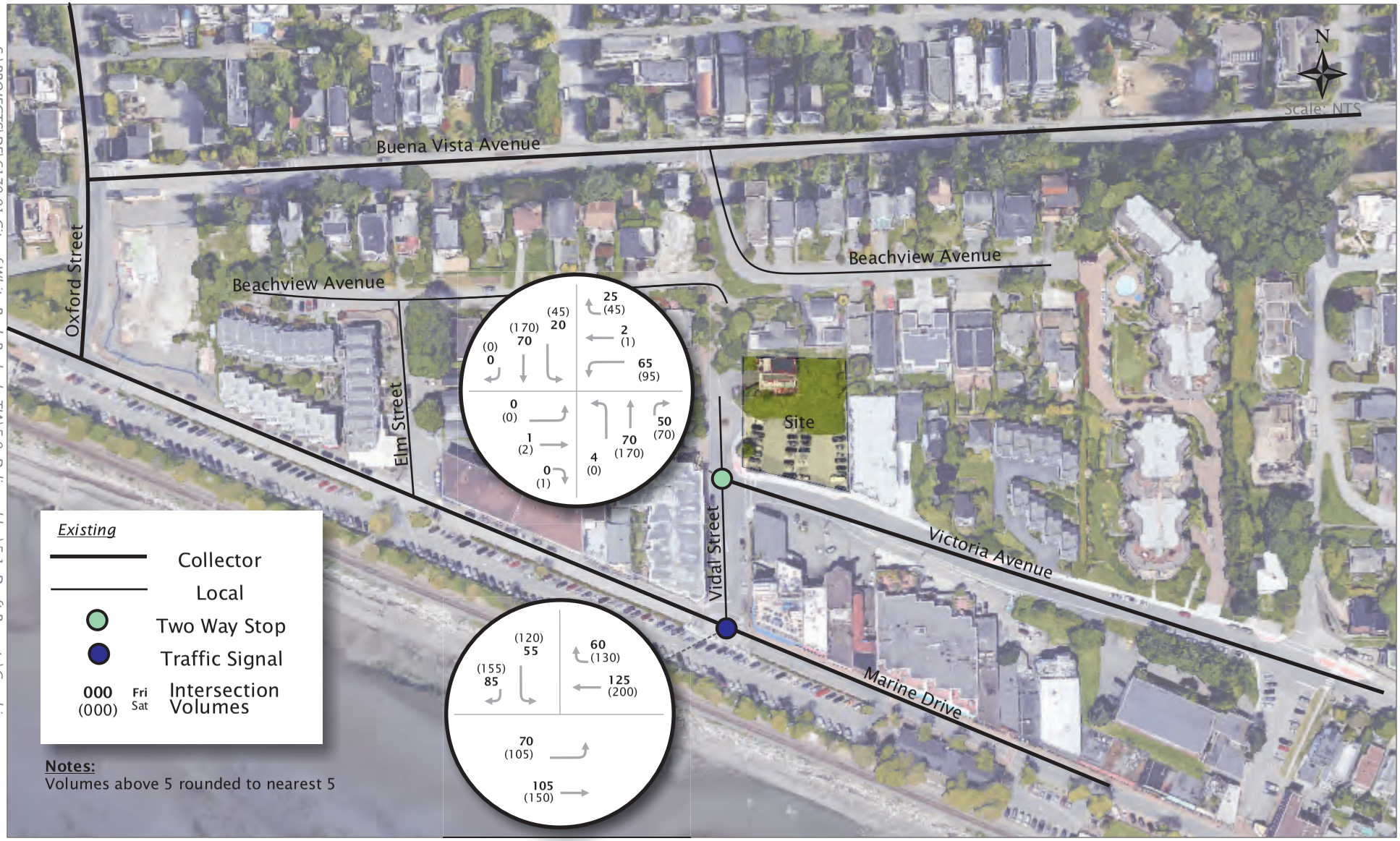

Exhibit 2.5

Total Traffic Volumes

City of White Rock Parkade
6170.01 December 2016

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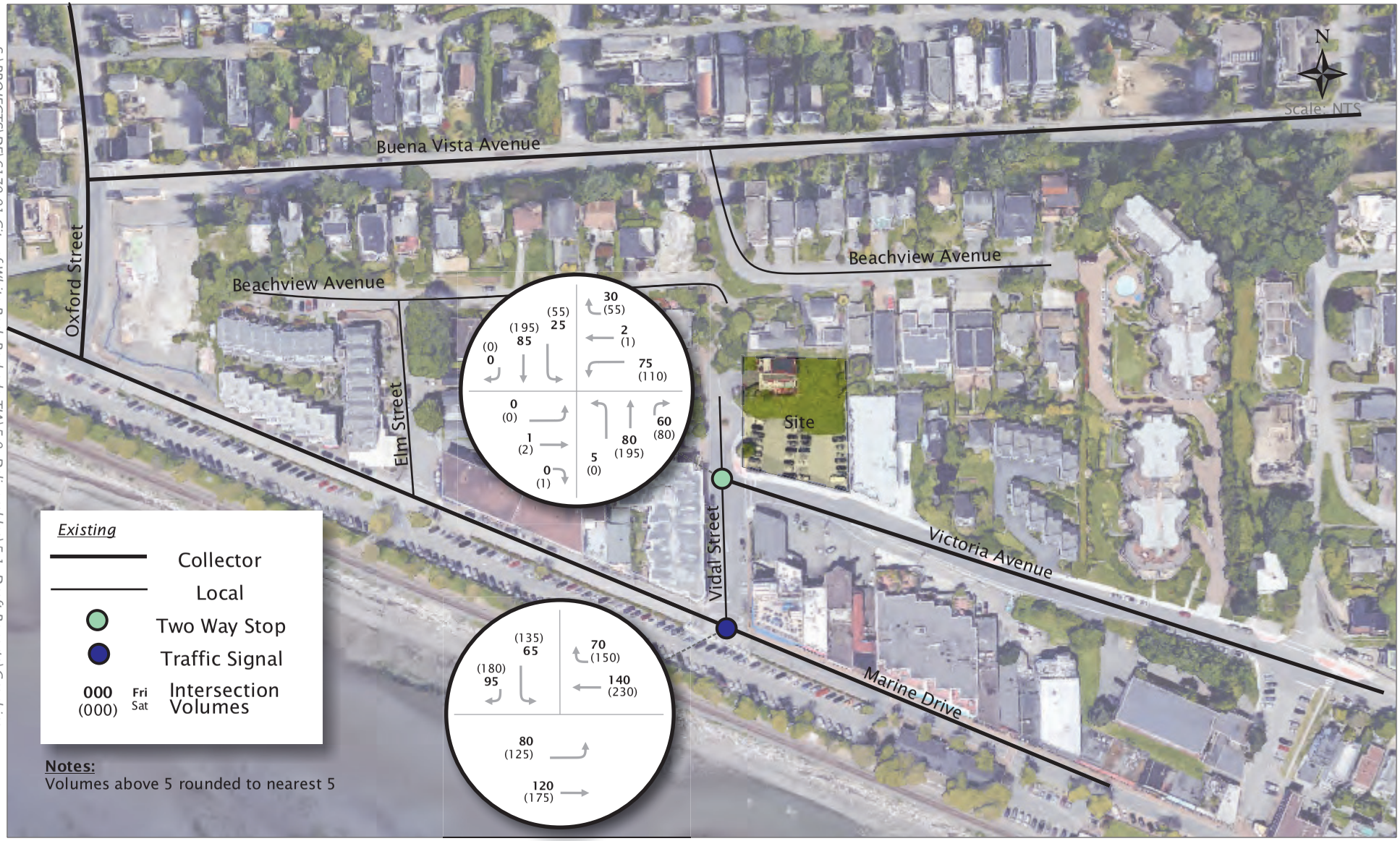

Exhibit 2.6

Total Traffic Volumes (1.15x Scenario)

City of White Rock Parkade
6170.01 December 2016

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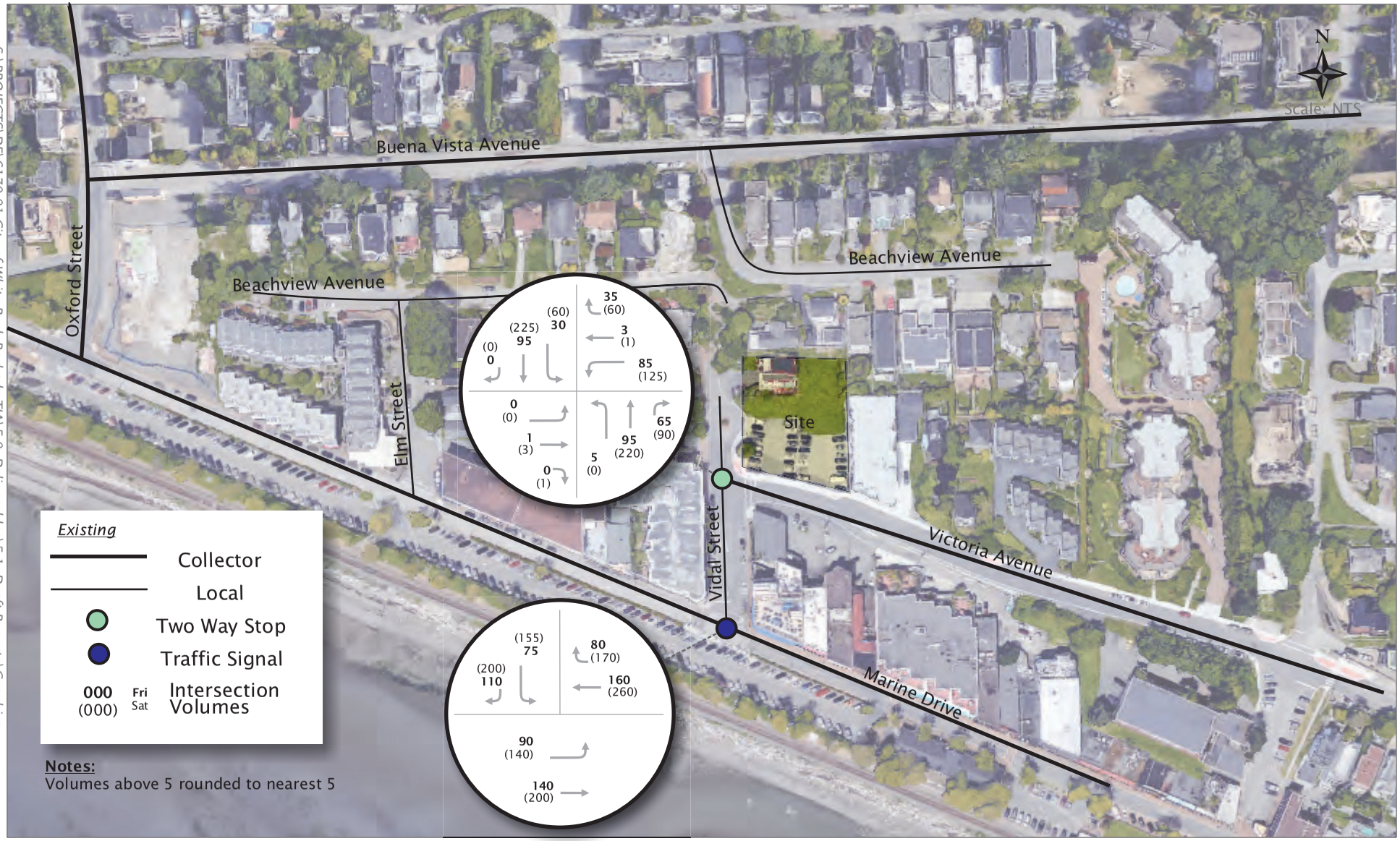

Exhibit 2.7

Total Traffic Volumes (1.30x Scenario)

City of White Rock Parkade
6170.01 December 2016

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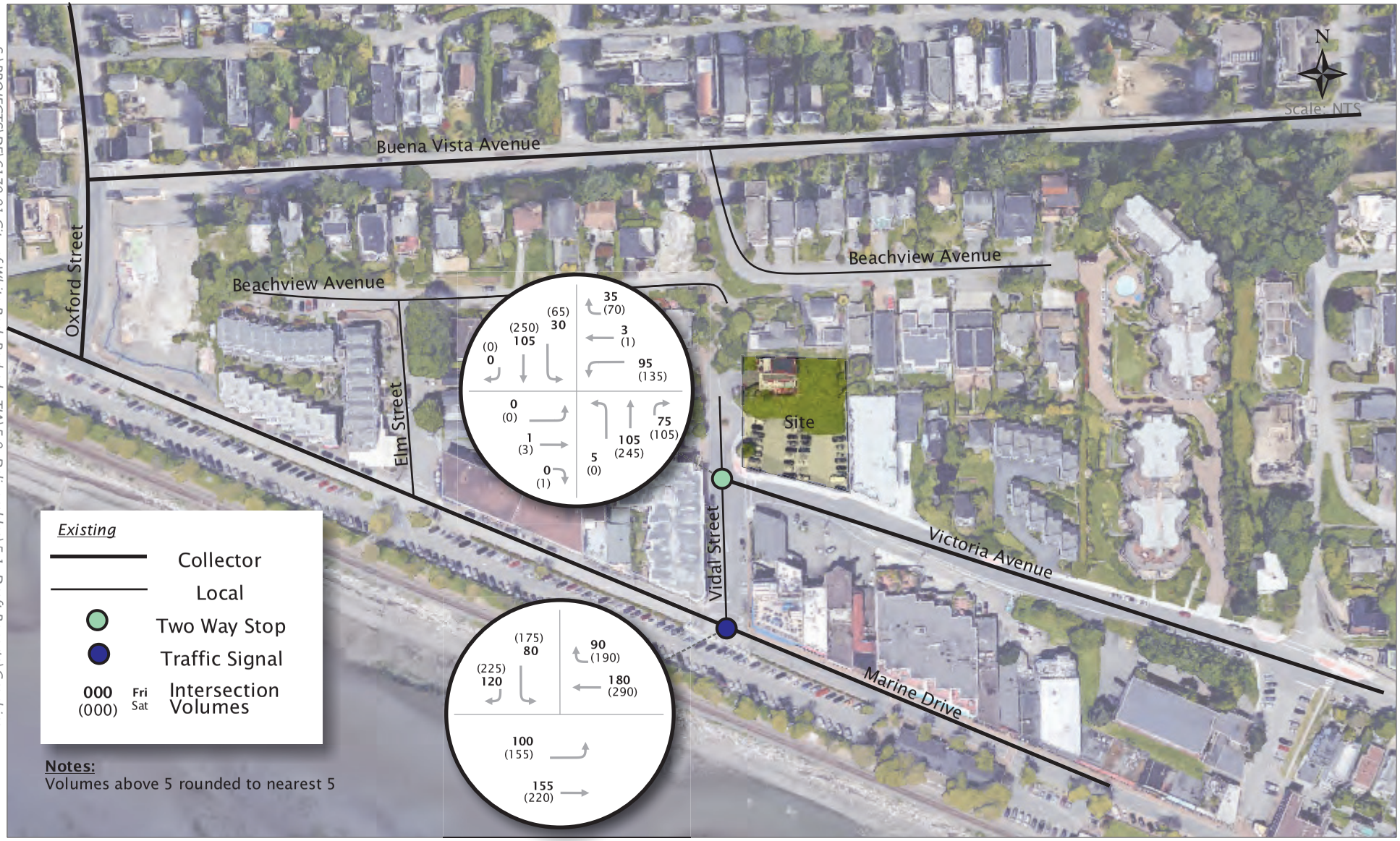

Exhibit 2.8

Total Traffic Volumes (1.45x Scenario)

City of White Rock Parkade
6170.01 December 2016

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Exhibit 2.9

Total Traffic Volumes (1.30x Scenario) - Further Study 217 Parking Stalls

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Exhibit 2.10

Total Traffic Volumes (1.45x Scenario) - Further Study 217 Parking Stalls

City of White Rock Parkade
6170.01 December 2016

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3. TRAFFIC OPERATIONS

3.1 Existing Traffic Operations

The existing traffic operations for both the Friday and Saturday peak hours are summarized in **Exhibit 3.1.** Note, that the signalized intersection of Marine Drive/Vidal Street was modelled assuming a semi-actuated, 60 second cycle length.

During the Friday and Saturday peak hours, both study intersections were shown to operate without any performance issues and reported acceptable v/c ratios, Level of Service (LOS) ratings, and 95th percentile queues for all movements. During either time period, no movement operated at LOS delay rating worse than a LOS C.

3.2 Total Traffic Operations

3.2.1 Total Traffic Operations (1.15x Scenario)

Exhibit 3.2 shows the total traffic operations for the 1.15x sensitivity scenario. Signal timing at Marine Drive/Vidal Street was maintained / assumed as a 60 second cycle length where splits were optimized to accommodate the forecasted demand.

With the above assumptions, no performance issues were noted at either study intersection for the Friday and Saturday peak hours.

3.2.2 Total Traffic Operations (1.30x Scenario)

Exhibit 3.3 shows the total traffic operations for the 1.30x sensitivity scenario. Signal timing at Marine Drive/Vidal Street was maintained / assumed as a 60 second cycle length where splits were optimized to accommodate the forecasted demand.

No performance issues were noted at either study intersection for the Friday and Saturday peak hours.

Note that, although no operations issues were noted in the traffic model, City staff has indicated that the Victoria Avenue/Vidal Street intersection often sees drivers not obeying the stop control. A potential mitigation strategy, which would also benefit the 1.45x case below) would be to signalize the intersection in efforts to decrease unwarranted behaviour.

3.2.3 Total Traffic Operations (1.45x Scenario)

Exhibit 3.4 shows the total traffic operations in the 1.45x sensitivity scenario. Signal timing at Marine Drive/Vidal Street was maintained / assumed as a 60 second cycle length where splits were optimized to accommodate the forecasted demand.

Exhibit 3.1

Existing Traffic Operations

City of White Rock Parkade
6170.01 December 2016

bunt & associates

Exhibit 3.2

2019 Total Traffic Operations (1.15x Scenario)

City of White Rock Parkade
6170.01 December 2016

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Exhibit 3.3

2019 Total Traffic Operations (1.30x Scenario)

City of White Rock Parkade
6170.01 December 2016

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Exhibit 3.4

2019 Total Traffic Operations (1.45x Scenario)

City of White Rock Parkade
6170.01 December 2016

bunt & associates

Only one performance issue was noted for the 1.45x sensitivity scenario:

- Victoria Avenue/Vidal Street: During the Saturday Peak hour, the stop-controlled westbound movement was shown to have a LOS E and v/c of 0.69.

This LOS E is largely due to the relatively high westbound left movement turning across heavy northbound and southbound movements that are entering/exiting the parkade. Although individual movements with a LOS E are typically acceptable, especially for a 1.45x sensitivity scenario, which are meant to reflect event conditions, a potential mitigation solution is to signalize the intersection. The traffic operations for the signalized scenario are also shown in **Exhibit 3.5**. Signalizing the intersection lowers the LOS from E to C and v/c from 0.69 to 0.53 for the westbound movement.

With signalization of the Victoria Avenue / Vidal Street intersection, it is assumed to be coordinated for the north-south movements with the Marine Drive/Vidal Street intersection. Its southbound 95th percentile queues can extend back to the parkade. Due to the relatively short link distance between proposed parkade access and the Victoria Avenue/Vidal Street intersection, there is only storage capacity for a few vehicles on Vidal Street before the queue would extend back into the parkade on a red light. However, this only occurs during the potential event case.

In the scenario with a signalized Victoria Avenue/Vidal Street intersection it was assumed that the west leg of the intersection would be reduced to a right-out only movement. The west leg of this intersection is a gated access to a private parkade. Providing a visible signal head for vehicles exiting the parkade could be difficult due sightline issues caused by the overhang of the building. In addition, there could be potential safety conflicts between vehicles attempting the westbound left movement and not realizing they would need to yield to vehicles travelling straight out of the parkade.

3.2.4 Total Traffic Operations (1.45x Scenario – Adjusted Directional Distribution)

As mentioned previously in Section 2.5.2, sensitivity scenarios with adjusted directional distributions were modelled to test the impacts of having 80% of the site generated traffic enter or exit during the peak hour. These adjusted directional distributions would more accurately model the traffic conditions just before an event with most vehicles entering the parkade, or just after an event when most site generated traffic is attempting to exit at once. **Exhibits 3.6** and **3.7** show the total traffic operations in the 1.45 "event" scenario with adjusted directional distributions.

As in the 1.45x scenario, the westbound movement at the stop-controlled intersection of Victoria Avenue/Vidal Street operated with a LOS E with a v/c of 0.71 and 0.70 in the 80% in and 80% out scenarios, respectively. These performance measures are only marginally worse than the normal 50%/50% split scenario. As before, this LOS can be lowered with the installation of a signal. The installation of the signal also assumes coordination between the Victoria Avenue/Vidal Street and the Marine Drive/Vidal Street intersections in the north-south direction as in the base case. The west leg of the intersection was also assumed a right-out only movement.

Exhibit 3.5

2019 Total Traffic Operations (1.45x Scenario) - Signalized

City of White Rock Parkade
6170.01 December 2016

bunt & associates

In the 80% in scenario, the eastbound movement at Marine Dr / Vidal St has a v/c ratio of 0.93. In the 80% out scenario, the southbound movement at Marine Dr / Vidal St has 95th percentile queues that would extend back into the Victoria Ave / Vidal St intersection.

3.2.5 Total Traffic Operations (Marine Drive/Vidal Street "Scramble" Signal Scenario)

Based on previous studies for CoWR and as requested by City staff, a "scramble" intersection was tested for the Marine Drive/Vidal Street intersection. A pedestrian scramble intersection has an exclusive pedestrian phase where all vehicle movements are stopped and pedestrians can walk any direction across the intersection, including diagonally. The pedestrian scramble intersection was tested using the 1.30x scenario as this scenario would represent a typical, non-event summer day. A 30 second pedestrian crossing phase was assumed based on a diagonal crossing distance of approximately 20m, 1 metre per second walk speed, and an initial 10 second walk time with a 1.5 second all-red phase. With a 30 second pedestrian phase and 60 second cycle length used in previous scenarios, the intersection was modelled with a total 90 second cycle length with optimized splits. **Exhibit 3.8** illustrates the total 1.30x traffic operations with a scramble intersection at Marine Drive / Vidal Street.

Assuming a scramble intersection, there are no performance issues noted for the Friday peak hour. However, during the Saturday peak hour, the eastbound movement at Marine Drive/Vidal Street was found to operate with an overall v/c of 1.45, LOS F, and 95th percentile queues extending back to the adjacent intersection. All three metrics (v/c, LOS, 95th percentile queues) for the eastbound movement exceeds performance thresholds with a pedestrians scramble intersection. By extension, these traffic operations would be worse in the 1.45x "event" scenario. A potential mitigation measure would be to introduce a dedicated left turn bay for eastbound vehicles, but it is unlikely there is enough road right-of-way to accommodate an additional lane.

Exhibit 3.6

2019 Total Traffic Operations (1.45x Scenario - 80% Inbound / 20% Outbound)

City of White Rock Parkade
6170.01 December 2016

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Exhibit 3.7

2019 Total Traffic Operations (1.45x Scenario - 20% Inbound / 80% Outbound)

City of White Rock Parkade
6170.01 December 2016

bunt & associates

Exhibit 3.8

2019 Total Traffic Operations (1.30x Scenario - "Scramble" Intersection)

City of White Rock Parkade
6170.01 December 2016

bunt & associates

3.2.6 Total Traffic Volumes Beyond the 1.45x Scenario

Although we have assumed that the 1.45x scenario as an event case, there is possibility that traffic volumes will be even higher than those estimated, dependent on the specific event. If this case is anticipated and intersection operations are expected to be overwhelmed, a possible mitigation measure would be to "bag" the intersection signals and to operate the signals with traffic control personnel (or the police) in efforts to better manage traffic behavioral changes.

Also of note, on the east side of Vidal Street, there is a row parking. This row of parking could also potentially be changed into a temporary right turn lane should CoWR staff see fit for specific events.

3.3 Summary of Traffic Operations

A summary of the traffic operation results are summarized in **Table 3.1** below.

Table 3.1: Performance Summary

SCENARIO	DAY	DIRECTIONAL DISTRIBUTION (IN/OUT)	MEETS PERFORMANCE THRESHOLDS?
Existing	Friday	50%/50%	√
	Saturday	50%/50%	√
Total 1.15	Friday	50%/50%	√
	Saturday	50%/50%	√
Total 1.30	Friday	50%/50%	√
	Saturday	50%/50%	√
Total 1.30 – Pedestrian Scramble Signal at Marine Drive / Vidal Street	Friday	50%/50%	√
	Saturday	50%/50%	X – EB Direction LOS F at Marine Dr/ Vidal St
Total 1.45	Friday	50%/50%	√
	Saturday	50%/50%	X – WB Direction LOS E at Victoria Ave / Vidal St
Total 1.45 – 80 % In	Friday	80%/20%	√
	Saturday	80%/20%	X – WB Direction LOS E at Victoria Ave / Vidal St -EB Direction v/c 0.93 at Marine Dr / Vidal St
Total 1.45 – 80% Out	Friday	20%/80%	√
	Saturday	20%/80%	X – WB Direction LOS E at Victoria Ave / Vidal St -SBR 95th percentile queues exceed storage at Marine Dr/ Vidal St
Total 1.45 – Signalized Victoria	Friday	50%/50%	√
	Saturday	50%/50%	√

3.4 Further Sensitivity Testing – Reduced Stall Count

After performing the traffic operations analysis based on a 320 stall parkade, Bunt was informed that the proposed parkade may be reduced in size to 217 stalls. In light of this new information, Bunt conducted a sensitivity analysis to review the traffic operations based on this reduced parking supply strategy for a select few scenarios. In the original analysis, the only scenarios where operational issues were noted were the Saturday 1.45x "event" scenarios, and the Saturday 1.30x pedestrian scramble scenario. Since these were the only scenarios in the original analysis that had operational issues, they were the only ones modelled with the new stall count. **Table 3.2** below compares the operational issue noted in the original analysis and the same movement performance in the reduced stall count analysis.

Table 3.2: Traffic Operation Comparison (320 Stalls versus 217 Stalls)

SCENARIO	MOVEMENT	320 STALL ANALYSIS			217 STALL ANALYSIS		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Total 1.45	WB @ Victoria Ave / Vidal St	**E**	0.69	37	C	0.49	20
Total 1.45 (80% In)	WB @ Victoria Ave / Vidal St	**E**	0.71	40	C	0.50	21
	EB @ Marine Dr / Vidal St	D	**0.93**	108	B	0.63	77
Total 1.45 (80% Out)	WB @ Victoria Ave / Vidal St	**E**	0.70	36	C	0.48	19
	SBR @ Marine Dr / Vidal St	C	0.71	**44**	B	0.55	30
Total 1.30 (Pedestrian Scramble)	EB @ Marine Dr / Vidal St	**F**	**1.45**	**142**	**E**	**0.99**	113

Note: Bolded values indicated performance thresholds have been exceeded

Exhibits 3.9 and **3.12** further summarize the results of the analysis. The table shows that with a reduced stall count, nearly all operational issues noted in the original analysis are no longer present. The westbound direction at Victoria Avenue / Vidal Street would change from a LOS E to LOS C, which is within performance thresholds. The v/c ratio reported in the "1.45 80% In" scenario for the eastbound direction at Marine Drive / Vidal Street would be reduced from 0.93 to 0.63. The long southbound right 95th percentile queues at Marine Drive / Vidal Street in the "1.45 80% Out" scenario would be reduced from 44m to 30m, which is within available storage. However, even with a reduced stall count, the eastbound direction at Marine Drive / Vidal Street in the "1.30 Pedestrian Scramble" scenario was shown to exceed the typical operational performance thresholds.

With a reduced stall count from 320 to 217, the signalization of the Victoria Avenue / Vidal Street intersection would not be required from a traffic operations perspective, even in the 1.45 scenario, as all movements operate within performance thresholds. Although signalization would help correct the existing driver behaviour noted by the City, less costly solutions could also be explored as part of the design for the new parkade. For example, signage clearly indicated a stop sign ahead for westbound vehicles on Victoria Avenue may also help traffic operations. In the existing case, commuter drivers may be used to Vidal Street with low volumes of traffic and therefore, traffic from Victoria Avenue would "run" the stop sign assuming there would be no conflicts. With additional traffic anticipated on Vidal Street and additional signage / warning for westbound traffic on Victoria Avenue, more regulatory compliant driving behaviour at the Vidal Street / Victoria Avenue intersection should result. Should these mitigation measures not prompt the desired driving behaviour effects, a signal can be added at that point for further reinforce traffic operations at said intersection.

Exhibit 3.9

2019 Total Traffic Operations (1.45x Scenario - 217 Parking Stalls) - Unsignalized

City of White Rock Parkade
6170.01 December 2016

bunt & associates

Exhibit 3.10

2019 Total Traffic Operations (1.45x Scenario - 217 Parking Stalls - 80% Inbound / 20% Outbound)

City of White Rock Parkade

6170.01 December 2016

bunt & associates

Exhibit 3.11

2019 Total Traffic Operations (1.45x Scenario - 217 Parking Stalls - 20% Inbound / 80% Outbound)

City of White Rock Parkade

6170.01 December 2016

bunt & associates

Exhibit 3.12

2019 Total Traffic Operations (1.30x Scenario - 217 Parking Stalls - "Scramble")

City of White Rock Parkade
6170.01 December 2016

bunt & associates

4. PARKADE SITE PLAN REVIEW AND OPERATIONS

4.1 Parkade Site Plan Review

A site plan was provided to Bunt on December 21, 2016 to which circulation analysis was completed. The site plans tested are attached to Appendix A of this report.

Based on the site plan provided, it is expected that street traffic will access the ground level (Level 01) of the parkade on Vidal Street. The parkade has a total of 6 levels with one underground (Level 0) and five above ground levels (Levels 1-5).

The site plan design was found to be efficient and maximizes the number of parking stalls for the space available. Various notes were provided to RJC for minor updates to the provided plan relating to adjustment of stall sizes and moving of columns based on our AutoTurn swept path analyses. It is not anticipated the proposed parking stall count or the layout of the parking stalls be significantly affected unless the number of parkade storeys are changed or the footprint of the design is updated.

4.2 Parkade Operations

It is expected that the parkade will use an up-to-date payment system. Specifically, it is expected the operator would be using a gateless system where payment would be associated with the specific license plate of a vehicle or payment will be associated with a specific stall in the parking lot.

With this in mind, it is possible to utilize intelligent transportation systems (ITS) that indicate the number of parking stalls available within the parkade in real time. Signage external to the site would indicate to drivers on the street network the number of parking stalls available. If the parkade is full, drivers will be noted ahead of time prior to entering the parking lot, which decreases congestion within and external to the parking lot.

The best locations for providing signage indicating available parking would be on the Marine Drive and Victoria Avenue approaches to the site. However, noting the nature of Marine Drive being scenic and pedestrian friendly, the City may choose not to have such signage at the Marine Drive corridor. The second best case would then be to have signage on the Vidal Street corridor.

5. CONCLUSIONS AND RECOMMENDATIONS

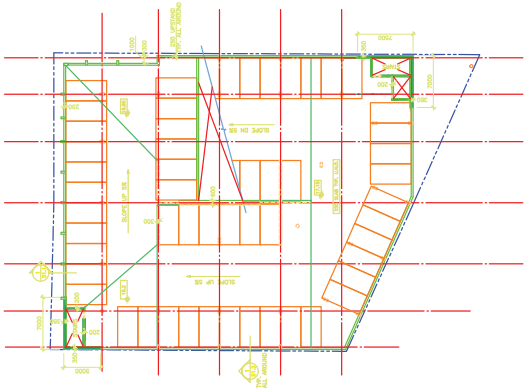
- Based on review of the existing parking lot within the vicinity of the study area and south of Marine Drive, the Friday PM peak hour trip generation is expected to be 0.50 trips / stall while the Saturday peak hour trip generation is expected to be 1.25 trips / stall with directional split of 50% in, 50% out.
- For a parkade with up to 320 parking stalls:
    - Based on the above trip generation rates and the proposed parkade housing approximately 320 stalls, the site trip generation for the Friday PM peak hour is 160 vehicles (80 vehicles inbound and 80 vehicles outbound) while the Saturday peak hour is 400 vehicles (200 vehicles inbound and 200 vehicles outbound).
    - The existing conditions were analyzed for the study area intersections, no operations issues were found.
    - Total traffic scenarios were analyzed assuming site generated traffic and street network traffic with application of seasonal variation factor of 1.15x and 1.30x to anticipate for adjustment of traffic volume from November to a summer peak. No operations issues were found for these cases.
    - Although no operations issues were found for the 1.15x and 1.30x scenarios, City staff noted that the stop control at Vidal Street/Victoria Avenue intersection is often not obeyed. With this in mind, a potential solution would be to signalize the intersection in efforts to decrease unwarranted behaviour.
    - In addition to the 1.15x and the 1.30x cases, a site generated traffic and street network with application of an event factor of 1.45x were analyzed for adjustment of traffic volume from the November traffic volumes to a potential event case. Sensitivity testing was also completed for this case assuming 80% in/20% out and 20% in/80% out in addition to the based 50% in/50% out base case for the site trips.
    - Operations issues were found for the Vidal Street / Victoria Avenue intersection for the 1.45x Saturday peak hour where a possible and recommended solution is to signalize the intersection. Should the intersection be signalized the Vidal Street / Victoria Street intersection should be coordinated with the Marine Drive / Vidal Street intersection in the north-south direction.
    - It is possible that the 1.45x event scenario volumes may be exceeded in actual conditions. Should this happen, a mitigation measure would be to “bag” the signal control(s) and for traffic control personnel to direct traffic within the study area so to better adjust to changing traffic patterns. Also, it is possible to convert the row of parking on the east side of Vidal Street into a right turn lane, thus alleviate potential blockages.

- Further study based on the more recent design concept with up to 217 parking stalls parking was subsequently analyzed:
    - No operations issues were found for the study area intersections with exception to having a "scramble" intersection at the Marine Drive / Vidal Street intersection.
    - We continue to suggest signalization of the Vidal Street / Victoria Avenue intersection as a potential mitigation measure to correct driver behavioural issues. However, interim mitigation measure, such as the addition of warning signage for westbound Victoria Avenue corridor indicating that drivers should stop at the intersection, may be useful in efforts to decrease / eliminate the number drivers that do not stop at the stop sign on Victoria Avenue. Our traffic operations analysis indicates the intersection would operate acceptably with / without a signal.

- The site layout / design is efficient and maximizes the number of parking stalls possible on site. Minor comments were provided to RJC for update of the current design.
- To decrease the site generated traffic volumes, it is suggested that Intelligent Transportation Systems / Signage be included as part of the design of the site. The signage would indicate the number of available parking stalls within the site and could act to detour traffic away from the parkade so to decrease congestion within the parking lot and at the parking lot access.

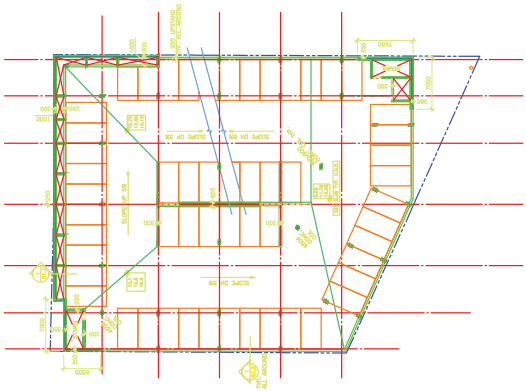
APPENDIX A

Site Layout



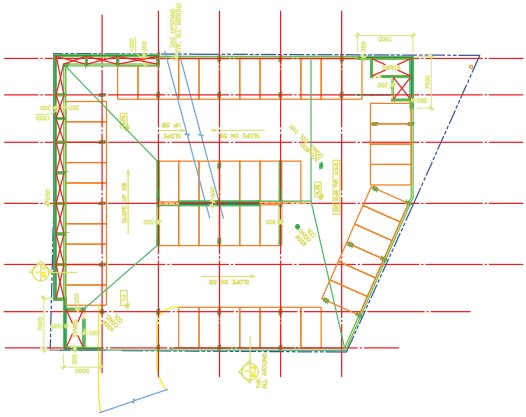
LEVEL 5 - TOP LEVEL
Scale: 1:100

60 CARS



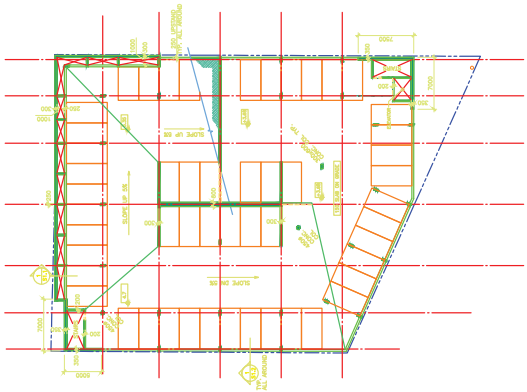
LEVEL 2, 3 AND 4 - TYPICAL LEVEL
Scale: 1:100

56 CARS PER LEVEL (x 3) = 168 CARS



LEVEL 1 - ENTRY LEVEL
Scale: 1:100

52 CARS



LEVEL 0 - BOTTOM LEVEL
Scale: 1:100

47 CARS

APPENDIX C

Parking Study White Rock Waterfront Parkade dated December 19, 2016 from Read Jones Christofferson Ltd. Engineers.

December 19, 2016

Fiona Keating
City of White Rock
15322 Buena Vista Avenue
White Rock BC V4B 1Y6

Dear Ms. Keating,

RE: Parking Study **RJC No. VAN.115778.0001**
White Rock Waterfront Parkade

At the request of the City of White Rock, Read Jones Christoffersen Ltd. (RJC) has completed a feasibility study for a new waterfront parkade in White Rock, BC. The terms of our engagement are as outlined in our proposal dated July 28, 2016.

1.0 BACKGROUND

The City of White Rock intends to construct a multi-level parking structure on the site located on the north-east corner of Vidal Street and Victoria Avenue. The site consists of four properties including the newly acquired one at 1156 Vidal Street. A parking study was prepared by others in 2003. The site extent at that time did not include the 1156 Vidal Street property.

As a result, a new parking study, or scoping exercise, is required. The intent of the parking study is to develop functional parking layout options that considers number of parking stalls, impact on adjacent properties, building massing and architectural design, type of use (transient vs event parking) and traffic flow.

The following consultants provided input on their areas of expertise:

- MCMP Architects – building massing, architectural design and impact on adjacent properties
- WSP – geotechnical information for the preliminary foundation design and loads on the retaining walls.
- Bunt and Associates – traffic study
- JBA/QS – cost consulting
- Bennet – site survey

2.0 CONCEPTUAL SITE PLANS

RJC developed three (3) different functional layouts that were reviewed with MCMP and presented to the City of White Rock. These are included in Appendix A. The selected layout, Option 2, maximized the number of stalls and from this two further options were pursued.

Option 2a consists of a 4 storey parking structure. This option will yield approximately 217 stalls. Option 2b consists of a 6 storey parking structure that will yield approximately 321 stalls. These variations are included in Appendix B.

Two architectural renderings were prepared by MCMP to illustrate potential architectural finishes on the exterior. These are included in Appendix C. On the renderings, the stair and elevator core is located closer to the mid-point of the south face. This has not been reflected on the functional layout. During the Schematic Design Phase, the location of the stair and elevator will shifted and the parking layout optimized.

3.0 OPINION OF PROBABLE COST

JBA were provided with the 2 options, geotechnical and survey information in order to develop an order of magnitude cost estimate. Their estimate was based on the following assumptions:

- Earthwork including rough site grading
- Excavation and backfill for services
- Concrete work including retaining walls
- Pavement and curbs
- Storm drainage
- Lighting
- Parking equipment and signage

The following is not included:

- Modifications to Vidal Street to accommodate the parkade entrance
- Design and engineering fees
- Permits
- Construction contingency

Based on the above, the opinions of probable cost for the two options are as noted in Table 1 below. The complete opinion of probable cost breakdown is included in Appendix D.

	Opinion of Probable Cost	Number of Stalls	Cost per Stall
4 Storey Parkade	$8,580,000	217	$39,539.17
6 Storey Parkade	$12,190,000	321	$37,975.08

4.0 CLOSING

The cost per stall does not vary significantly between the two options. Depending on the City's current and future needs, consideration could be given to designing the 4-storey parkade for a future 2-storey addition. The incremental initial cost could be determined during the schematic design phase. It's also at that time, where value engineering and a consideration of alternate structural systems, such as precast, would be completed.

We trust the information presented meets your current needs. Should you have any questions or wish to discuss, please do not hesitate to contact the undersigned.

Yours truly,

READ JONES CHRISTOFFERSEN LTD.

Sylvie Mercier, B.A.Sc., P.Eng., LEED® AP
Principal

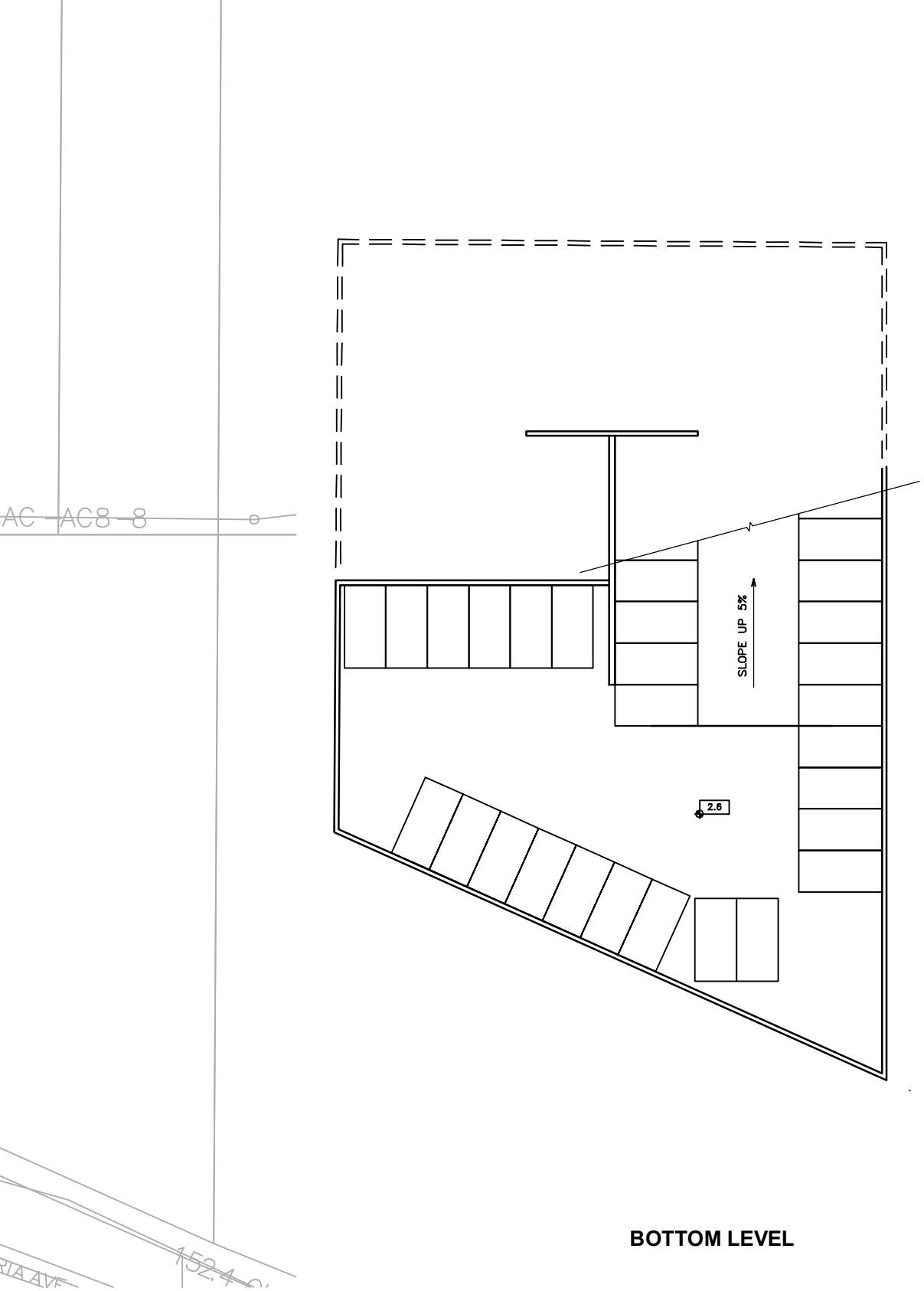
Reviewed by:

Jeff Corbett, P.Eng., Struct. Eng.
Managing Principal

SCM/hj

Encl. Appendix A – Three Functional Layout Options
Appendix B – White Rock Waterfront Parking (SK.01 to SK.04)
Appendix C – Two Architectural Renderings Prepared by MCMP
Appendix D – Preliminary Cost Estimate, dated December 19, 2016

Appendix A Three Functional Layout Options



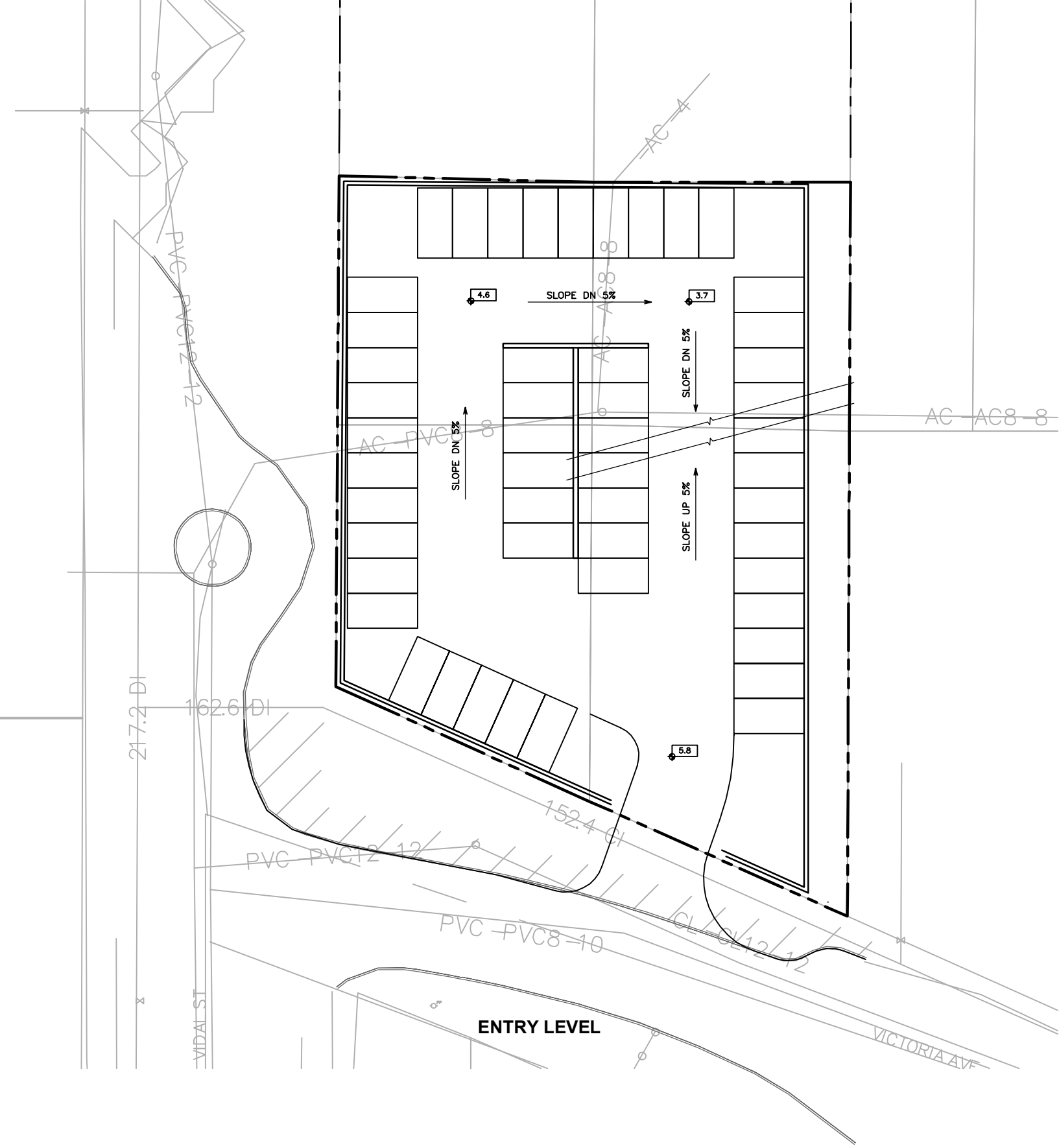
BOTTOM LEVEL

Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 1 - BOTTOM LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 1-1

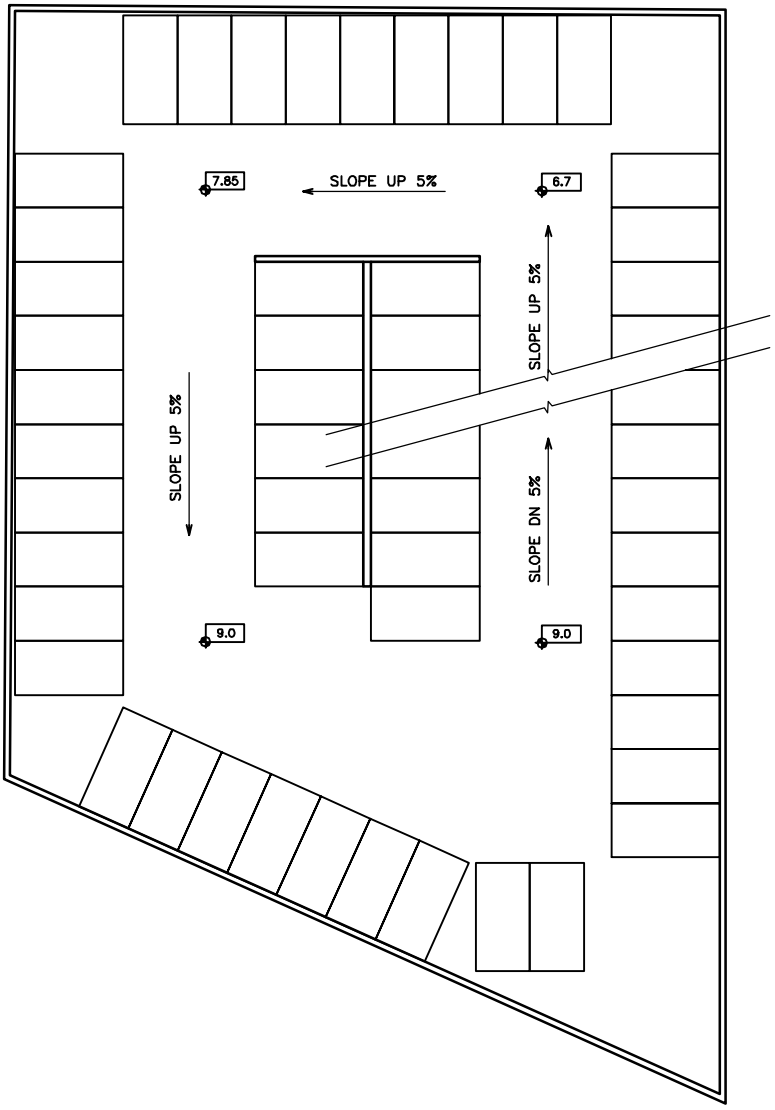


rjc Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 1 - ENTRY LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number **OPT 1-2** Rev. .



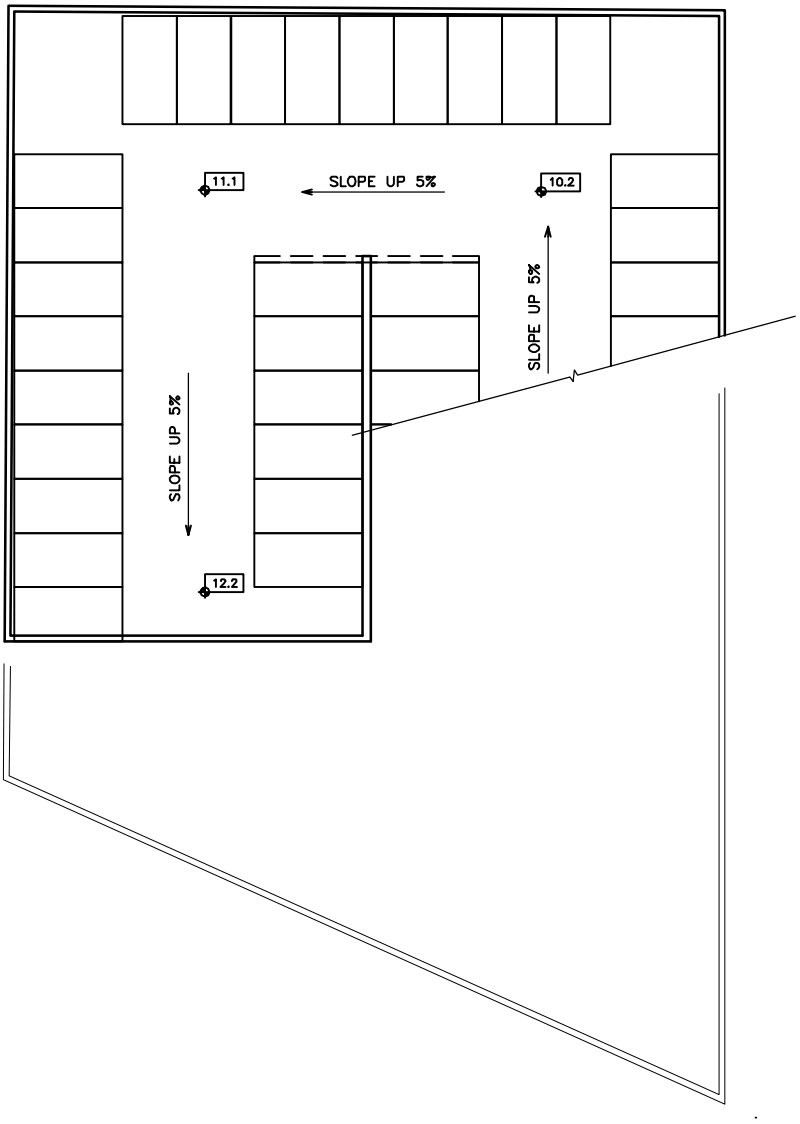
TYPICAL LEVEL

Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 1 - TYPICAL LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 1-3



TOP LEVEL

Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 1 - TOP LEVEL

Dwg. Ref. .
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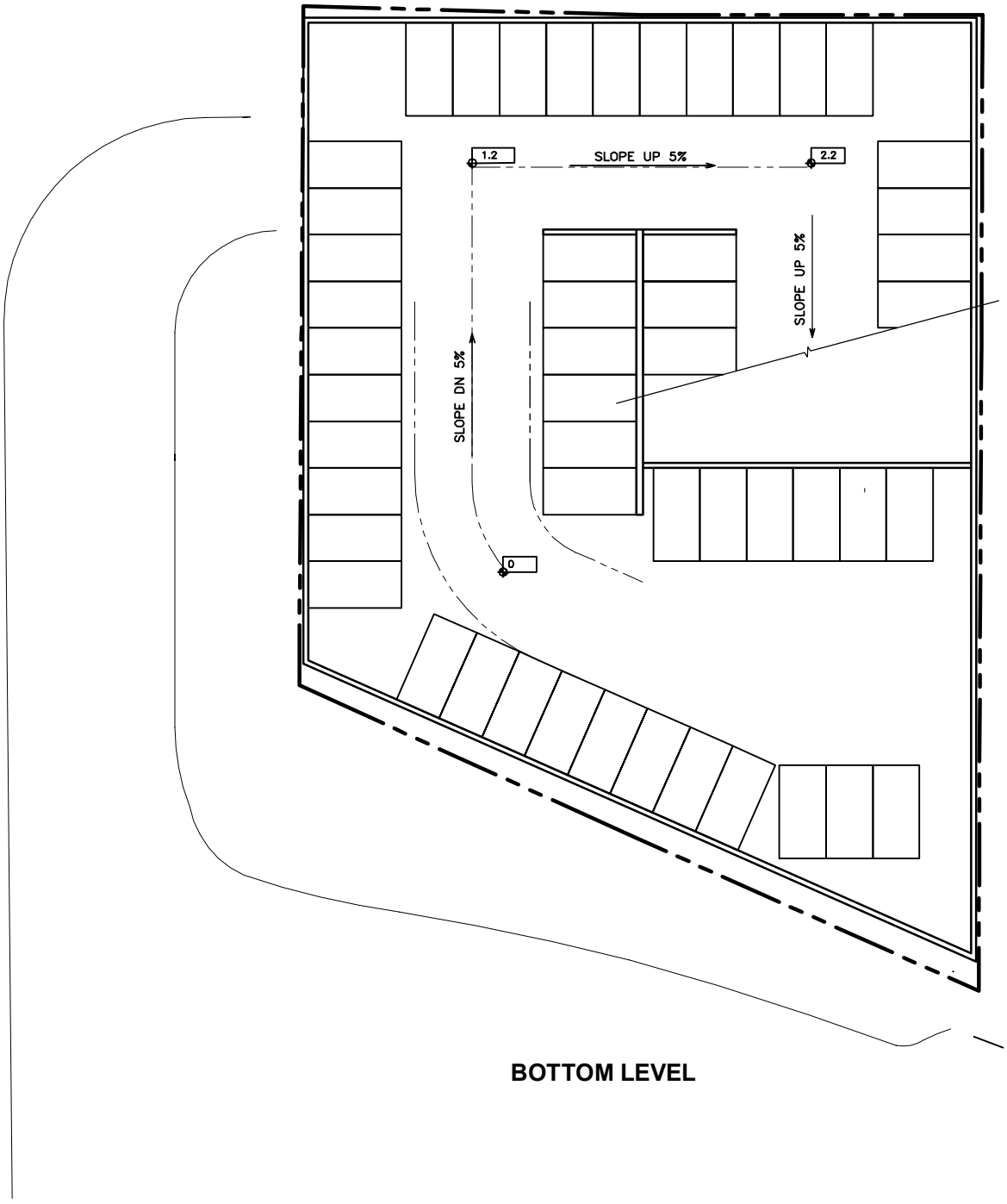
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 1-4 .



BOTTOM LEVEL

Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 2 - BOTTOM LEVEL

Dwg. Ref. .

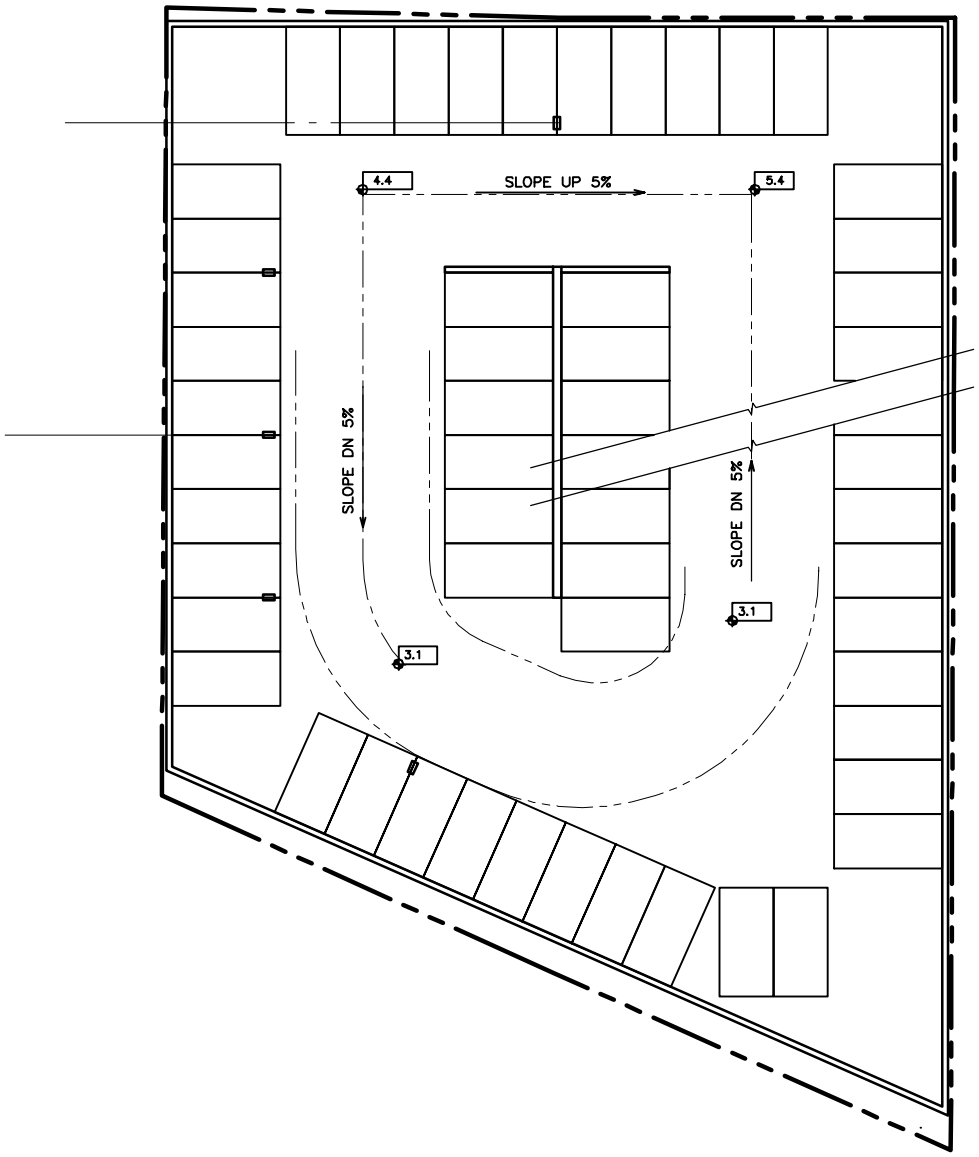
Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

OPT 2-1 .



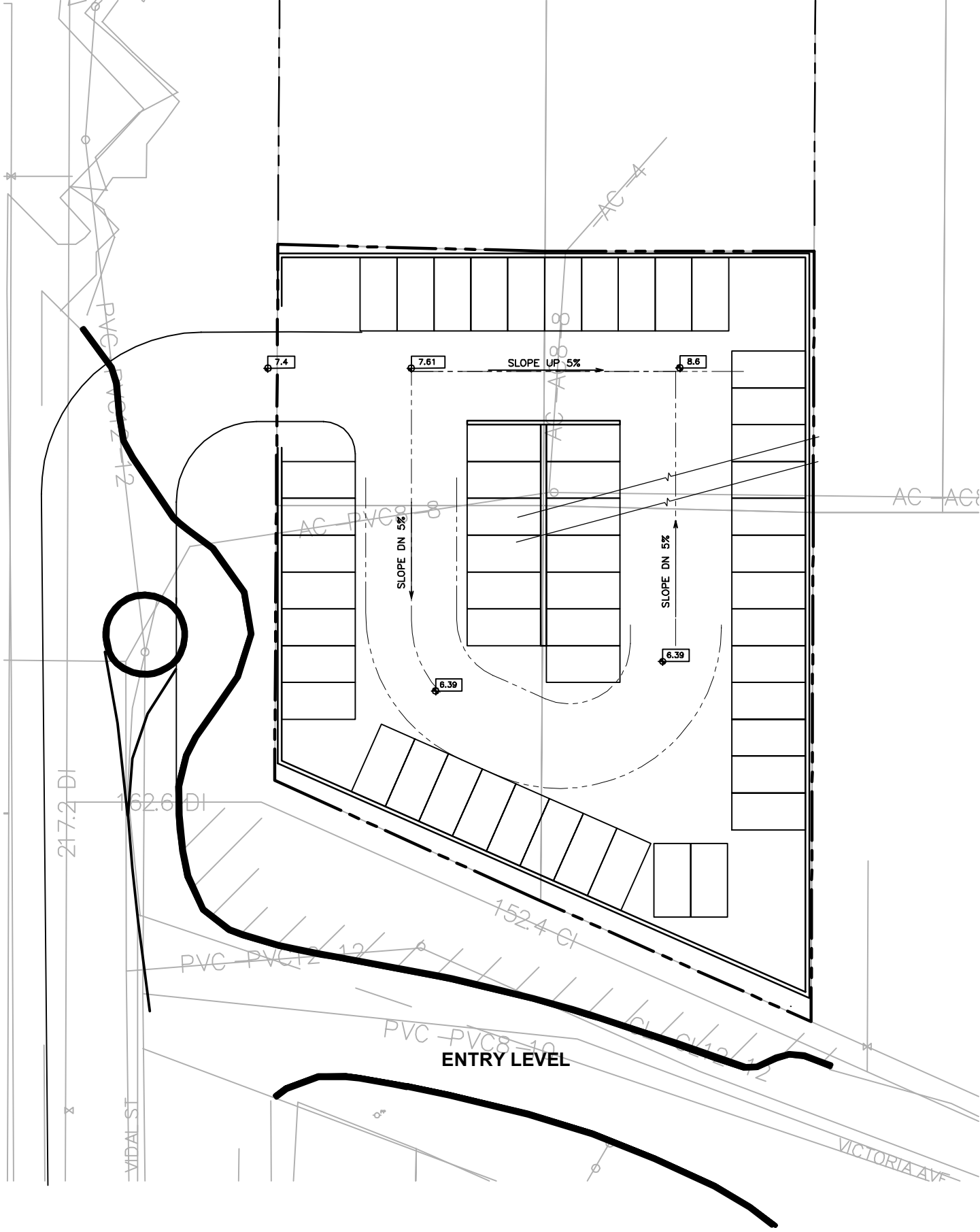
TYPICAL LEVEL

Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 2 - TYPICAL LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 2-2 .

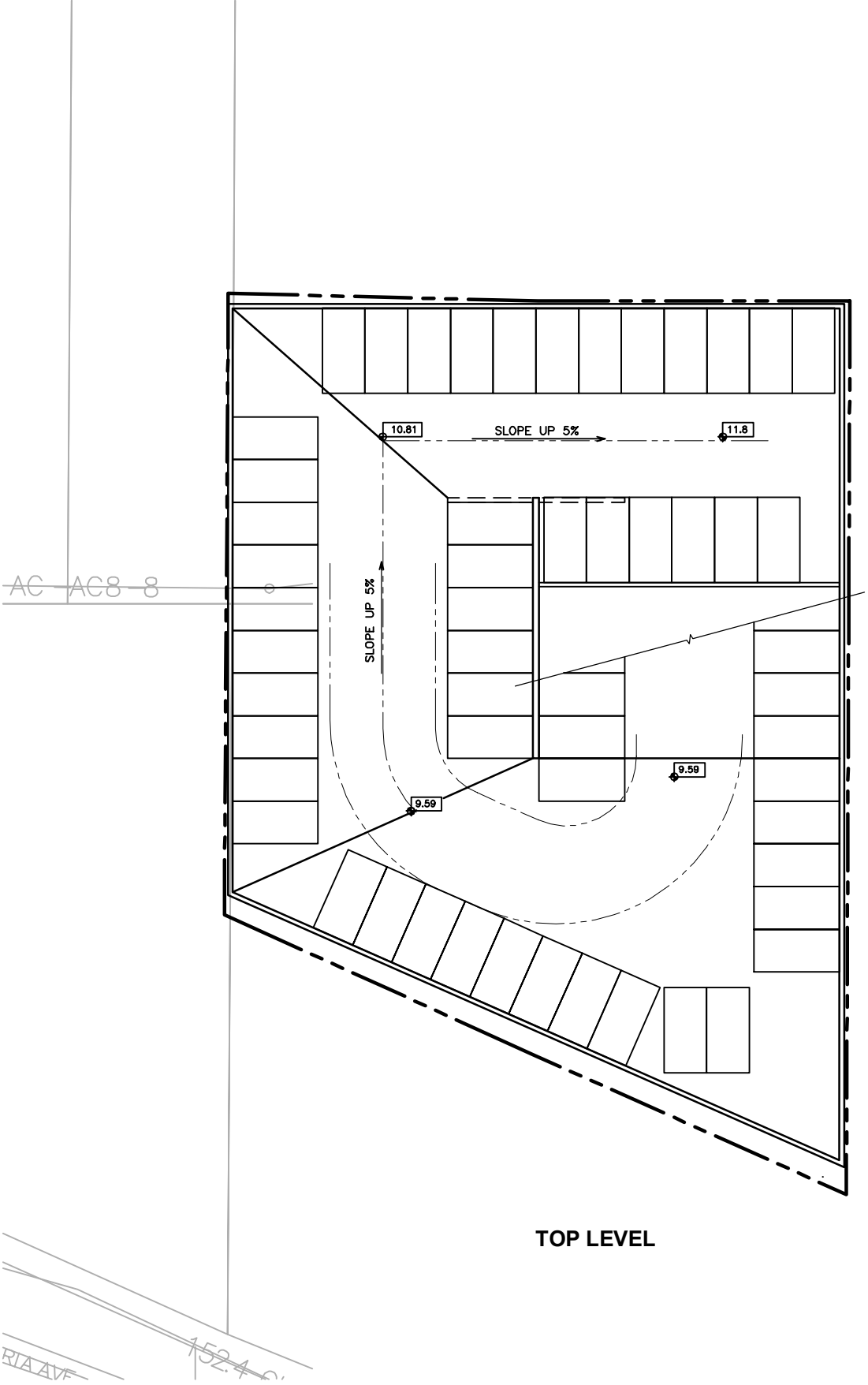


rjc Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 2 - ENTRY LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 2-3



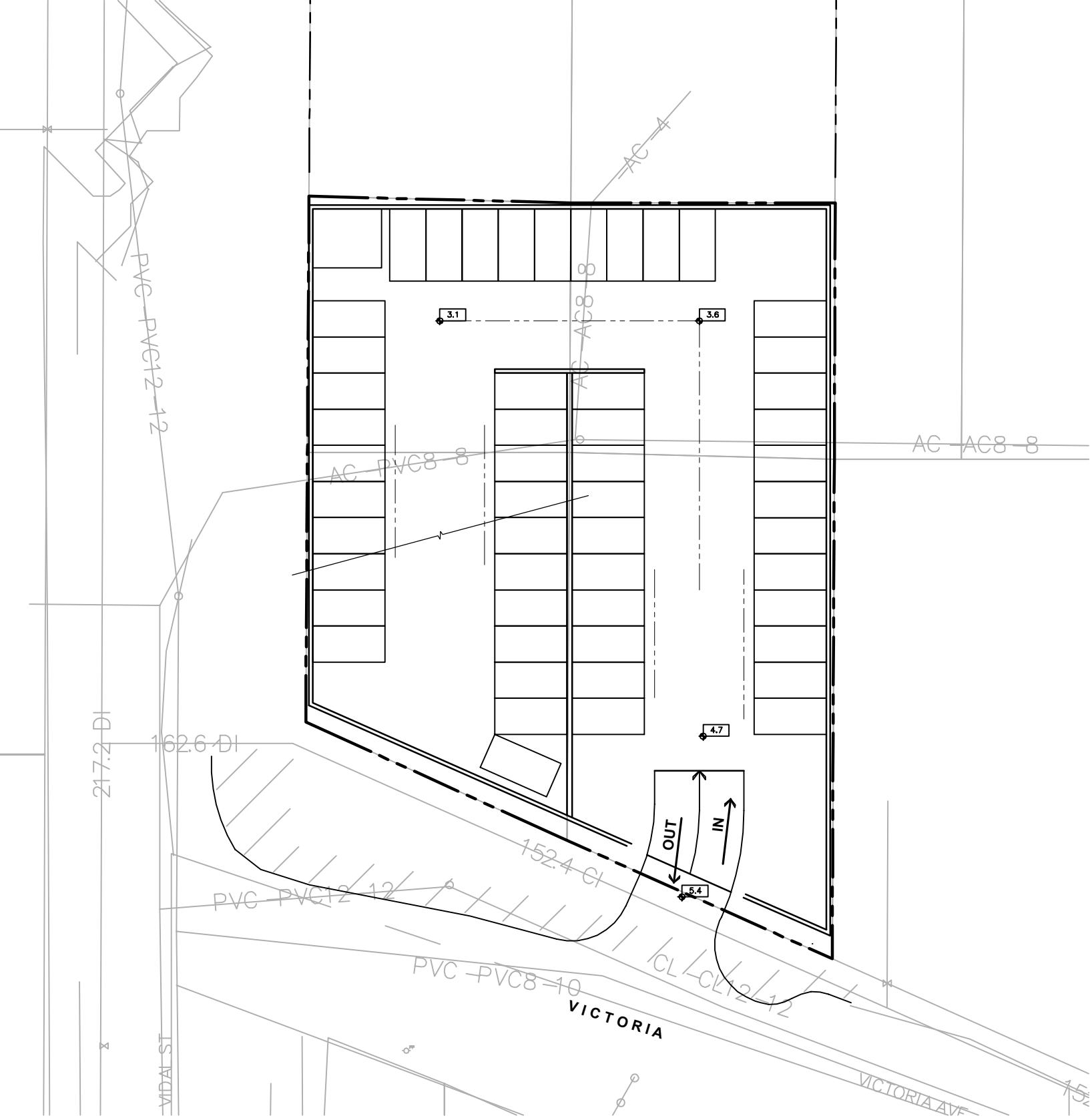
TOP LEVEL

Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 2 - TOP LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 2-4



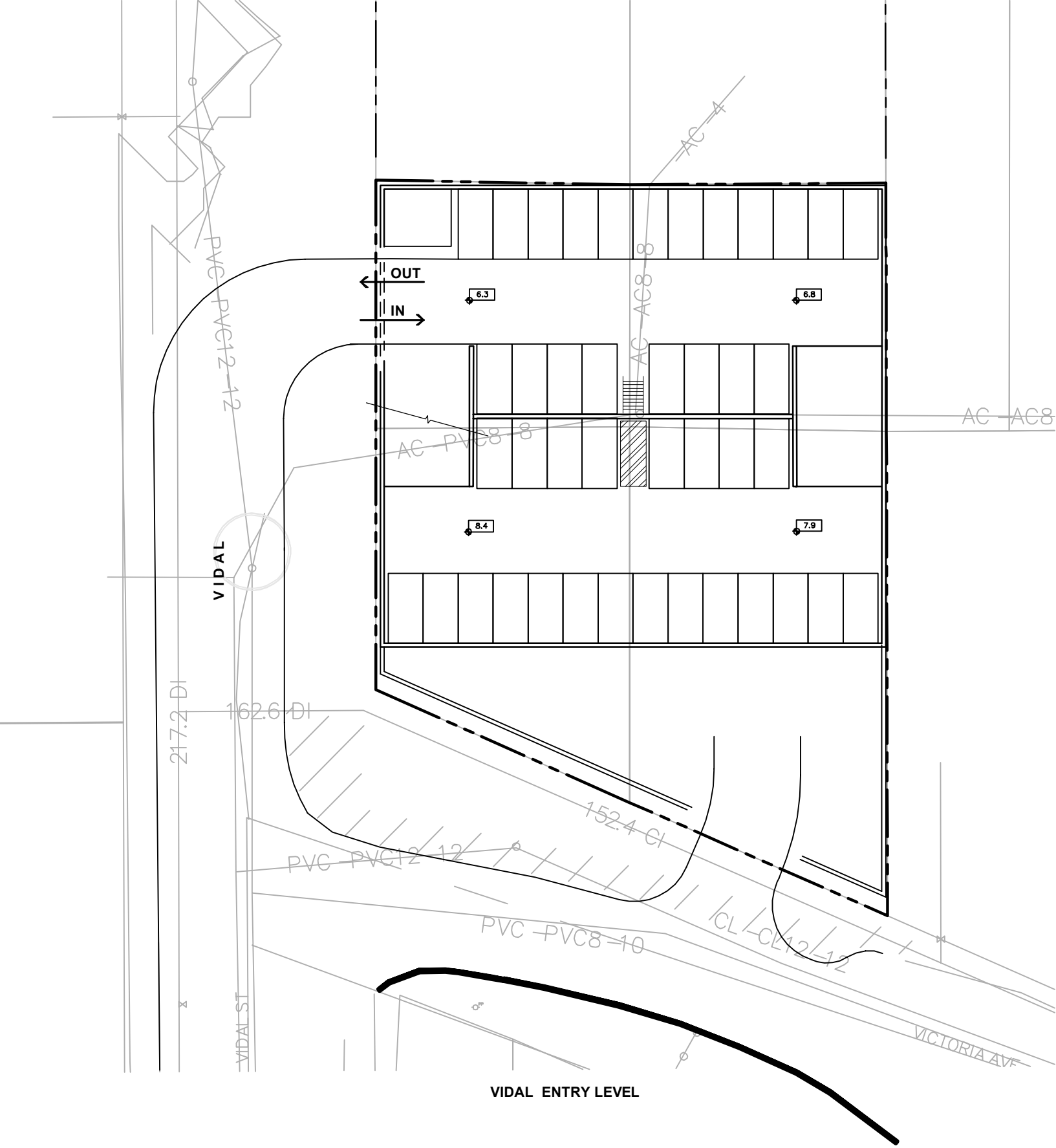
VICTORIA ENTRY LEVEL

rjc Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 3 - BOTTOM LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 3-1 .

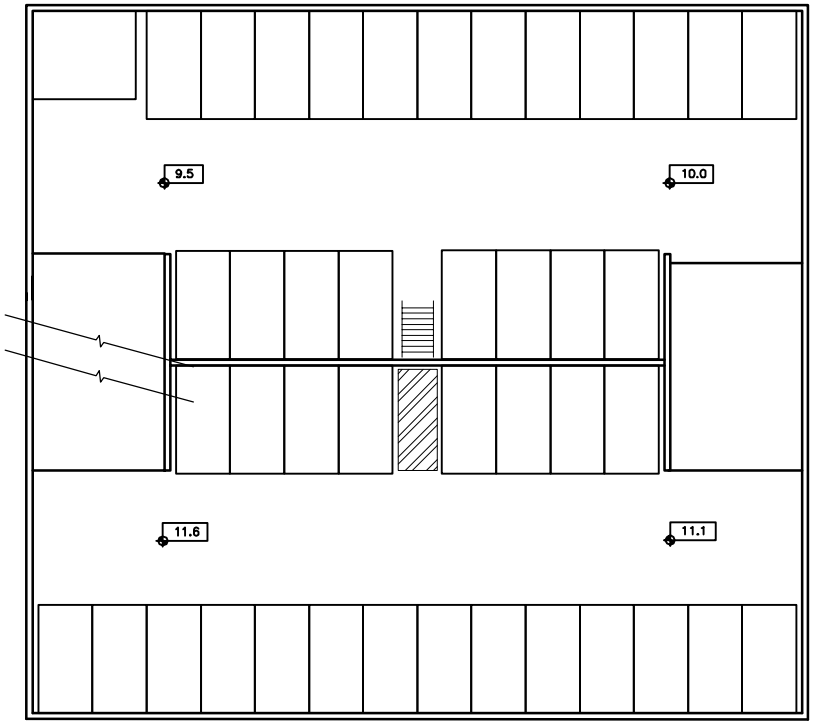


rjc Engineers

Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 3 - ENTRY LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 3-2 .



TYPICAL LEVEL

Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 3 - TYPICAL LEVEL

Dwg. Ref. .

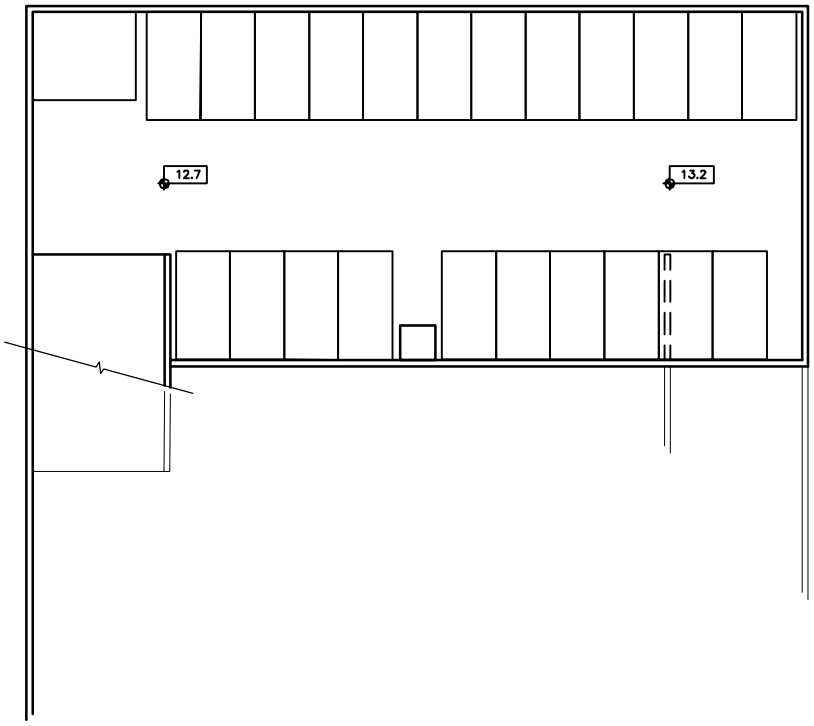
Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

OPT 3-3 .



TOP LEVEL

rjc Engineers

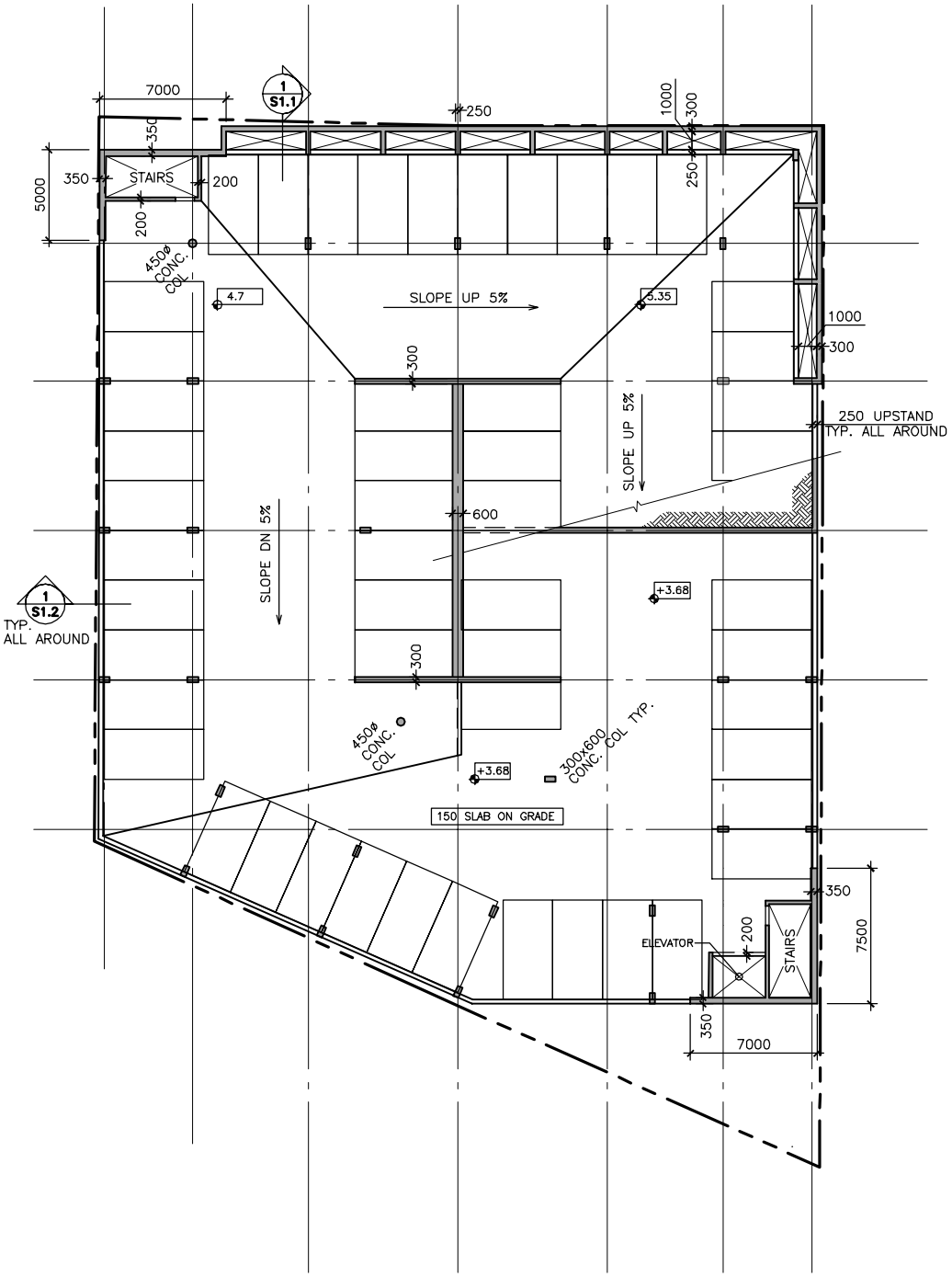
Project Name
WHITE ROCK WATERFRONT PARKING

Sketch Title
OPTION 3 - TOP LEVEL

Dwg. Ref. .
Scale .
Date .
Project No. **VAN.115778.0001**
Sketch Number Rev.
OPT 3-4 .

rjc Engineers

Appendix B White Rock Waterfront Parking (SK.01 to SK.04)



LEVEL 0 - BOTTOM LEVEL

1:200

47 CARS

rjc Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 2

Dwg. Ref. .

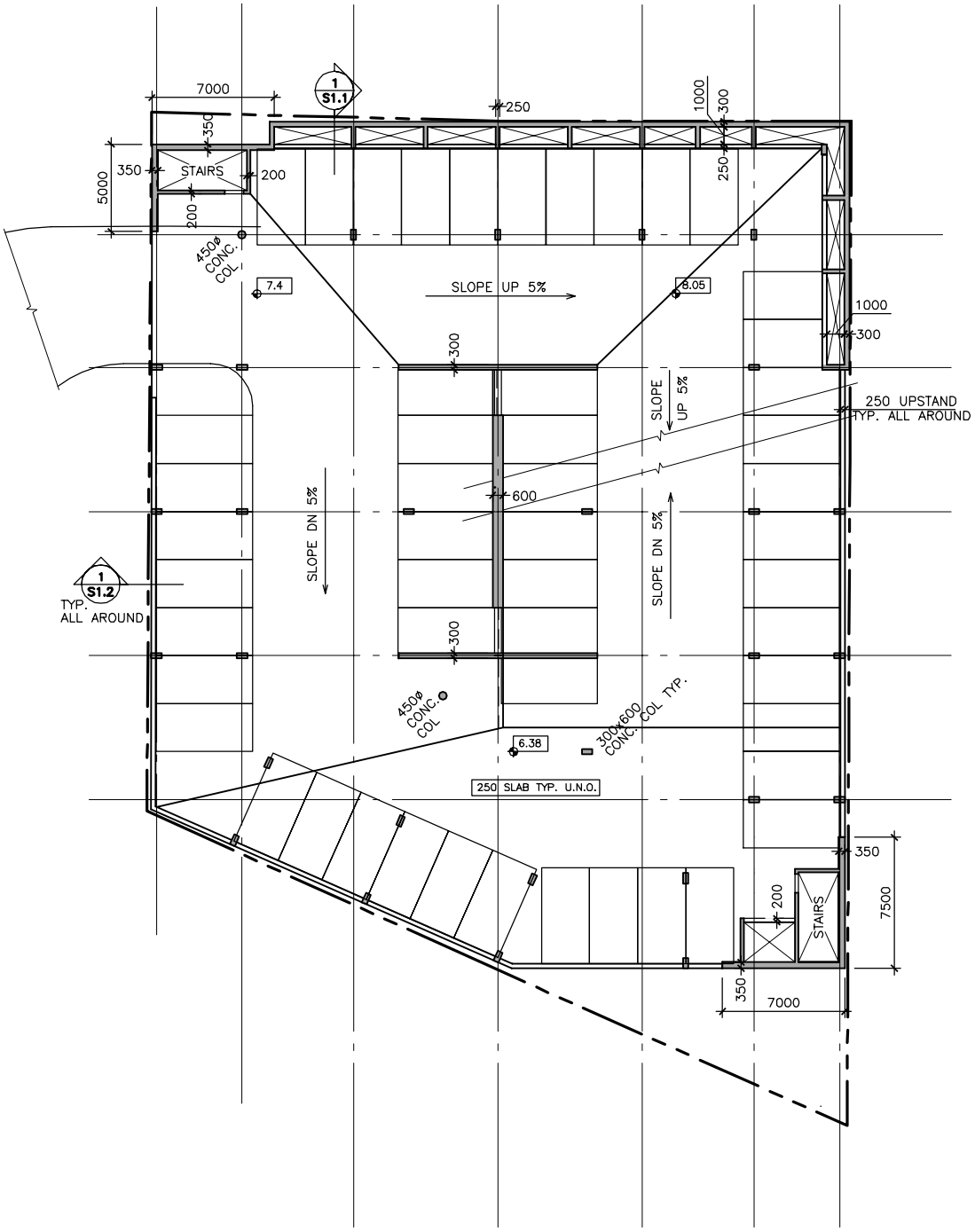
Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

SK 01 .



LEVEL 1 - ENTRY LEVEL

1:200

52 CARS

rjc Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 2

Dwg. Ref. .

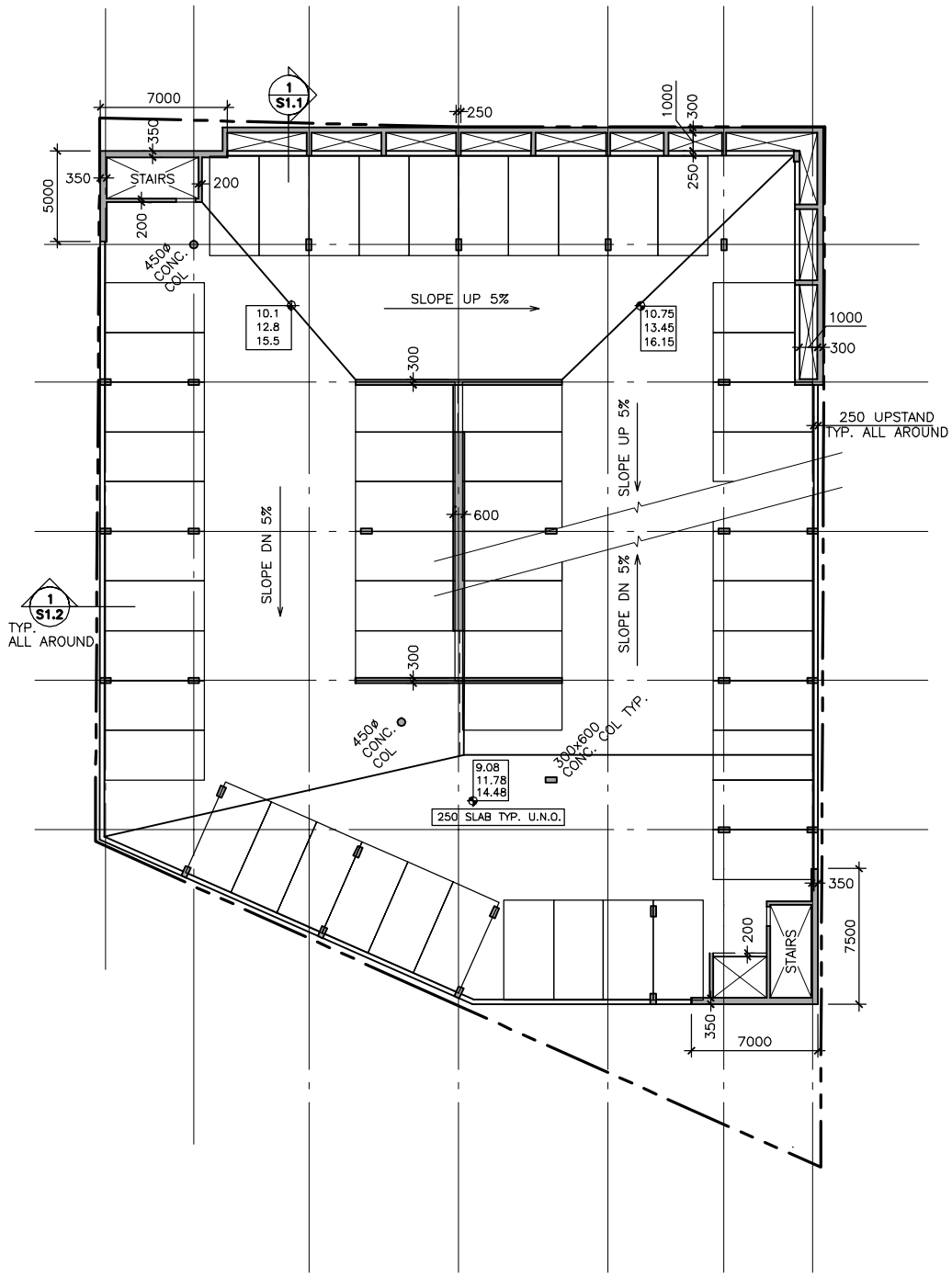
Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

SK 02



LEVEL 2, 3 AND 4 - TYPICAL LEVEL

1:200

56 CARS PER LEVEL (x 3) = 168 CARS

rjc Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 2

Dwg. Ref. .

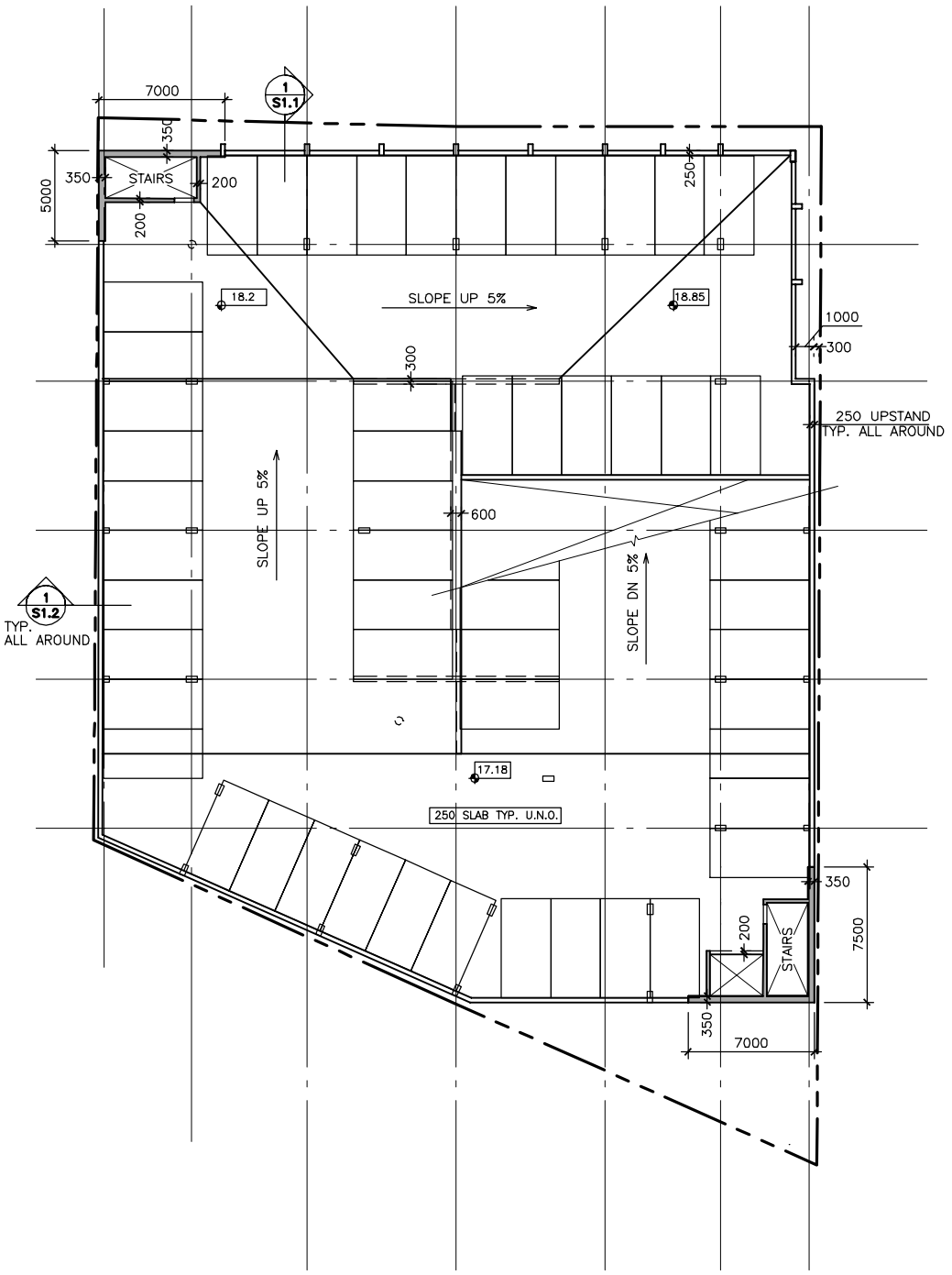
Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

SK 03



LEVEL 5 - TOP LEVEL

1:200

60 CARS

rjc Engineers

Project Name

WHITE ROCK WATERFRONT PARKING

Sketch Title

OPTION 2

Dwg. Ref. .

Scale .

Date .

Project No. **VAN.115778.0001**

Sketch Number Rev.

SK 04 .

rjc Engineers

Appendix C Two Architectural Renderings Prepared by MCMP

MCM

Musson
Cattell
Mackey
Partnership

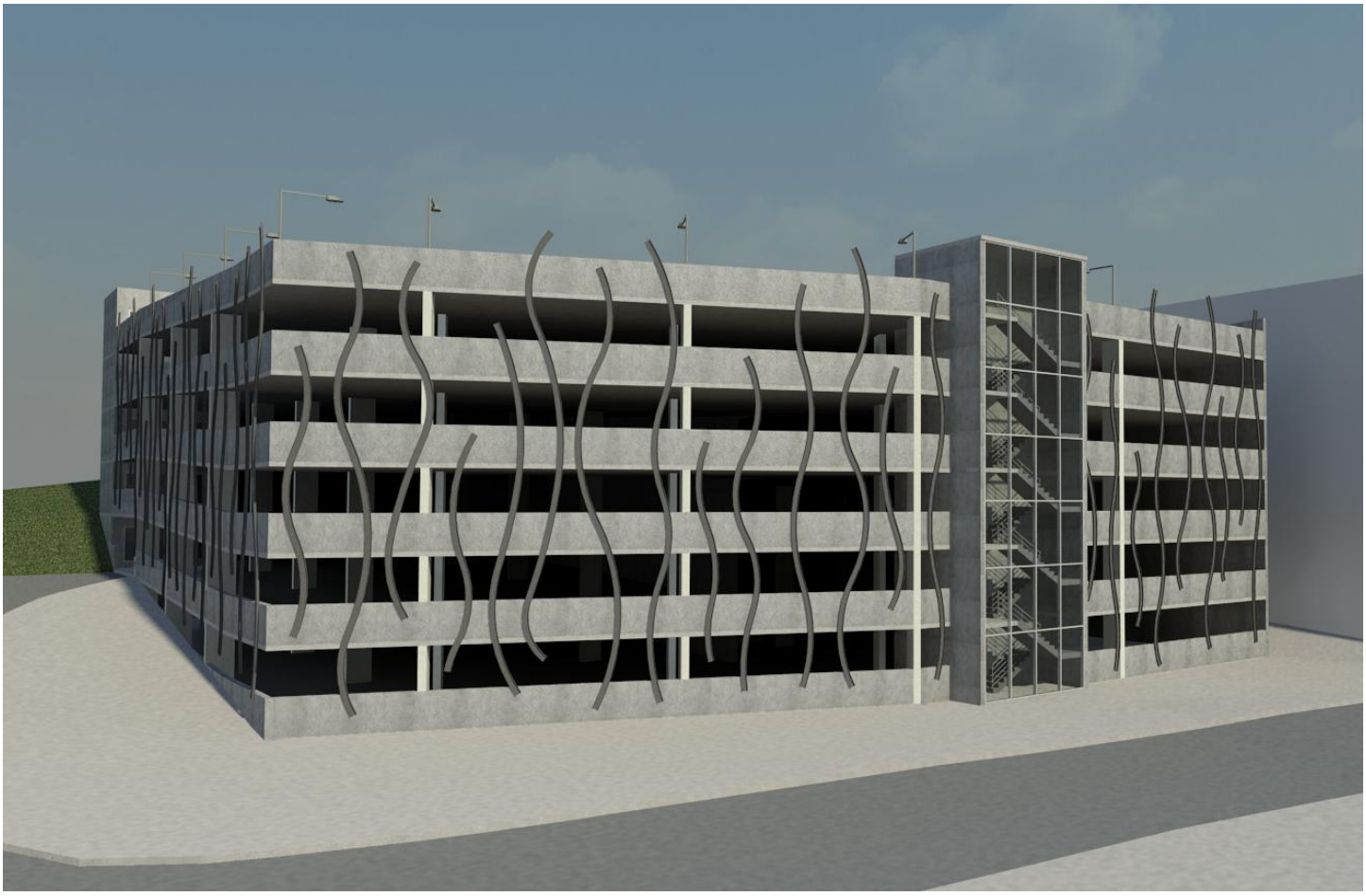
White Rock Parkade

Option 1

MCM

Musson
Cattell
Mackey
Partnership

White Rock Parkade



Option 2

Appendix D Preliminary Cost Estimate

Professional Quantity Surveyors
Value Analysts
LEED™ Accredited Professional

WHITE ROCK WATERFRONT PARKADE

Vidal Street and Victoria Ave, White Rock

Design by: READ JONES CHRISTOFFERSEN ENGINEERS

Preliminary Cost Estimate
December 19, 2016

James Bush & Associates Ltd., Professional Quantity Surveyors
3722-197th Street, Langley, BC, V3A 1B3
Phone (604) 533-8004 Email: jim@jba.bc.ca

WHITE ROCK WATERFRONT PARKADE December 19, 2016

Vidal Street and Victoria Ave, White Rock

Design by: READ JONES CHRISTOFFERSEN ENGINEERS

CLASS C ESTIMATE SUMMARY OF OPTIONS

	OPTION 1 - 4 Storey Parkade	OPTION 2 - 6 Storey Parkade
Gross Floor Area (m2)	7,060	10,590
Parking Stalls	217	321
CONSTRUCTION COST ESTIMATE		
Site Work		
Selective Demolition, incl. House Removal	$243,500	$243,500
Earthworks	$965,500	$965,700
Shotcrete Shoring	$314,000	$314,000
Concrete Work	$3,634,000	$5,592,000
Structural Steel Framing & Miscellaneous Metal	$236,800	$374,100
Roofing & Traffic Topping	$261,800	$500,000
Vertical Movement	$155,000	$230,000
Finishes, Doors	$215,300	$345,700
Parking Equipment & Signage	$65,000	$85,000
Electrical Work	$392,600	$611,300
Mechanical Work	$118,200	$118,200
Contractor Site Overheads & Markup	$825,200	$1,172,400
Design Contingency 10%	$742,400	$1,054,900
Escalation Contingency - Assume 12 mths to start of construction 5%	$410,700	$583,200
CONSTRUCTION (excl Taxes)	**$8,580,000**	**$12,190,000**
Cost/m2 construction	$1,215.30	$1,151.09
Cost/Stall construction	$39,539.17	$37,975.08
SOFT COSTS - Not Included		
Temporary Works, Phased Construction, Offsite Works		
Building Permits, Inspections		
Design & Engineering Fees		
Construction Contingency, change orders/extg conditions		
Soft Costs, Owner's Project Management		
GST - assumed fully refunded		
TOTAL PROJECT COST		

NOTES & CLARIFICATIONS

This estimate is based on a lump sum, competitively bid form of contract.

Priced in DEC 2016 dollars, with an allowance of 5% for Escalation for 12mths to start of construction as the market is on the rise.

This estimate represents a fair and reasonable construction cost of the work based on an understanding of the work as outlined on the design drawings, reports and details by RJC Engineers, Site Survey, Soils Report issued Dec 2016.

The estimate prepared by JBA reflects probable construction costs prevailing at the date of this report and is a determination of fair market value for the construction of this project and should not be taken as a prediction of the lowest bid price. The Construction market is extremely variable and we are still seeing very competitive bidding.

JBA does not have control over the cost of labour, materials, equipment, over a contractor's method of determining bid prices, or over competitive bidding, market conditions. Accordingly JBA cannot and does not warrant or represent that bid prices will not vary from this estimate.

CONSTRUCTION COST ESTIMATE	OPTION 1 - 4 Storey Parkade				
	Main Level 0				1,765 m2
	Level 1				1,765 m2
	Level 2				1,765 m2
	Level 3				1,765 m2
	GROSS FLOOR AREA				**7,060 m2**
Selective Demolition:					**243,500**
Ashpalt slab removal	740	m2	45.00	33,300	
Demolish retaining wall, foundation etc.	48	m	Item	60,000	
Remove organics, trees, shrubs, ground cover & topsoil	1,225	m2	40.00	49,000	
Demolish existing Residence, incl. Hazardous materials remediation			Item	54,000	
Remove redundant buried services			Item	25,000	
Miscell remove debris and dispose - trucking	740	m2	30.00	22,200	
Earthwork					**965,500**
Remove soil berm in stages (coinside with shoring)	11,250	m3	30.00	337,500	
Bulk cut excavation to rough slab base - lower level	890	m3	35.00	31,200	
Miscell site excavation	240	m3	35.00	8,400	
Detailed excavation for foundations	176	m3	40.00	7,000	
Imported granular for slab base & infil foundations	379	m3	48.00	18,200	
Place, spread compact slab base	1,765	m2	12.00	21,200	
Imported granular backfill retaining wall incl. pea gravel	236	m3	65.00	15,300	
Place, compact backfill to retaining wall	236	m2	30.00	7,100	
Dispose off site - trucking	12,556	m3	35.00	439,400	
General cleanup, sweeping	150	hrs	58.00	8,700	
Erosion, sedimentation control, flagging, road cleaning			8%	71,500	
Shotcrete & Shoring					**314,000**
Shotcrete wall with soils anchor	785	m2	400.00	314,000	
Concrete Work	7,060	m2	514.73		**3,634,000**
Foundations	149	m3	861.79		
Formwork to sides of foundations	399	m2	105.00	41,900	
Reinforcing steel	13,451	kg	1.75	23,500	
Supply readimix conc	149	m3	205.00	30,600	
Pumping and placement (min charge)	149	m3	15.00	2,200	
Labour placement	389	hrs	58.00	22,500	
Formwork removal	140	hrs	58.00	8,100	
Concrete Walls (retaining against shoring)	523	m2	588.52		
Formwork - walls	1,052	m2	185.00	194,500	
Reinforcing steel	22,219	kg	1.75	38,900	
Supply readimix conc	165	m3	205.00	33,700	
Pumping and placement	165	m3	18.00	3,000	
Labour placement	428	hrs	58.00	24,800	
Finishing, sack rub walls	263	m2	30.00	7,900	
Formwork - removal	263	m2	18.00	4,700	
Mirdrain, waterproofing	523	m2	22.00	11,500	
Concrete Walls	1,098	m2	552.74		
Formwork - walls	2,197	m2	155.00	340,500	
Reinforcing steel	53,138	kg	1.75	93,000	
Supply readimix conc	394	m3	205.00	80,700	
Pumping and placement	394	m3	18.00	7,100	
Labour placement	1,023	hrs	58.00	59,400	
Finishing, sack rub walls	549	m2	30.00	16,500	
Formwork - removal	549	m2	18.00	9,900	
Curb Beam - 250x650h	406	m	355.17		
Formwork - walls	528	m2	172.00	90,800	
Reinforcing steel	9,263	kg	1.75	16,200	
Supply readimix conc	71	m3	205.00	14,600	
Pumping and placement	71	m3	18.00	1,300	
Labour placement, place embed/weld plates for railing	185	hrs	58.00	10,700	
Finishing, sack rub walls	264	m2	22.00	5,800	
Formwork - removal	264	m2	18.00	4,800	

CONSTRUCTION COST ESTIMATE	OPTION 1 - 4 Storey Parkade				
Concrete Work - Continued					
Columns - 300x600	29	No.	5,465.52		
Formwork - columns	574	m2	175.00	100,500	
Reinforcing steel	11,254	kg	1.75	19,700	
Supply readimix conc	80	m3	210.00	16,900	
Pumping	80	m3	25.00	2,000	
Labour placement	80	m3	85.00	6,800	
Finishing, sack rub columns	574	m2	22.00	12,600	
Slab on Grade - 150mm	1,765	m2	115.64		
Poly VB and setout	1,765	m2	21.00	37,100	
Reinforcing steel	18,069	kg	1.75	31,600	
Supply readimix conc	278	m3	205.00	57,000	
Pumping	278	m3	15.00	4,200	
Labour placement & screed	1,765	m2	15.00	26,500	
Finishing - power float	1,765	m2	9.00	15,900	
Control joints - sawcut/sealant	1,765	m2	18.00	31,800	
Slabs - 250 slabs	5,295	m2	391.37		
Formwork	5,295	m2	135.00	714,800	
Reinforcing steel	170,962	kg	1.75	299,200	
Supply readimix conc	1,390	m3	245.00	340,500	
Pumping	1,390	m3	15.00	20,800	
Labour placement & screed	5,295	m2	85.00	450,100	
Finishing - power float	5,295	m2	9.00	47,700	
Control joints - sawcut/sealant	5,295	m2	20.00	105,900	
Stairs - Concrete	6	Flt	15,550.00		
Formwork	187	m2	125.00	23,400	
Formwork treads & risers	317	m	65.00	20,600	
Reinforcing steel	7,118	kg	1.75	12,500	
Supply readimix conc	58	m3	245.00	14,200	
Pumping	58	m3	15.00	900	
Labour placement & screed	6	Flt	1,500.00	9,000	
Finishing - power float	317	m	25.00	7,900	
Tactile pattern and nosings	6	Flr	800.00	4,800	
Structural Steel Framing & Miscellaneous Metal					**236,800**
Steel Roof to Stairs/Elevator	50	m2			
Steel framing for roof incl. perimeter	2,250	Kg	10.00	22,500	
Metal deck	50	m2	80.00	4,000	
Elevator Beam				2,500	
Miscellaneous Metals					
Metal wall rails to stairs	58	m	185.00	10,700	
Metal guardrail to stairs	54	m	550.00	29,700	
Metal guardrail to top of curb upstand wall	406	m	400.00	162,400	
Miscellaneous metals			Item	5,000	
Roofing & Traffic Topping	6,465	m2	40.49		**261,800**
Roofing	50	m2	5,236.00		
Perimeter cant detail	60	m	48.00	2,900	
SBS roofing	50	m2	225.00	11,300	
Flashings	60	m	135.00	8,100	
Roof drains	2	No.	600.00	1,200	
Traffic Topping					
Traffic topping to upper levels	5,295	m2	45.00	238,300	
Traffic topping to slab on grade				0	
Vertical Movement	6,465	m2	23.98		**155,000**
Stairs - finishes to stairs	6	Flt	5,000	30,000	
Elevator - 4 stop	1	No.		125,000	

WHITE ROCK WATERFRONT PARKADE

December 19, 2016

Vidal Street and Victoria Ave, White Rock

Design by: READ JONES CHRISTOFFERSEN ENGINEERS

CONSTRUCTION COST ESTIMATE	OPTION 1 - 4 Storey Parkade				
Finishes & Other Works	6,465	m2	43.36		**280,300**
Paint parkade soffit, walls, curb upstand & columns	9,116	m2	18.00	164,100	
Paint Steel - handrails	460	m	80.00	36,800	
H/M Doors & Frames, incl. hardware	8	No.	1,800.00	14,400	
Parking Control - Gate			Item	25,000	
Signage, Line painting			Item	40,000	
Electrical Work	6,465	m2		$60.73	**392,600**
Electrical Service & Dist Panel, Meter, Feeders, Grounding	6,465	m2	7.73	50,000	
Lighting	6,465	m2	48.00	310,300	
Systems -Fire Alarm, Security	6,465	m2	5.00	32,300	
Mechanical Work	6,465	m2		$18.28	**118,200**
Roof draingae	1,765	m2	19.00	33,500	
Foundation drainage	1,765	m2	48.00	84,700	
Sprinklers - Dry Sprinklers				0	
Contractor Site Overheads & Markup			12.5%		**825,200**
Design Contingency & Unspecified Risk			10%		**742,400**
Escalation Contingency - Assume 12mths to start of constr			5%		**410,700**
TOTAL CONSTRUCTION (Excluding GST)	7,060	m2	1,215.30		**$8,580,000**

CONSTRUCTION COST ESTIMATE	OPTION 2 - 6 Storey Parkade				
	Main Level 0				1,765 m2
	Level 1				1,765 m2
	Level 2				1,765 m2
	Level 3				1,765 m2
	Level 4				1,765 m2
	Level 5				1,765 m2
	GROSS FLOOR AREA				**10,590 m2**
Selective Demolition:					**243,500**
Ashpalt slab removal	740	m2	45.00	33,300	
Demolish retaining wall, foundation etc.	48	m	Item	60,000	
Remove organics, trees, shrubs, ground cover & topsoil	1,225	m2	40.00	49,000	
Demolish existing Residence, incl. Hazardous materials remediation			Item	54,000	
Remove redundant buried services			Item	25,000	
Miscell remove debris and dispose - trucking	740	m2	30.00	22,200	
Earthwork					**965,700**
Remove soil berm in stages (coinside with shoring)	11,250	m3	30.00	337,500	
Bulk cut excavation to rough slab base - lower level	890	m3	35.00	31,200	
Miscell site excavation	240	m3	35.00	8,400	
Detailed excavation for foundations	183	m3	40.00	7,300	
Imported granular for slab base & infil foundations	370	m3	48.00	17,800	
Place, spread compact slab base	1,765	m2	12.00	21,200	
Imported granular backfill retaining wall incl. pea gravel	236	m3	65.00	15,300	
Place, compact backfill to retaining wall	236	m2	30.00	7,100	
Dispose off site - trucking	12,563	m3	35.00	439,700	
General cleanup, sweeping	150	hrs	58.00	8,700	
Erosion, sedimentation control, flagging, road cleaning			8%	71,500	
Shotcrete & Shoring					**314,000**
Shotcrete wall with soils anchor	785	m2	400.00	314,000	
Concrete Work	10,590	m2	528.05		**5,592,000**
Foundations	166	m3	830.59		
Formwork to sides of foundations	400	m2	105.00	42,000	
Reinforcing steel	14,953	kg	1.75	26,200	
Supply readimix conc	166	m3	205.00	34,100	
Pumping and placement (min charge)	166	m3	15.00	2,500	
Labour placement	432	hrs	58.00	25,100	
Formwork removal	140	hrs	58.00	8,100	
Concrete Walls (retaining against shoring)	779	m2	588.83		
Formwork - walls	1,568	m2	185.00	290,100	
Reinforcing steel	33,127	kg	1.75	58,000	
Supply readimix conc	245	m3	205.00	50,300	
Pumping and placement	245	m3	18.00	4,400	
Labour placement	638	hrs	58.00	37,000	
Finishing, sack rub walls	392	m2	30.00	11,800	
Formwork - removal	392	m2	18.00	7,100	
Mirdrain, waterproofing	779	m2	22.00	17,100	
Concrete Walls	1,638	m2	552.60		
Formwork - walls	3,275	m2	155.00	507,600	
Reinforcing steel	79,224	kg	1.75	138,600	
Supply readimix conc	587	m3	205.00	120,300	
Pumping and placement	587	m3	18.00	10,600	
Labour placement	1,526	hrs	58.00	88,500	
Finishing, sack rub walls	819	m2	30.00	24,600	
Formwork - removal	819	m2	18.00	14,700	
Curb Beam - 250x650h	682	m	355.13		
Formwork - walls	887	m2	172.00	152,500	
Reinforcing steel	15,560	kg	1.75	27,200	
Supply readimix conc	120	m3	205.00	24,500	
Pumping and placement	120	m3	18.00	2,200	
Labour placement, place embed/weld plates for railing	311	hrs	58.00	18,000	
Finishing, sack rub walls	443	m2	22.00	9,800	
Formwork - removal	443	m2	18.00	8,000	

CONSTRUCTION COST ESTIMATE	OPTION 2 - 6 Storey Parkade				
Concrete Work - Continued					
Columns - 300x600	29	No.	7,800.00		
Formwork - columns	804	m2	175.00	140,700	
Reinforcing steel	16,779	kg	1.75	29,400	
Supply readimix conc	120	m3	210.00	25,200	
Pumping	120	m3	25.00	3,000	
Labour placement	120	m3	85.00	10,200	
Finishing, sack rub columns	804	m2	22.00	17,700	
Slab on Grade - 150mm	1,765	m2	115.64		
Poly VB and setout	1,765	m2	21.00	37,100	
Reinforcing steel	18,069	kg	1.75	31,600	
Supply readimix conc	278	m3	205.00	57,000	
Pumping	278	m3	15.00	4,200	
Labour placement & screed	1,765	m2	15.00	26,500	
Finishing - power float	1,765	m2	9.00	15,900	
Control joints - sawcut/sealant	1,765	m2	18.00	31,800	
Slabs - 250 slabs	8,825	m2	385.36		
Formwork	8,825	m2	135.00	1,191,400	
Reinforcing steel	284,937	kg	1.75	498,600	
Supply readimix conc	2,317	m3	245.00	567,600	
Pumping	2,317	m3	15.00	34,700	
Labour placement & screed	8,825	m2	85.00	750,100	
Finishing - power float	8,825	m2	9.00	79,400	
Control joints - sawcut/sealant	8,825	m2	20.00	176,500	
Stairs - Concrete	10	Flt	10,250.00		
Formwork	187	m2	125.00	23,400	
Formwork treads & risers	317	m	65.00	20,600	
Reinforcing steel	7,118	kg	1.75	12,500	
Supply readimix conc	58	m3	245.00	14,200	
Pumping	58	m3	15.00	900	
Labour placement & screed	10	Flt	1,500.00	15,000	
Finishing - power float	317	m	25.00	7,900	
Tactile pattern and nosings	10	Flr	800.00	8,000	
Structural Steel Framing & Miscellaneous Metal					**374,100**
Steel Roof to Stairs/Elevator	50	m2			
Steel framing for roof incl. perimeter	2,250	Kg	10.00	22,500	
Metal deck	50	m2	80.00	4,000	
Elevator Beam				2,500	
Miscellaneous Metals					
Metal wall rails to stairs	96	m	185.00	17,800	
Metal guardrail to stairs	90	m	550.00	49,500	
Metal guardrail to top of curb upstand wall	682	m	400.00	272,800	
Miscellaneous metals			Item	5,000	
Roofing & Traffic Topping	6,465	m2	77.34		**500,000**
Roofing	50	m2	10,000.00		
Perimeter cant detail	60	m	48.00	2,900	
SBS roofing	50	m2	225.00	11,300	
Flashings	60	m	135.00	8,100	
Roof drains	2	No.	600.00	1,200	
Traffic Topping					
Traffic topping to upper levels	8,825	m2	45.00	397,100	
Traffic topping to slab on grade	1,765	m2	45.00	79,400	
Vertical Movement	10,590	m2	21.72		**230,000**
Stairs - finishes to stairs	10	Flt	5,000	50,000	
Elevator - 6 stop	1	No.		180,000	

CONSTRUCTION COST ESTIMATE	OPTION 2 - 6 Storey Parkade				
Finishes & Other Works	10,590	m2	40.67		**430,700**
Paint parkade soffit, walls, curb upstand & columns	14,570	m2	18.00	262,300	
Paint Steel - handrails	772	m	80.00	61,800	
H/M Doors & Frames, incl. hardware	12	No.	1,800.00	21,600	
Parking Control - Gate			Item	25,000	
Signage, Line painting			Item	60,000	
Electrical Work	10,590	m2		$57.72	**611,300**
Electrical Service & Dist Panel, Meter, Feeders, Grounding	10,590	m2	4.72	50,000	
Lighting	10,590	m2	48.00	508,300	
Systems -Fire Alarm, Security	10,590	m2	5.00	53,000	
Mechanical Work	10,590	m2		$11.16	**118,200**
Roof draingae	1,765	m2	19.00	33,500	
Foundation drainage	1,765	m2	48.00	84,700	
Sprinklers - Dry Sprinklers				0	
Contractor Site Overheads & Markup			12.5%		**1,172,400**
Design Contingency & Unspecified Risk			10%		**1,054,900**
Escalation Contingency - Assume 12mths to start of constr			5%		**583,200**
TOTAL CONSTRUCTION (Excluding GST)	10,590	m2	1,151.09		**$12,190,000**

PRESENT: Councillor Lawrence, Chairperson
Mayor Baldwin
Councillor Chesney
Councillor Fathers
Councillor Knight
Councillor Sinclair
Councillor Meyer

STAFF: D. Bottrill, Chief Administrative Officer
G. St. Louis, Director of Engineering and Municipal Operations / Acting Director of Planning and Development Services
C. Isaak, City Planner
T. Arthur, City Clerk

Press: 1
Public: 14

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1. CALL MEETING TO ORDER

The meeting was called to order at 6:32 p.m.

2. ADOPTION OF AGENDA

2017-LUP/C-025 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee adopts the agenda for April 10, 2017 as circulated.

CARRIED

3. ADOPTION OF MINUTES

a) March 27, 2017 – Land Use and Planning Committee Meeting

2017-LUP/C-026 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee adopts the minutes of the March 27, 2017 meeting as circulated.

CARRIED

4. APPLICATION FOR ZONING AMENDMENT AND MINOR DEVELOPMENT PERMIT – 15541 OXENHAM AVENUE (ZON/MIP 16-021)

Corporate report dated April 10, 2017 from the Acting Director of Planning and Development Services titled "Application for Zoning Amendment and Minor Development Permit – 15541 Oxenham Avenue (ZON/MIP 16-021)".

Unapproved

2017-LUP/C-027 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee:

1. Receives for information the report dated April 10, 2017 from the Acting Director of Planning and Development Services, titled "Application for Zoning Amendment and Minor Development Permit – 15541 Oxenham Avenue (ZON/MIP 16-021);"
2. Recommends that Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151;*" and
3. Recommends that Council direct staff to schedule the required public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151*".

CARRIED

Subsequent Motion
2017-LUP/C-028 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee directs staff to bring forward a City Wide policy with respect to the spacing for duplexes including how it applies to Oxenham as 15541 Oxenham Street was the subject when this item was discussed.

CARRIED

5. OCP AMENDMENT, ZONING AMENDMENT, AND MAJOR DEVELOPMENT PERMIT – 1516/26/36/50/56 FINLAY STREET AND 15601/21 RUSSELL AVENUE (OCP/ZON/MJP 16-020) – OVIEDO HOMES LTD.
Corporate report dated April 10, 2017 from the Acting Director of Planning and Development Services titled "OCP Amendment, Zoning Amendment, and Major Development Permit – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue (OCP/ZON/MJP 16-020) – Oviedo Homes".

Clerk Note: *As staff had recommended* ***to reject*** *the application/ bylaws due to information outlined within the corporate report the Chairperson may inquire if the applicant is in the audience and if the Committee approves to hear from the applicant this would be the time to ask they address the Committee.*

The Applicant was given the opportunity to outline their application at this time.

Unapproved

2017-LUP/C-029 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee:

1. Receives for information the corporate report dated April 10, 2017, from the Acting Director of Planning and Development Services, titled "OCP Amendment, Zoning Amendment, and Major Development Permit – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue (OCP/ZON/MJP 16-020);" and

2. Recommends that Council reject "*Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156,*" "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157,*" and Development Permit No. 396.

DEFEATED

Councillors Knight, Lawrence, Meyer
and Sinclair voted in the negative

Subsequent Motion

2017-LUP/C-029 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee:

1) Receives for information the corporate report dated April 10, 2017, from the Acting Director of Planning and Development Services, titled "OCP Amendment, Zoning Amendment, and Major Development Permit – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue (OCP/ZON/MJP 16-020);" and
2) Recommends that Council give first and second readings to "*Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156,*" "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157,*" and Development Permit No. 396 ensuring staff make a concerted effort to review the matter of an affordable housing agreement in lieu of a cash amenity (or at least partly); and
3) Recommends that Council direct staff to schedule the required public hearing for "*Official Community Plan Bylaw, 2008, No. 1837, Amendment No. 27 (1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2156,*" "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-57 – 1516/26/36/50/56 Finlay Street and 15601/21 Russell Avenue) Bylaw, 2017, No. 2157*".

CARRIED

Councillor Chesney, Fathers and
Mayor Baldwin voted in the negative

Unapproved

6. CONCLUSION OF THE APRIL 10, 2017 LAND USE AND PLANNING COMMITTEE MEETING

The Chairperson declared the meeting concluded at 7:13 p.m.

Mayor Baldwin

Tracey Arthur, City Clerk

Unapproved

PRESENT: J. Lawrence
M. Benny
M. MacNeill
B. Clark

ABSENT: G. Saunders
S. Hamm
Councillor M. Knight

COUNCIL LIAISON: Councillor G. Meyer (Alternate)

STAFF: G. St. Louis, Director of Engineering and Municipal Operations
C. McBeath, City Planner
S. Lam, Deputy City Clerk

Press: 0
Public: 0

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1. CALL TO ORDER

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

2. ADOPTION OF AGENDA

2017-ENV-001 **It was MOVED and SECONDED**
THAT the Environmental Advisory Committee adopts the agenda for the April 5, 2017 meeting as circulated.

CARRIED

3. APPOINTMENT OF CHAIRPERSON AND ACTING CHAIRPERSON

The Committee to appoint a Chairperson and Acting Chairperson for the Environmental Advisory Committee with a term ending December 31, 2017.

2017-ENV-002 **It was MOVED and SECONDED**
THAT the Environmental Advisory Committee reappoint Gary Saunders as Chairperson to the Committee for the term ending December 31, 2017.

CARRIED

2017-ENV-003 **It was MOVED and SECONDED**
THAT the Environmental Advisory Committee appoint John Lawrence as Vice Chairperson to the Committee for the term ending December 21, 2017.

CARRIED

Unapproved

4. ADOPTION OF MINUTES

a) November 1, 2016

2017-ENV-004 **It was MOVED and SECONDED**

THAT the Economic Investment Committee adopts the November 1, 2016 minutes as circulated.

CARRIED

5. OFFICIAL COMMUNITY PLAN – FIRST DRAFT

Corporate report submitted to the Land Use and Planning Committee on March 6, 2017 by the Acting Director of Planning and Development Services titled "Official Community Plan – First Draft" is attached for information purposes.

Official Community Plan (OCP) – First Draft of the OCP was introduced by the Acting Director of Planning and Development Services and the City Planner. A PowerPoint presentation was also provided.

The Committee was tasked to review the following sections of the draft OCP:

- Section 3 – Vision, Guiding Principles, Goals (pages 4-12)
- Section 6 – Community Character (pages 20-22)
- Section 7 – Growth Management (pages 23-25)
- Section 9 – Town Centre (pages 36-38)
- Section 10 – Waterfront (pages 39-41)
- Section 12 – Environmental Management (pages 46-49)
- Section 18 – Quality of Life (pages 67-69)
- Environmental Development Permit Areas (pages 156-160)
- Schedule/Map C – 'Fraser River Estuary Management Program Area Designations' and Schedule/Map D – 'Environmental Development Permit Areas' (pages 164-165)
- Form and Character, Development Permit Guidelines (pages 78-155)

The following questions/comments/feedback was provided by the Committee to staff:

- In response to a question of the Committee, staff advised that the development of the Water Master Plan is noted in Part C, and advised that the demographics and growth projections from the OCP will be considered when sizing the pipes;
- In reference to Page 41 of the Draft OCP: Concerns were expressed regarding noise pollution and potential disturbance to general marine life in the Bay. It was suggested that language be included which clarifies active recreation along the waterfront or to include wording regarding non-motorized activities (eg: surfing, kayaks verses skidoos);
- Regarding design guidelines that discourage the use of stucco in the 'Mature Neighbourhoods,' staff confirmed that this would apply to duplexes and triplexes but not single family homes;
- It was suggested that wording be included in regard to the use of 'fire smart' materials in reference to building guidelines. Staff clarified that the Province is working on creating a building code that is consistent throughout the province, further advising that what is currently in effect could be repealed before the end of the year;
- In terms of lighting, the Committee spoke to the dark sky initiative in relation to light pollution. Staff advised that CPTED (Crime Prevention Through Environmental Design) is considered in terms of lighting requirements, and the design guidelines discourage 'light spill' onto adjacent properties;

Unapproved

- With respect to Quality of Life, it was suggested that wording regarding community gardens be included in the OCP. The Committee also spoke to vertical gardens, suggesting that they can assist in improving air quality;
- Staff advised that the City is working on a Parks Master Plan that should elaborate on the use of Pocket gardens, and also advised that the topic of green roofs have been mentioned in the Environmental Management Plan;
- Discussion regarding green roofs continued, and members of the Committee cautioned the use of these methods, adding that they require committed funding for maintenance. Further, it was noted that loading requirements need to be considered in terms of having them on the roofs;
- In terms of the proposed maps noted in the Draft OCP, it was suggested that the railways be included. Staff advised that the railway properties are leased, and so they are classified as parkland;
- In terms of neighbouring municipalities and First Nation land, the Committee questioned if the future of surrounding lands was considered when developing the draft OCP. It was noted that each municipality/First Nation band addresses their neighbourhood's differently (timing, priorities, projects, proposed developments, etc.). Staff reported that Surrey and Semiahmoo First Nation have been forwarded the draft plans, and feedback is expected;
- In terms of the Environmental Development Permit Areas, it was suggested that there is not enough clarity in terms of what is permitted, adding that the wording is too general;
- In terms of development adjacent to watercourses, a Riparian Areas Assessment from a qualified environmental professional (e.g. a biologist) determines what is permitted, adding that there is no flexibility within what is defined in this report. It was also noted that the Regulations was put in place by the Province but enforced by the municipality;
- It was suggested that language regarding the waterfront and watercourses should be revised to encourage enhancement as opposed to compliance.

With respect to the OCP, it was noted that the document is meant to be a fluid document that will evolve over time. It was noted that the OCP provides a baseline/vision for the Community in general terms. It was noted that OCPs are generally reviewed every five (5) years.

The Committee questioned if matters such as the maximum allowable storeys of a building would be defined in the OCP. Staff clarified that those matters are outlined in general terms in the OCP but specific restrictions are included in the City's Zoning Bylaw. The City will commence a full review of the bylaw review once the OCP has been adopted.

The Committee commended staff for the quality and detail that was noted in the draft OCP. While there are no official recommendations made by the Committee, staff advised they would consider today's discussions when revising the draft OCP.

Chris McBeath, City Planner, departed the meeting at 5:07 p.m.

6. ENVIRONMENTAL STRATEGIC PLAN

At the November 7, 2016 regular Council meeting, Council directed the Environmental Advisory Committee to review the Environmental Strategic Plan and to bring forward recommendations in the form of a work plan for Council's consideration.

Unapproved

The Director of Engineering and Municipal Operations provided a PowerPoint presentation regarding the Environmental Strategic Plan, which highlighted work the City has completed to date, work that is ongoing, and work that is planned for the future.

Councillor Meyer left the meeting at 5:16 p.m.

Discussion ensued throughout the presentation and the following comments were noted:

- City operations are Green House Gas neutral, noting that credits have not been purchased. It was noted that the City earns credits for sending organic materials and garbage to Metro Vancouver. The incinerator transforms the matter to energy which helps the City achieve carbon neutrality and turning the organic waste into compost;
- It was noted there are other methods available for the City to achieve credits, not just with garbage and organics; i.e lining of sewer pipes instead of excavating and replacing them;
- The City uses CCTV cameras in the pipes to inspect the condition of pipes and if there are any leaks;
- It was noted that food grinders are not good for the environment or the taxpayers as the cost of removing green waste is only $50 per metric-ton compared to solid waste and garbage which is over $100 per metric-ton. The Committee suggested that these facts be better advertised as the Community may be unaware.

The Committee advised that they would like another meeting to have a detailed discussion regarding the Strategic Plan, and to have time to develop recommendations. Staff will make arrangements to call an additional meeting.

With respect to next steps, the Committee advised that the Community will often ask for updates regarding the Hump. Staff advised that there is a Vegetation Management Plan being developed by the City's Parks Manager. It was noted that the City's Parks Manager will be invited to a future meeting to discuss this project.

It was reported that staff are currently working on multiple items in the City's workplan. The Committee suggested that the Hump be addressed in the near future and considered a higher priority within staff's workplan.

2017-ENV-005 **It was MOVED and SECONDED**

THAT the Environmental Advisory Committee recommends to Council that the revegetation of the Hump be addressed in the near future, and made a higher priority in the City's workplan.

CARRIED

Unapproved

7. NEXT MEETING

To Be Determined

8. CONCLUSION OF THE MEETING

The Chairperson declared the meeting concluded at 6:00 p.m.

S.A.lam

J. Lawrence, Acting Chairperson

S. Lam, Deputy City Clerk

Unapproved

THE CORPORATION OF THE

CITY OF WHITE ROCK

BYLAW 2204

A Bylaw to amend the Financial Plan for 2017 to 2021

WHEREAS the City Council of the Corporation of the City of White Rock is empowered by the provisions of Section 165 of the "Community Charter" to amend the Financial Plan for the five-year period ending the thirty-first day of December 2021.

AND WHEREAS it is necessary for such Financial Plan to be amended

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

1. Schedule "A" and Schedule "B" attached to and forming part of the "White Rock Financial Plan (2017-2021) Bylaw, 2016, No. 2175", are hereby repealed and replaced by the Schedules "A" and "B" attached hereto and forming part of this bylaw.
2. This Bylaw may be cited for all purposes as the "Financial Plan (2017-2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204".

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
RECEIVED THIRD READING on the	day of
ADOPTED on the	day of

_____
Mayor

_____
City Clerk

	2017	2018	2019	2020	2021
Revenues:					
Municipal Property Taxes	$ 20,357,860	$ 21,183,996	$ 22,072,818	$ 22,920,794	$ 24,053,023
Regional Library Levy	904,465	922,554	941,005	959,825	979,022
BIA Levy	318,000	324,000	330,000	330,000	330,000
Sewer Parcel Tax	153,500	153,500	153,500	153,500	153,500
Local Improvement Parcel Tax	5,206	5,206	5,206	5,206	5,206
Grant in Lieu of Taxes & Utility Levy	268,400	273,768	279,243	284,828	290,525
Development Cost Charges	2,652,500	1,198,500	2,049,800	875,500	798,000
Fees & Charges	14,212,600	14,898,930	15,655,774	16,235,953	16,877,993
Own/Other Sources	12,863,015	8,422,228	21,798,334	14,508,674	11,139,998
Government Grants	10,172,840	4,938,740	3,072,940	3,078,740	578,740
Total Revenues	$ 61,908,386	$ 52,321,422	$ 66,358,620	$ 59,353,020	$ 55,206,007
Expenses:					
Interest on Debt	582,363	787,204	941,237	948,737	948,737
Other Municipal Purposes	36,717,326	35,068,405	35,908,803	36,896,648	37,969,855
Amortization Expense	5,362,500	7,052,800	7,895,900	8,222,300	8,407,200
Total Expenses	$ 42,662,189	$ 42,908,409	$ 44,745,940	$ 46,067,685	$ 47,325,792
Surplus Before Adjustments	$ 19,246,197	$ 9,413,013	$ 21,612,680	$ 13,285,335	$ 7,880,215
Adjustment for Non Cash Items:					
Amortization Expense	5,362,500	7,052,800	7,895,900	8,222,300	8,407,200
Adjustments for cash items not recognized as revenues or expenses in the Statement of Operations:					
Tangible Capital Asset Expenditures	(54,766,000)	(25,014,000)	(19,233,000)	(17,360,000)	(8,697,000)
Principal Payments on Capital Leases	(21,900)	(15,700)	(4,500)	-	-
Principal Payments on Long Term Debt	(288,807)	(678,577)	(891,582)	(955,000)	(985,467)
Debt Financing Received	5,209,400	6,081,900	400,000	-	-
Transfer from Capital Works Reserve	2,786,700	582,000	758,000	105,000	75,000
Transfer from Land Sale Reserve	1,880,300	282,200	-	-	-
Transfer from Off-street Parking Reserve	7,600	-	-	-	-
Transfer from Equipment Replacement Reserve	2,328,200	81,000	266,000	135,000	1,183,000
Transfer from Statutory Community Amenity Contribution Reserve	-	4,848,000	5,618,500	3,027,000	427,000
Transfer from Sanitary Sewer Infrastructure Reserve	6,993,600	4,399,000	974,800	600,000	430,000
Transfer from Memorial Park Temporary Reserve [1]	2,700,000	-	-	-	-
Transfer from Waterfront Parking Facility Temporary Reserve [1]	2,300,000	-	-	-	-
Transfer from Promenade Extension Temporary Reserve [1]	250,000	1,650,000	1,800,000	-	-
Transfer from Non-statutory Community Amenity Contribution Reserve	745,000	50,000	-	-	-
Transfer from Other Reserves	20,926,248	5,645,648	2,745,248	3,726,148	2,323,548
Transfer from Operating Funds	3,876,900	4,059,000	4,086,900	4,277,300	4,199,400
Appropriation from Surplus	-	23,100	243,100	84,100	-
Transfer to Capital Works Reserve	(1,068,200)	(1,116,600)	(1,315,900)	(1,369,100)	(1,423,200)
Transfer to Equipment Replacement Reserve	(583,500)	(619,900)	(631,400)	(643,100)	(655,100)
Transfer to Statutory Community Amenity Contribution Reserve	(4,600,000)	(250,000)	(12,000,000)	(3,600,000)	(2,900,000)
Transfer to Memorial Park Temporary Reserve [1]	(2,700,000)	-	-	-	-
Transfer to Waterfront Parking Facility Temporary Reserve [1]	(2,300,000)	-	-	-	-
Transfer to Promenade Extension Temporary Reserve [1]	(250,000)	(3,450,000)	-	-	-
Transfer to Sanitary Sewer Infrastructure Reserve	(799,294)	(5,535,299)	(4,832,205)	(868,299)	(942,799)
Transfer to Other Reserves	(3,323,044)	(3,393,585)	(3,370,641)	(4,354,384)	(5,087,397)
Transfer to Surplus	(35,000)	(35,000)	(35,000)	(35,000)	(35,000)
Transfer to Capital Funds	(3,876,900)	(4,059,000)	(4,086,900)	(4,277,300)	(4,199,400)
Financial Plan Balance	$ -	$ -	$ -	$ -	$ -

Notes:

[1] **If Community Amenity Contributions are received prior to committing funds for the Memorial Park, Pier Washroom, Waterfront Parking Facility and/or Extension of the Promenade to Coldicutt Ravine projects the above transfers originated from the Sanitary Sewer Fund Infrastructure Reserve will be reduced or not required to that extent as the Community Amenity Contributions received will become the funding source.**

Financial Plan (2017 to 2021) Bylaw, 2016, No. 2175, Amendment No. 1, Bylaw 2017, No. 2204
Schedule B - Revenue and Tax Policy Statements

1. Proportions of 2017 Revenue:

Property Value Taxes	35%
Fees & Charges	23%
Other Sources	42%

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

Fees and Charges represent 23% of 2017 budgeted revenue. The most significant of these are water, sanitary sewer, drainage and solid waste user fees, as well as Recreation and Culture program revenue.

The Other Sources category represents 41% of 2017 budgeted revenue. The revenue proportions are skewed this year due to the significant amount of community amenity contribution revenue budgeted to be received. As well, the City is budgeting to receive significant government grants, which are also included in this revenue category. Other components of Other Sources revenues include pay parking, investment income, building permits and business licences.

Over the four years 2018 to 2021, these proportions are projected to remain similar, except for annual fluctuations in projected community amenity contribution revenue and government grants.

2. 2017 Municipal Property Tax Distribution:

Class 1 Residential	89.56%
Class 2 Utility	0.21%
Class 6 Business & Other	10.20%
Class 8 Recreational & Nonprofit	0.03%

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

3. Permissive Tax Exemptions:

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

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

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

Permissive tax exemptions granted for 2017 will be listed in the City's 2017 Annual Report.

THE CORPORATION OF THE

CITY OF WHITE ROCK

BYLAW 2205

A bylaw for the levying of rates on land and improvements for the year 2017

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

1. In this Bylaw, unless the context otherwise requires:

   "City" means The Corporation of the City of White Rock.

   "Improvements" and "Land" shall have the meanings respectively assigned to them in the Schedule of the *Community Charter*, S.B.C. 2003. c. 26.

2. To provide in and for the year 2017 for the monies required for all lawful municipal general purposes of the City, including the provision for uncollectible taxes and for taxes that it is estimated will not be collected during the year, the rates appearing in Column "A" of Schedule “A” of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2017. Such rates shall be known as the "General Rates".

3. To provide in and for the year 2017 for the monies required to pay the assessments levied against the City by the Fraser Valley Regional Library, the rates appearing in Column "B" of Schedule “A” of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2017. Such rates shall be known as the "Fraser Valley Regional Library Rates".

4. To provide in and for the year 2017 for the monies which when added to the amount remaining in the Metro Vancouver Regional District (Regional District) account from the previous year, are sufficient for the share of the City for the expenses of the Regional District, and the share of the City debts incurred for Regional District purposes, according to the requisition submitted by the Regional District Board, the rates appearing in Column "C" of Schedule “A” of this Bylaw are hereby imposed upon the full assessed value of all taxable land and all taxable improvements within the City according to the assessed value thereof as shown on the Assessment Roll of the City for hospital purposes for the year 2017. Such rates shall be known as the "Metro Vancouver Regional District Rates".

5. To provide in and for the year 2017 for the monies granted to the White Rock Business Improvement Association for implementation of the White Rock Business Improvement Area Business Promotion Scheme, the rate appearing in Column “D” of Schedule “A” of this Bylaw is hereby imposed upon the full assessed value of all Class 06 taxable land and all Class 06 taxable improvements within White Rock Business Improvement Area according to the assessed value thereof as shown on the Assessment Roll of the City for the year 2017. The White Rock Business Improvement Area is defined in White Rock Business Improvement Area Bylaw, 2015, No. 2075”. This rate shall be known as the “Business Improvement Area Rate”.

6. This Bylaw may be cited as the "White Rock Annual Rates Bylaw, 2017, No. 2205".

RECEIVED FIRST READING on the day of

RECEIVED SECOND READING on the day of

RECEIVED THIRD READING on the day of

ADOPTED on the day of

_____

MAYOR

_____

CITY CLERK

Schedule "A"

Tax Rates (Dollars of tax per $1,000 Taxable Value)

	A	B	C	E
Property Class	**Municipal General Purposes**	**Fraser Valley Regional Library Purposes**	**Metro Vancouver Regional District Purposes**	**Business Improvement Area**
01 Residential	2.17490	0.09663	0.04431	N/A
02 Utilities	16.11606	0.71601	0.15510	N/A
06 Business/Other	5.83248	0.25913	0.10857	1.01285
08 Seasonal/Recreation	1.62300	0.07211	0.04431	N/A

THE CORPORATION OF THE

CITY OF WHITE ROCK

BYLAW 2194

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

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

1. Definition 2 (e) "Civic Property", is hereby added:

   "Civic Property" includes properties owned by the City of White Rock.

2. Definition 4, is hereby deleted and replaced by:

   A Civic Property or Institutional User is exempted from the provisions of this bylaw.

3. Schedule "A" attached to and forming part of the "White Rock Drainage Utility User Fee Bylaw, 2004 No. 1739", is hereby deleted and replaced by Schedule "A" attached hereto and forming part of this Bylaw.

4. This bylaw may be cited as "*White Rock Drainage Utility User Fee Bylaw, 2004, No. 1739, Amendment No. 10, Bylaw 2017, No. 2194*".

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
RECEIVED THIRD READING on the	day of
ADOPTED on the	day of

MAYOR

CITY CLERK

Schedule "A"

Drainage Utility Fees

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

A fee is calculated as follows:

A x R x rate = drainage utility fee (but subject to the minimum fee)

Where:

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

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

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

"Rate" is – the annual charge established by the Council of the City, being $1.2784 per square meter of parcel area.

The minimum drainage utility fee for any property is $40.00.

***** If a parcel has been subdivided into strata units to accommodate residential or commercial uses each unit created will be charged an equal share of the user fee calculated for that parcel.

e.g. A parcel has been developed to create 10 strata units. Each unit owner pays 1/10 of the Fee calculated for the parcel.

The Corporation of the
CITY OF WHITE ROCK
BYLAW 2181

A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. That Schedule "B" – Comprehensive Development Zones' of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended, be amended as follows:

   (1) By deleting Section 7.1.6 "CD-16 Comprehensive Development Zone 16 (Johnston, Thrift & Russell) and substituting Schedule "1" to this amending bylaw, as amended Section 7.1.6 "CD-16 Comprehensive Development Zone 16 (Johnston, Thrift & Russell)."

3. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-16 – 15177 Thrift Avenue, 1461 to 1475 Johnston Road, and 15152 to 15154 Russell Avenue) Bylaw, 2017, No. 2181".

PUBLIC INFORMATION MEETING on the	18th	day of	January, 2017
RECEIVED FIRST READING on the	30th	day of	January, 2017
RECEIVED SECOND READING on the	30th	day of	January, 2017
PUBLIC HEARING WAIVED on the	30th	day of	January, 2017
RECEIVED THIRD READING on the		day of	
ADOPTED on the		day of	

MAYOR

CITY CLERK

7.16 CD-16 COMPREHENSIVE DEVELOPMENT ZONE (Johnston, Thrift & Russell)

INTENT

The intent of this zone is to accommodate the development of a phased commercial / residential development including civic uses in the Town Centre area on a site of approximately 1.45ha (3.57ac).

1. Permitted Uses

In the CD-16 Zone the following uses are permitted and all other uses are prohibited:

(a) an *apartment* use
(b) a *townhouse* use
(c) a *retail service group 1*
(d) a *licensed establishment*, including *liquor primary*, *food primary*, *agency store*, *liquor store*, *u-brew* or *u-vin*
(e) a *civic* use
(f) an *accessory home occupation* use subject to the provisions of Section 5.3.

2. Location of Permitted Uses

(a) The location of each permitted use shall be in accordance with the Plans and as follows:
  (i) A *retail service group 1* use must only be located in the first or second story of a *building*;
  (ii) A *townhouse* use shall be located as generally shown and labelled as CH ("City Homes") on the Plans attached herein and forming part of this bylaw. Notwithstanding, the areas shown for *townhouse* use may be considered for ground level retail or live/work, and upper level office use; and
  (iii) A *civic* use may be located on the 1st or 2nd floor.

3. Density:

(a) BASE DENSITY: The maximum number of *dwelling units*, *gross floor area*s and *lot coverage* of *buildings* and *structures* shall be in accordance with the following:

Phase Area (1)	Maximum number of *Dwelling Units*	Maximum *gross floor area*(2) for a *residential use* (includes *apartments*, *townhouses*(4), and amenity areas(3)	Maximum *gross floor area* for a *Retail Service Group 1 Use*(4) and *Civic* Uses	Maximum *gross floor area* for commercial and residential uses	Maximum *Lot Coverage*
1	129	13,846 m^2	1,162 m^2	15,008 m^2	33%
2	96	10,553 m^2	2,438 m^2	12,991 m^2	64%
3	202	24,106 m^2	4,662 m^2	28,768 m^2	53.4%
Total for all Phases	427	48,505 m^2	8,262 m^2	56,767 m^2	52%

1. As indicated on the Plans
2. Excludes unenclosed balconies, stairwells, elevator shafts, common corridors, and enclosed parking areas
3. Means common storage and recreational amenity areas provided for the exclusive use of the residential tenants
4. Townhouse floor area may be considered for *retail service group 1* use as outlined in Section 7.1.6.2 (ii).

(b) ADDITIONAL (BONUS) DENSITY: If, prior to applying for a Building permit for construction of a Building on the subject lands, the Owner of parcels to which this zone applies provides the City with cash in lieu of community amenities, having a minimum value of $436,471, to assist with the provision of the amenities in the following table, the maximum number of *dwelling units* in Phase 3 shall be:

(i) 248 *apartment dwelling units*, and

(ii) 10 *townhouse dwelling units* labelled as CH ("City Homes") on the Plans and described as a *townhouse* use as outlined in Section 7.1.6.2(ii).

#	Amenity
1	Sanitary sewer system improvements

The amenity must be provided in accordance with an amenity agreement and section 219 covenant delivered by the owner of the subject real property, to secure the amenity.

4. Regulations for Size, Shape, and Siting of Buildings and Structures

Reference to a numbered Building refers to the building labelled that specific number on the Plans.

(a) As indicated on the Plans, *principal buildings*:

(i) shall not exceed a height of:

- 178.2m geodetic for Building 1;
- 167.5m geodetic for Building 2;
- 158.2m geodetic for Building 3;
- 161.7m geodetic for Building 4;

(ii) shall be sited in accordance with the setbacks from a property line, as shown on the Plans;

(b) *Accessory buildings* and *structures*:

(i) shall not exceed a height of 7.5 m;

(ii) shall be sited in accordance with the setbacks from a property line, as shown on the Plans;

5. Parking and Loading

Parking and Loading shall be provided as follows:

(i) Residential uses, including *apartments* and *townhouses*, at 1.8 spaces per *dwelling unit*, inclusive of 0.2 parking spaces to be designated for visitors parking;

(ii) *Retail service group 1* uses and *civic* uses at 1.0 parking spaces for every 37 m^2 of gross floor area;

(iii) Parking spaces for persons with disabilities shall be provided at a ratio of 3 spaces for 1st 200 parking spaces, and one space for each additional 100 spaces.

All other provisions of Sections 4.14 and 4.15 apply:

6. General

Drawings attached hereto prepared by NSDA Architects:

- A-001 July 30, 2010
- L-1.0 July 30, 2010
- A-601 July 30, 2010

on file with the City of White Rock; and for the purposes of this zone are referred to as "the Plans".

Development in this zone shall conform substantially to the Plans.

White Rock Town Centre Development

Bosa Properties Inc.

15150 Russell Avenue, White Rock, B.C.

Drawing List

ARCHITECTURAL
Neale Staniszkis Doll Adams Architects
201-134 Abbott Street, Vancouver, BC V6B 2K4
Telephone: 604-669-1928 Fax: 604-683-2241

A-001	Cover Sheet
A-001.1	Statistics Comparison
A-002	Shadow Analysis Comparison
A-101	P1 Parking Plan & Townhouses
A-102	P2 Parking Plan
A-103	P3 Parking Plan
A-105	Plaza Level Plan
A-106	Mezzanine Level Plan
A-107	Tower Level 1 Plan
A-108	Tower Level 2 Plan
A-110	Tower 3 Plans
A-111	Tower 3 Plans
A-112	Tower 4 Plans
A-113	Tower 4 Plans
A-210	Site Section
A-301	South Site Elevation Comparison
A-301.1	South Site Elevation - July 30, 2010 Submission
A-306	North Site Elevation Comparison
A-306.1	North Site Elevation - July 30, 2010 Submission
A-321	Tower 3 East Elevation Comparison
A-322	Tower 3 West Elevation Comparison
A-323	Tower 4 East Elevation Comparison
A-324	Tower 4 West Elevation Comparison
A-601	Massing Study

LANDSCAPE ARCHITECT
Perry and Associates
Suite 200 - 1558 West 8th Avenue, Vancouver, B.C., V6J 1R2
Phone: 604-738-4118 Fax: 604-738-4116

L1.0	Plaza Level Plan
L2.0	Tower Level 2 Plan

SURVEYOR
Bennett Surveys Ltd.
Suite 201 - 9547 152nd Street, Surrey, B.C., V3R 5Y5
Phone: 604-582-0717 Fax: 604-582-0770

Current submission July 30, 2010

Floor Area Calculations

	Tower 1			Tower 2				Tower 3			Tower 4			Total
	Residential	Amenity	Community Centre	Residential	Amenity	Retail	College	Residential	Amenity	Retail	Residential	Amenity	Retail	
Parking Level											5,478.00	1,191.00		
Plaza Level	1,255.15		12,506.62	1,352.16		15,015.97	843.69	1,720.00		16,736.00	4,315.00	0.00	26,255.00	
Mezzanine Level	837.64			754.72			330.51	937.00		0.00	7,050.00	0.00		
Tower L1	7,243.96	1,021.04		4,108.31	1,061.97		9,547.49	9,397.00	372.00		15,134.00	580.00	1,500.00	
Tower L2	7,466.53			4,766.59				9,769.00	0.00		9,694.00	1,180.00		
Tower L3	7,466.53			7,466.53				9,769.00			9,694.00			
Tower L4	7,466.53			7,466.53				9,769.00			9,694.00			
Tower L5	7,466.53			7,466.53				9,769.00			9,694.00			
Tower L6	7,466.53			7,466.53				9,769.00			9,694.00			
Tower L7	7,466.53			7,466.53				9,769.00			9,694.00			
Tower L8	7,466.53			7,466.53				8,695.00			9,694.00			
Tower L9	7,466.53			7,466.53				8,695.00			8,655.00			
Tower L10	7,466.53			7,466.53				8,695.00			8,655.00			
Tower L11	7,466.53			7,466.53				6,373.00			8,655.00			
Tower L12	7,466.53			7,466.53				6,373.00			8,614.00			
Tower L13	7,466.53			7,466.53				5211			8,614.00			
Tower L14	7,466.53			7,466.53				1,182.00			5,522.00			
Tower L15	7,466.53			6,133.29							1,399.00			
Tower L16	7,466.53			5,003.53										
Tower L17	7,466.53			811.51										
Tower L18	7,466.53													
Tower L19	6,133.29													
Tower L20	5,003.53													
Tower L21	811.51													
Total	**148,016.29**	**1,021.04**	**12,506.62**	**112,528.47**	**1,061.97**	**15,015.97**	**10,621.89**	**115,892.00**	**372.00**	**16,736.00**	**145,949.00**	**2,951.00**	**27,755.00**	
RESIDENTIAL	**148,016.29**			**112,528.47**				**115,892.00**			**145,949.00**			**522,385.76**
RETAIL						**15,015.97**				**16,736.00**			**27,755.00**	**60,506.97**
AMENITY		**1,021.04**			**1,061.97**				**372.00**			**2,951.00**		**5,406.01**
COMMUNITY			**12,506.62**											**12,506.62**
COLLEGE							**10,621.89**							**10,621.89**

FAR=Residential+Retail+College/Total Site Area
(522385.76+60506.97.73+10,621.89)/ 155,584.4 = **3.91**

Parking Requirements

Required Parking:

Community Services/Cultural Arts Facilities:
1 space for each 400 sq. ft. or 12,500/400 = 32 spaces
Handicapped: 1

Retail Services:
1 space for each 400 sq. ft or 69,368/400 = 178 spaces
Handicapped: 3

Residential:
1.8 space for each dwelling unit or 873 spaces
Handicapped: 13

Handicapped:
3 spaces/200 spaces = over 200 add 3 +1 per 100 spaces

Office/college:
27 spaces

Provided Parking:

Community Services: 86 spaces
Regular: 36
Small: 3
Handicapped: 1

Retail: 212 spaces
Regular: 149
Small: 57
Handicapped: 6

Residential: 876 spaces
Regular: 608
Small: 254
Handicapped: 14

Office/college:
Regular: 27

Residential Unit Breakdown per Building

	Building 1	Building 2	Building 3	Building 4	Totals
Studio	17	12		0	29
1 Bedroom	17	13	49	59	138
1 Bedroom + Den	17	14	0		31
2 Bedroom	38	24	47	56	165
2 Bedroom + Nook	35	29	0	0	64
2 Bedroom + Den	1	4	18	15	38
2 Bedroom + Family	4		0	0	4
2 Bedroom TH				12	12
3 Bedroom + Family			2	2	4
Totals	**129**	**96**	**116**	**144**	**485**

Area Breakdown per Phase

	Phase 1 Bldg 1	Phase 2 Bldg 2	Phase 3 Bldg 3&4
No of residential units	129.00	96.00	260.00
Residential floorspace	148,016.29	112,528.47	261,841.00
Amenity space	1,021.04	1,061.97	3,323.00
Commercial floorspace		15,015.97	44,491.00
Community Centre	12,506.62		
College		10,621.89	
Footprint at Podium Level	13,762.00	17,612.00	49,026.00
Site area	41,883.00	27,739.00	91,876.00
Lot Coverage at Podium	0.33	0.64	0.534
Footprint at Level 4	7,466.53	7,466.56	19,488.00
Lot Coverage at Level 4	0.18	0.27	0.21

Site Statistics

Street Address
15150 Russell Avenue, White Rock, B.C.
15177 Thrift Avenue
1471 Johnston Road
1475 Johnston Road
1477 Johnston Road

Legal Description
Lot 20, Plan 27583, Section 10, Township 1, New Westminster Land District, Part NE1/4, Except Plan REF 36117
Lot 3, Plan 9985, Section 10, Township 1, New Westminster Land District, Part NE1/4, Except Plan W 7
Lot 2, Plan 9988, Section 10, Township 1, New Westminster Land District, Part N1/4, Except Plan Plan W 7
Parcel K, Plan 13054, Section 10, Township 1, New Westminster Land District, Except Plan REF 36117, 39083; Lot E Plan 5574 and of Lot 1 Plan 9988
Lot 52, Plan 39083, Section 10, Township 1, New Westminster Land District, Part NE1/4

Zoning
P-1 Civic Institutional Zone

Permitted Uses
Public / Institutional / Utility Uses

Number of Residential Units
485

Site Area:
155,584.4 Square Feet

Site Coverage:

Main Level: 80600/155,584.4 = 0.52

4th Level:34421.09/155,584.4 = 0.22

NSDA ARCHITECTS

201-134 Abbott St
Vancouver, BC
Canada V6B 2K4

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F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

NEALE STANISZKIS DOLL ADAMS

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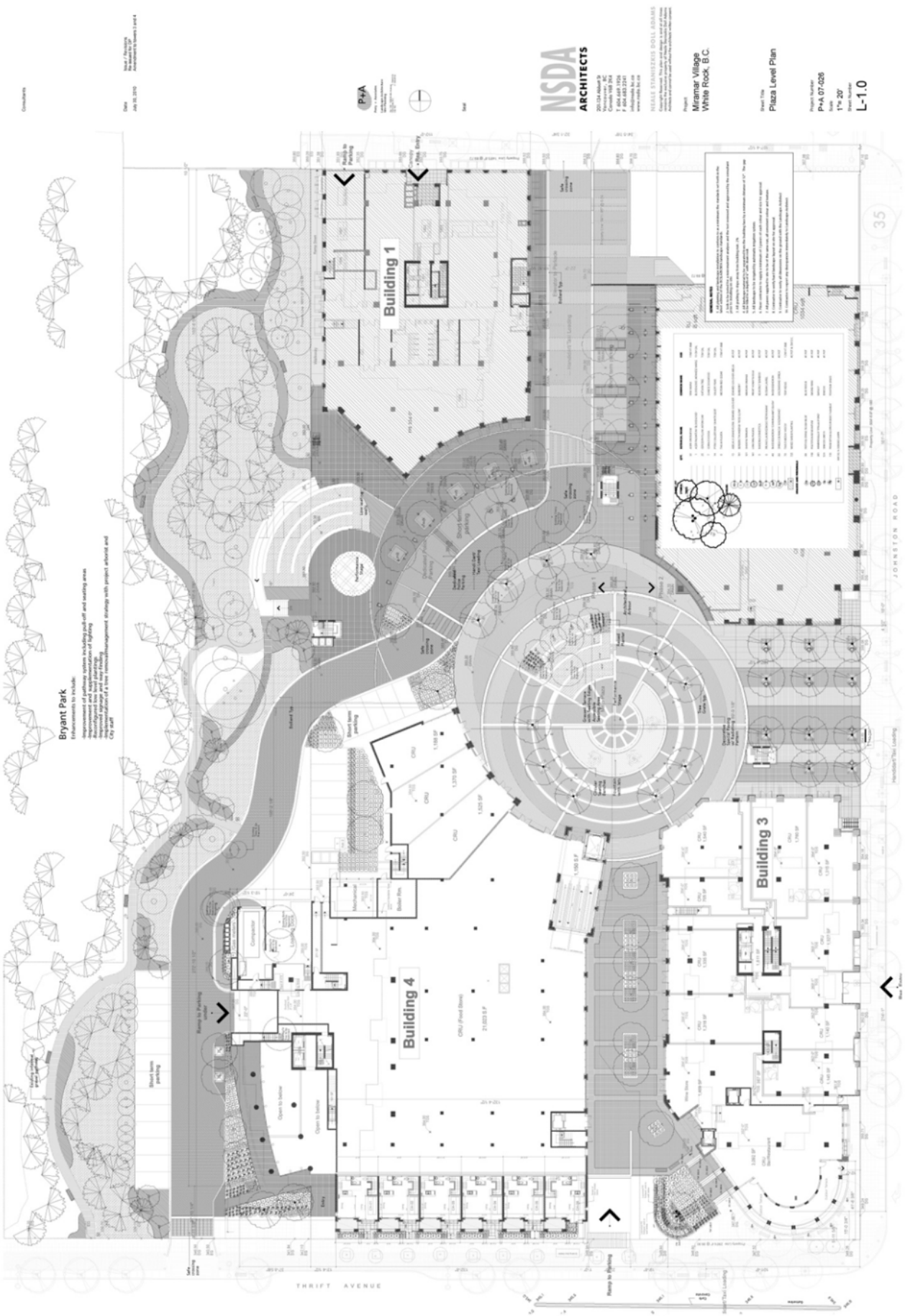
Project
White Rock Town Centre Development

Sheet Title
Title Sheet

Project Number
04036

Scale

Sheet Number
A-001


Consultants
Date
July 20, 2010
Issue / Revision
Re-issued for DP
Revised Notes Sheets 2 and 4
P+A
Seal
NSDA
ARCHITECTS
200-1334 Alberni St
Vancouver, BC
Canada V6E 4N5
T 604.669.1926
F 604.683.2261
www.nsda.bc.ca
info@nsda.bc.ca
REALE STANKIEWICZ DOLL ADAMS
Project
Miramar Village
White Rock, B.C.
Drawd Title
Plaza Level Plan
Project Number
P+A 07-026
Scale
1"= 20'
Drawn Number
L-1.0
Bryant Park
Enhancements to include:
improvement of pathway system including pull-off and seating areas
improvement and implementation of lighting
improved signage and way-finding
City staff
Building 1
Building 3
Building 4
THRIFT AVENUE
JOHNSTON ROAD
Ramp to Parking
Short term parking
Open to below
Compactor
Mechanical
Back Bns
CRU (Food Store)
21,023 S.F.
Safe Loading zone
Delivery/Pick-up parking
Short term parking
Handicap Taxi Loading
Bus Turnin

White Rock Town Centre Development

15150 Russell Avenue, White Rock, BC

Bird's Eye View

View at Thrift and Johnston

View at Thrift and Winter

View From Johnston and Thrift

NSDA
ARCHITECTS

White Rock Town Centre Development

Massing Studies

10018

A-601

THE CORPORATION OF THE

CITY OF WHITE ROCK

BYLAW NO. 2195

A Bylaw to amend the Ticketing for Bylaw Offences Bylaw, 2011, No. 1929

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

1. Adding "Schedule B16 - Fire Protection and Safety Bylaw, 2014, No. 2057 (attached as Schedule A)".

2. Section 4 be deleted and the following inserted:

   4. The words or expressions set forth under the heading "*Designated Offence*" in Schedules B1 through B16, attached to and forming part of this Bylaw constitute the offence, under the corresponding section, against a Designated Bylaw.

2. Section 5 be deleted and the following added:

   5. The amounts listed in Schedules B1 through B16 under the heading "*Penalty*" designate the fines prescribed pursuant to Section 265 of the *Community Charte*r for contravention of corresponding Designated Offences.

3. This Bylaw may be cited for all purposes as the **"***Ticketing for Bylaw Offences Bylaw, 2011, No. 1929, Amendment No. 5, 2017, No. 2195"*.

RECEIVED FIRST READING on the	10th	day of	April, 2017
RECEIVED SECOND READING on the	10th	day of	April, 2017
RECEIVED THIRD READING on the	10th	day of	April, 2017
ADOPTED on the		day of	

_____

MAYOR

_____

CITY CLERK

SCHEDULE A

Schedule	***Designated bylaws***	***Designated Bylaw enforcement officers***
B16	Fire Protection and Safety Bylaw	Fire Chief Bylaw Enforcement Officer

SCHEDULE B16 – FIRE PROTECTION AND SAFETY BYLAW, 2014, NO. 2057

Designated offence	*Section*	*Penalty*
Conduct of Persons	3.1, 3.2, 3.3, 3.4 and 3.5	$150.00
Outdoor Burning	5.1	$150.00
Residential Burning	5.2 (a) and (b)	$150.00
Accumulation of Combustibles	5.3 (a), (b) or (c)	$150.00
Fire Safety Plan Requirements	5.4(e)	$150.00
Securing Fire Damaged or Vacant Buildings	5.9.1	$150.00
Offences and Penalties	8.1	$150.00, first offence, $500.00, second offence, $1000.00, third or subsequent offence

THE CORPORATION OF THE

CITY OF WHITE ROCK

BYLAW NO. 2203

A Bylaw to permit and regulate the use of City sidewalks for the purpose of extending business operations onto public right of ways

---

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

WHEREAS Part 3, Division 5, Section 36 of the Community Charter authorizes a council, by bylaw, to regulate and prohibit in relation to all uses of or involving a highway or part of a highway.

1 This Bylaw may be cited as the "White Rock Sidewalk Use Agreement Bylaw, 2017, No. 2203

2 "White Rock License Agreement (Sidewalk Café/Business License) Bylaw, 1993, No. 1349" and all amendments are hereby repealed.

Definitions

3. For the purpose of this Bylaw

a) **"Café"** means a coffee shop, bubble tea shop or other similar food or beverage business.

b) **"Fee"** means the annual fee charged for the use of the Licence Area as set and amended from time to time in the City of White Rock Fees and Charges Bylaw.

c) **"Licence Area"** means that portion of a sidewalk or Right of Way that is intended to be used by the Licensee for commercial purposes.

d) **"Licensee"** means the person, persons, or corporation that enters into an agreement with the City to use a portion of a sidewalk or Right of Way for commercial purposes.

e) **"Mercantile Business"** means a retail type business or activity selling good and wares in conformance with the permitted use as per the City of White Rock Zoning Bylaw.

f) **"Sidewalk Display"** means and area located on a sidewalk or public right of way used to display merchandise that is offered for sale by an adjoining business.

g) **"Sidewalk Use Agreement"** means the agreement by which the City and a Licensee enters into an agreement to use a portion of a City sidewalk or Right of Way for commercial purposes permitted in this Bylaw.

h) **"Structure"** means a platform, deck, guards rails or other similar structures that are constructed within a License Area.

i) **"Restaurant"** means a business establishment where food and or beverages are prepared, served and consumed on the premises, including dining establishments issued a *food primary license* pursuant to the *Liquor Control and Licensing Act,* and includes facilities for ordering and pick-up for consumption off-site.

Purpose

4 The purpose of this Bylaw is to:

a) Outline the process and means by which a business may obtain the use of a portion of a City sidewalk or Right of Way adjacent to their place of business to extend their business operations;
b) Provide regulation for the construction and operation of the Licence Area.

General

5 A Café, Mercantile Business, or Restaurant must not occupy, place merchandise on, build a structure on or use in any manner whatsoever any portion of a Sidewalk or Right of Way unless a valid Sidewalk Use Agreement has first been obtained.

6 A Sidewalk Use Agreement may be approved for locations that are;

a) To be used as a seating area for patrons of a Café or Restaurant or;

b) To be used for the display of merchandise for a Mercantile Business and;

c) Directly in front of the Licensee's place of business.

7 No structure or display may be within 2.4 m of the face of curb and must be 1.5 m away from any power/telcom pole, fire hydrant, manhole, bench, sign pole, pay stations or curb box. The exits from a building must lead directly to the street without any impediment from displays or structures.

Cafes and Restaurants

8 The Licence Area must be separated from the rest of the sidewalk by a guard rail not less than 0.9 m in height measure from the surface of the structure or paved surface within the Licence Area.

9 The design of the structure, including guard rails, must be;

a) Compatible with the colour, finish, form and character of the building to which the Licence Area is associated and;

b) Constructed in a manner that does not damage the City sidewalk and allows for removal within 72 hours.

10 All decorative features, umbrellas, seats, plants, planter boxes and features must;

a) Wholly contained within the Licence Area and must not encroach onto adjacent properties or the City sidewalk or Right of Way and;

b) Not be attached to or supported by the guard rail, except that decorative features are permitted to be placed on top of the guard rail, but must not create a combined height of the guard rail and decorative features that exceeds 1 m measured from the surface of the structure or paved surface within the Licence Area.

11 Notwithstanding Section 10, a maximum of two signs, one of which must be a menu box, are permitted to be attached to the front face of the guard rail and must comply with the requirements of the White Rock Sign Bylaw, 2010, No. 1923 and any amendments thereto.

Sidewalk Display

12 A Sidewalk display must only contain merchandise that is displayed for sale by the business associated with the Sidewalk Use Agreement and not other items, including decorative features, umbrellas or other design elements are permitted to be placed within the Licence Area.

13 Notwithstanding Section 12, a Sidewalk Display may contain;

a) One free standing sign within the Sidewalk Display and any sign placed must comply with the requirements of the White Rock Sign Bylaw, 2010, No. 1923 and any amendments thereto;

b) Display tables or racks for the purpose of displaying merchandise;

c) Labels or tags attached to display tables or racks indicating the price or description of the merchandise displayed for sale and;

d) No merchandise may be hung from an Awning, Overhang, or Building Face.

Application

14 Before a Sidewalk Use Agreement can be approved, an applicant must;

a) Have a valid business licence for the adjacent business with which the Sidewalk Licence Agreement is associated;

b) Complete and submit an application form provided by the City along with;

i) For a Café or Restaurant; site plan with measurements of the proposed Licence Area including location, front elevations, setbacks from curbs and other infrastructure, seating plan, entrance to and exit from the adjacent building and all design elements, including colours, decorative features and types of furniture to be used;

ii) For a Sidewalk Display; site plan with measurements or the proposed Licence Area including location, front elevations, setbacks from the curb and other infrastructures, entrance to and exit from the adjacent building, location and number of display tables or racks and a list of items to be displayed;

c) Enter into a Sidewalk Use Agreement with the City;

d) Provide proof of a valid five (5) million dollar third party liability insurance policy with the City named as an insured party and such insurance is to be valid throughout the term of the Sidewalk Use Agreement and be non-cancellable without the City's consent;

e) That all businesses with Sidewalk Displays pay a refundable damage deposit of $250.00 that will be returned at the termination of the Sidewalk Use Agreement providing that all merchandise and related materials are removed, the area is cleaned and that there is no damage to the City sidewalk or Right of Way;

f) That all Cafes or Restaurants pay a refundable damage deposit of $1,500.00 that will be returned at the termination of the Sidewalk Use Agreement providing that all structures within the Licence Area are removed, the area is cleaned and there is not damage to the City sidewalk or Right of Way;

g) Pay all deposits (bonds), an application fee and all otherfees and charges.

15 Once the plans are approved and all fees are paid in full along with the proof of insurance submitted to the City, an applicant may be granted permission to begin placing displays or begin construction within the Licence Area by entering into the Sidewalk Use Agreement attached as Schedule A to the Bylaw.

16 Upon completion of the construction or placement of the displays, an applicant must contact the City and schedule an inspection of the Licence Area and only after the inspection has been conducted and all requirements have been met, can the Sidewalk Use Agreement be issued.

Operational Requirements

17 Once a Sidewalk Use Agreement is issued, it is the responsibility of the Licensee to maintain, clean, and make all necessary repairs to the Licence Area.

18 Licence Areas, including all associated furniture, display tables, or racks and decorative features must be kept clean, kept clear of snow and ice, well maintained ad free from any possible hazards, damage or any other evidence of physical decay or neglect or excessive use or lack of maintenance.

19 No changes or modification to the use, items listed to be displayed, the layout or design of the Licence Area is permitted unless prior approval is obtained from the City.

20 Depending on the changes or modifications proposed, the City may require new plans be submitted in accordance with Section 14 (b) of this Bylaw and a completed inspection before granting approval for such change or modification.

Renewal

21 At the beginning of each calendar year following the first year of operations and before a permit is renewed, a renewal Sidewalk Use Agreement must be submitted to the City complete with;

a) Proof of current insurance and payment of all fees and charges;

b) A completed inspection by the City to ensure that the Licence Area is well maintained and free of any possible hazards, damage or any other evidence of physical decay or neglect or excessive use of the sidewalk or Right of Way.

22 Should a business wish to make changes to the layout or modifications to the design of the Licence Area after the expiry of the Sidewalk Use Agreement, a new application must be submitted to the City including all documents, plans and any other materials as required by this Bylaw.

Enforcement

23 The City may;

a) Enter at any time to inspect the Licence Area to confirm compliance with municipal bylaws and the conditions of the Sidewalk Use Agreement;

b) Order a business to correct any work, address any issues or take all necessary actions to remedy and possible hazards or other things as required by this Bylaw;

c) Terminate a Sidewalk Use Agreement immediately if a business:

i) Breaches any terms or conditions of the Sidewalk Use Agreement;

ii) is in contravention of any Bylaw;

ii) fails to comply with an order or;

iv) with 30 days written notice for any reason.

d) Enter a Licence Area and prevent use of such area at any time without notice or the payment of compensation to deal with any emergency situations which require the use of the Licence Area as part of the emergency.

24 A business who is required to remove structures or a Sidewalk Display from the Licence Area must;

a) Remove all items, furniture, decorative features and any other items or materials associated with a Licenced Area;

b) Clean all areas associated with the Licenced Area;

c) Make arrangements with the City for an inspection of the Licenced Area;

d) Make arrangements with the City for the repair of any damage to the City Sidewalk or Right of Way and pay all costs for cleaning and repairing the City Sidewalk or Right of Way.

25 If a business fails to remove the structures or Sidewalk Displays, clean all areas associated with the Licence Area or make arrangements with the City for any repairs required to restore the area to its original condition, the City may, by its own officers, employees or other persons, complete all necessary work at the expense of the Licensee by using any deposits (bonds) held or other means to recover the cost.

Severability

26 If any section of the Bylaw is held to be invalid be a decision of a Court of competent jurisdiction, such invalidity shall not affect the validity of the remaining sections of this Bylaw.

RECEIVED FIRST READING on the day of

RECEIVED SECOND READING on the day of

RECEIVED THIRD READING on the day of

ADOPTED on the day of

_____

MAYOR

_____

CITY CLERK

SCHEDULE A

SIDEWALK USE AGREEMENT

THIS AGREEMENT dated for reference _____, 2017,

BETWEEN:

[- *White Rock*-]

OF THE FIRST PART

(the “Licensor”)

AND:

«Company»
«Address1»,
«City», «Province» «PostalCode»
Telephone number: _____
(the "Licensee")

OF THE SECOND PART

WHEREAS:

A. The Licensor is the registered owner of certain lands situated in ***, British Columbia, which [are commonly known as ***/ which are used for***] and legally described as:

[insert legal]

(the "City Parcel");

B. The Licensee operates premises as a restaurant, bakery, delicatessen or other food operation known as [*eg. Fred’s Bakery*], adjacent to a portion of the City Parcel, which adjacent land is legally described as:

[insert full legal description of adjacent land]

(the “Lands”);

C. The Licensee has requested permission from the Licensor to enter upon and use a portion of the City Parcel as a patio adjacent to its restaurant and for the construction of certain fixtures;

NOW THEREFORE THIS AGREEMENT WITNESSES THAT in consideration of the payments, premises and covenants herein contained and other good and valuable

consideration, the receipt and sufficiency of which are hereby acknowledged by each party, the parties agree as follows:

1. License

   The Licensor hereby grants to the Licensee a license to occupy that portion of the City Parcel outlined in heavy black on the drawing attached as **Schedule "A"** (the "License Area").

2. Term

   The term of this License shall be for a period of *XX* years or *XX* months for a Mercantile Business, commencing on**_____, 2017** and terminating on **_____** (the "Term") unless terminated sooner or unless extended pursuant to the terms of this Agreement.

3. Renewal

   If the Licensee is not in default under this Agreement at the time of each renewal and if the Licensee has complied with this Licensee prior to the time of each renewal, this License may be renewed [**for two additional terms of three years each]**, upon the Licensee providing to the Licensor notice of its intention to renew no sooner than six months and no later than three months before the expiration of this License or any renewal of it. Any renewals will be on the same terms and conditions except that the Licensee's right of renewal is reduced accordingly and except the License Fee will be adjusted according to the following section.

4. License Fee

   The Licensee shall pay to the Licensor in advance an annual rent (the "License Fee") of $_____, based on the size of the License Area being _____ square feet multiplied by $_____ per square foot, which License Fee was determined in the following manner:

   Where the Licensee's business on the Lands is licensed under the Liquor Control and Licensing Act, the annual License Fee payable by the Licensee is **$____** per square foot multiplied by the square footage of the License Area;

   Where the Licensee's business on the Lands is unlicensed under the Liquor Control and Licensing Act, but the Licensee will provide service to patrons in the License Area, the annual License Fee to be payable by the Licensee is **$_____** per square foot multiplied by the square footage of the License Area;

   Where the Licensee's business on the Lands is unlicensed under the Liquor Control and Licensing Act, and the Licensee does not provide service to patrons in the License Area, the annual License Fee payable by the Licensee is **$_____** per square foot multiplied by the square footage of the License Area.

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If the character of the Licensee's business changes during the Term, the License Fee will be increased (but not decreased) according to the foregoing rates, plus inflation since the commencement of the License as described in the following section.

5. License Fee Increase

In this Agreement, unless specified otherwise, the term "year" means one year from the commencement date of this License or an anniversary of it. In the second and each succeeding **year of the Term**, the License Fee payable by the Licensee shall increase over the previous year's License Fee by any adjustments to the Fees and Charges Bylaw approved by Council.

6. License Fee Rebate

Should this Agreement be terminated by the Licensor for reason other than a default of the Licensee under this Agreement, the Licensor shall refund to the Licensee that proportion of the License Fee which corresponds to the residual portion of that year.

7. Use of License Area
   a) The Licensee shall use the Licence Area for the sole purpose of providing outdoor seating and the service of food and refreshments to patrons of the Licensee's business on the Lands or, for Mercantile Businesses, the display of merchandise for sale.
   b) The License Area shall not be used for the storage of any materials other than tables, chairs, and umbrellas. Whenever furniture is stored on the License Area, it shall be stored so as not to obstruct passage or be a safety hazard.
   c) The License Area shall not be used for cooking, barbecuing or preparation of food or refreshments or for the storage of food or refreshments without the express permission of the Licensor.
   d) The Licensee shall not by its activities on the License Area disrupt the peace, quiet or enjoyment of the owners or occupiers of adjacent lands and in particular, the Licensee shall use the License Area in the manner herein provided only between the hours of [*e.g. 9:00 a.m. and 11:00 p.m.]* of the same day, unless otherwise permitted in writing by the Licensor.
   e) The Licensee shall not cause or permit live entertainment to be held on the License Area nor cause or permit music or other noise or sound to be produced, reproduced or amplified on the License Area or from the Lands such that the music, noise or sound emanates into the License Area, unless the Licensee holds a valid and subsisting permit to play amplified music granted by the Licensor.
   f) The Licensee shall not do or permit to be done any act or thing, which in the opinion of the Licensor might interfere with, injure, impair the operating efficiency of, or obstruct access to or the use of the City Parcel.
   g) If the Licensee operates a full-service restaurant, the Licensee shall not use paper or plastic plates or cups for use on the License Area. The Licensee may use paper and plastic plates and cups only for the sole purpose of take-out orders not being consumed on the License Area.

DRAFT

h) The Licensee may place umbrellas on the Patio Area, but the umbrellas may not display any commercial advertising except the name of the Licensee's business. No commercial advertisements for any goods, products or companies, other than the Licensee's business, may be displayed on the License Area.
i) The Licensee shall ensure that the License Area is equipped, when required by the Licensor, with garbage cans, benches and bicycle racks that meet the Area's design standards prepared by the Licensor.
j) The Licensee shall clean the License Area and the surrounding part of the City Parcel each day, before and after closure of its business, and remove the refuse to a suitable container that belongs to the Licensee.
k) The Licensee shall keep clean and free of debris and not store or place any equipment, materials or supplies on any portion of the City Parcel that is a right of way, driveway, walkway or arcade alongside or between the Lands and the License Area. FURTHERMORE, the Licensee shall ensure that such right of way, driveway, walkway or arcade is not congested or blocked by customers using the Licensee's business premises.
l) The Licensee shall operate the Licence Area within the restrictions of the Noise Control Bylaw or other Bylaws governing hours of operation of businesses.

8. Permission to Construct Works

The Licensor hereby grants to the Licensee permission to enter upon and occupy the Licence Area for the purpose of erecting, placing or constructing that fixture, structure or building (the "Works") shown on the plan attached as Schedule "B" hereto, strictly in accordance with that plan and on the terms and conditions contained herein.

9. Survey

After completion of the Works, the Licensee shall, where requested by the Licensor, at the Licensee's sole expense, cause a survey to be made of the License Area and the Works and the Licensee shall deliver a copy of the plan to the Licensor and, from that time forward, all references in this Agreement to the "License Area" shall refer to the area more precisely defined by the survey plan. Should the Licensee fail to deliver a survey plan to the Licensor within 90 days of completion of the Works, the Licensor may cause such plan to be prepared and the Licensor may apply the Deposit (as hereinafter defined) or part of it to the cost of preparation of the plan (the "Survey Cost").

10. Deposit

As security for the due and proper performance by the Licensee of all the covenants in this agreement and for the removal of the Works, the Licensee has deposited with the Licensor cash or a certified cheque in the amount of $_____(the "Deposit"), receipt of which is hereby acknowledged by the Licensor. The Licensee agrees that the Licensor shall be at liberty to use the Deposit to pay the costs of Licensor in making

repairs or removing the Works or remedying any default of the Licensee pursuant to this Agreement. If the Licensor applies any portion of the Deposit, the Deposit shall be replenished by that amount or the Licensee shall be in default under this Agreement.

In the event the Deposit is insufficient to cover the Survey Cost, then the Licensee shall pay such deficiency to the Licensor immediately upon the Licensor's invoice for the deficiency. The Licensor agrees that upon the termination of this Agreement, and following satisfaction of all provisions of this Agreement, the Deposit remaining, if any, shall be returned to the Licensee, without interest.

11. Construction, Alteration and Maintenance of the Works

The Licensee may, at its sole expense, upon receipt of all required approvals by the Licensor, excavate and do such other work on the Encroachment Area as may be necessary to install and construct the Works in a safe and workmanlike manner.

a) The Licensee shall at all times and at its sole expense keep and maintain the Works in good and sufficient repair to the reasonable satisfaction of the Licensor.
b) The Licensee shall maintain the License Area in good and sufficient repair, keep clear of debris, snow and ice using only non-corrosive products, remove any other obstacle from all those walkways, stairwells, plazas or other areas adjacent to the License Area used by the public to ensure that the public is safe and comfortable. The Licensee shall not store or place any equipment, materials or supplies on that portion of the Lands or City Parcel that is a walkway or public access area.
c) The Licensee shall install, maintain and operate all landscaping and all planters in the Licence Area to Municipal standards, including the installation of underground sprinklers (where required by the Licensor) and the proper nurturing and grooming of all landscaping.
d) No structural alterations shall be made to the Works without the written consent of the Licensor.
e) The Licensee shall not build, construct, erect, place, maintain or suffer any building, construction, excavation, structure or other improvement, thing, material or object on or above the License Area, other than the Works, without the written consent of the Licensor.

12. Builders Liens

The Licensee shall promptly discharge any builder's lien which may be filed against the title to the City Parcel relating to any work or construction which it undertakes on the License Area, and the Licensee acknowledges that the Licensor has or will file a notice against the title to the City Parcel pursuant to Section 3 of the Builders Lien Act that the Licensor will not be responsible for any of the work or improvements.

13. Licensor Access

The Licensor shall have the right at any time to enter upon the License Area for the purposes of inspecting the Works and reconstructing, maintaining, repairing, inspecting, testing or removing any works, utility or road existing at the date of this Agreement in the vicinity of or within the Works. The Licensor shall in undertaking such activities use reasonable efforts to cause its officers, directors, employees, agents and contractors to minimise any disruption or damage to the Works.

14. Licensor Construction

All costs to repair or replace the Works which occur as a result of the Licensor's activities in, on or under the License Area, and all necessary and reasonable costs incurred by the Licensor as part of the Licensor's activities in excess of those costs that would have been incurred if the Works did not exist, shall be borne entirely by the Licensee. These costs may be recovered by the Licensor from the Deposit.

This Agreement shall not in any way restrict the right of the Licensor at any time to:

a) improve, widen, raise or lower any City Parcel, right of way, walkway, roadway, arcade or boulevard abutting or adjoining the Lands; or
b) improve, enlarge, change, add to or delete from any underground utility in or in the vicinity of the Works, notwithstanding that the effect of such activities may be to eliminate or render the Works useless for the purposes of the Licensee.

15. Termination

The Licensee understands and agrees that the Licensor may at any time, in its sole discretion, withdraw the rights it has granted herein to the Licensee by giving thirty (30) days notice to the Licensee in writing. In the event of such withdrawal, for any cause or reason whatsoever, the Licensee shall, at its own expense, within such time as may be specified by the Licensor, remove the Works and fill up any excavation made, constructed or maintained with respect to it, and otherwise restore the site to its original state to the satisfaction of the Licensor.

16. Removal of Fixtures and Chattels

If the Licensee fails to clear the License Area as required under this License, the Licensor and its agents may remove all fixtures, chattels, improvements, personal property and all other things on the License Area. The Licensor may apply the Deposit or part of it to the cost of such removal and any deficiency will become a debt due and owing to the Licensor by the Licensee upon receipt by the Licensee of the Licensor's invoice for the deficiency.

17. Emergency

The Licensee grants to the Licensor the right at any time, in the case of an emergency or apprehended emergency, without compensation to the Licensee and without notice, to

remove, destroy or alter the Works. All necessary and reasonable costs incurred by the Licensor in respect of the Works in alleviating the emergency or apprehended emergency shall be borne entirely by the Licensee and may be recovered by the Licensor from the Deposit.

18. Default

Without restricting the generality of Section 15 of this Agreement, in the event the Licensee:

a) fails to keep the Works or any covering or structure pertaining thereto in good and sufficient repair to the reasonable satisfaction of the Licensor;
b) fails or refuses to remove the Works, fill up any excavation or restore the site to the satisfaction of the Licensor;
c) fails to maintain the insurance required under this Agreement;
d) fails to pay the License Fee provided for in this Agreement;
e) cease to hold a valid license for the operation of the business on the Lands;
f) violates the terms or conditions of a noise permit issued in respect of its activities on the License Area; or
g) violates any other provision of this Agreement;

The Licensor may deliver a written notice, in the manner provided herein, to the Licensee stating the actions required by the Licensee to remedy the default and if the default is not remedied within the time period specified in the notice, the Licensor may, at its option, do one or both of the following:

h) the Licensor may enter onto the License Area to remedy the default, whether by removing the Works or otherwise, and all costs of remedying the default shall be paid by the Licensee and the Licensor may apply the Deposit or part of it to the costs of remedying the default; and
i) the Licensor may notify the Licensee that the License hereby granted shall cease thirty (30) days after receipt by the Licensee of the notice, in which case the Licensee shall remove the Works and restore the License Area within the thirty (30) day time period.

19. Indemnification

The Licensee hereby indemnifies and saves harmless the Licensor and its members, directors, officers, employees and agents from and against any and all liability, actions, causes of action, claims, debts, suits, losses, costs (including actual costs of professional advisors), demands and harm, whether known or unknown, which the Licensor now has or may at any time suffer in relation to death, bodily injury, property loss, property damage or other loss or damage of any kind whatsoever, arising from or connected with:

a) the license granted hereby;
b) the exercise by the Licensee of any right or permission under this Agreement;

c) the use of the License Area by any person;
d) the construction, maintenance, existence, use or removal of the Works;
e) the default or breach of the Licensee; or
f) the wrongful act, omission or negligence of the Licensee, its members, directors, officers, employees, agents, contractors, subcontractors, invitees, customers and others for whom it is responsible.

No provision of this Agreement and no act or omission or finding of negligence, whether joint or several, as against the Licensor, in favour of any third party, shall relieve the Licensee from liability to the Licensor, whether such liability arises under this Agreement or otherwise.

20. Insurance

The Licensee shall, throughout the Term, secure, maintain and pay for a general liability insurance policy, with a limit of not less than $5,000,000.00 inclusive per occurrence for bodily injury and property damage.

The policy shall include the following coverages, including the Lands, the License Area and related premises: contingent employer's liability, owner's protective liability, broad form property damage on an occurrence basis, including loss of use of property, contractual liability assumed under this Agreement, cross liability and host liquor liability.

The Licensor shall be added as an additional named insured.

The contract of insurance shall include a provision requiring the insurer to give the Licensor thirty (30) days prior written notice before making any material changes in the insurance, or termination or cancellation of it.

The policy shall be underwritten by a responsible insurance company licensed to do business in British Columbia and who meets the reasonable approval of the Licensor.

The Licensee shall furnish the Licensor with a certificate of insurance that the required coverage is in force, including evidence of insurance renewal. Every certificate shall include certification by the insurer that the certificate conforms to the provisions of this section.

Maintenance of such insurance shall not relieve the Licensee of liability under the indemnity provisions of this Agreement.

The foregoing provisions shall not limit the insurance required by law, nor relieve the Licensee from the obligation to determine what insurance it requires for its own purposes.

21. Release

The Licensee hereby releases and forever discharges the Licensor from all manner of claims of any nature whatsoever which may arise by reason of any act or omission, whether or not negligent, of the Licensor pursuant to this Agreement.

The release in this Section 21 and indemnity in Section 19 shall survive any termination of this Agreement.

22. Public Access

Nothing in this Agreement grants to the Licensee exclusive possession of the License Area. The Licensor may determine the rights and entitlement of persons, including members of the public, to come onto, use, pass, repass and go over the License Area, and such determination shall include the right to set reasonable terms and conditions of use of the License Area as a portion of what is currently a City Parcel open to the public generally .

23. Taxes and Utilities

The Licensee shall be solely responsible for the due and proper payment of all municipal property taxes and other governmental fees, levies and charges which may be assessed and payable by the Licensee in respect of the Works, the License Area or the License herein granted, and the Licensee shall furnish and pay for the necessary water, electrical, heating and other utility services required for the License Area.

24. Remedies

Notwithstanding the other remedies provided herein, the Licensor shall retain the right to proceed with the enforcement of any security or indemnity provided in satisfaction of any claim, loss or expense of any kind whatsoever arising under this Agreement or from the License granted herein.

25. Compensation

Notwithstanding any provision of this Agreement, the Licensee shall not be entitled to compensation for injurious affection or disturbance resulting in any way from the removal of the Works and, without limitation, shall not be entitled to business losses, loss of profit, loss of market value, relocation costs or other consequential loss by reason of the removal of the Works or by reason of the termination of the License.

26. Interest in Land

This Agreement grants no interest in land in the License Area to the Licensee.

27. Further Assurances

The parties hereto shall execute and do all such further deeds, acts, things, and assurances as may be reasonably required to carry out the intent of this Agreement.

28. Consents

Any approval, permission or consent of the Licensor herein required shall be at the sole discretion of the Licensor.

29. Waiver

Waiver by the Licensor of any default by the Licensee shall not be deemed to be a waiver of any subsequent default.

30. Notice

All notices, demands and payments to be given hereunder shall be in writing and may be delivered by hand , sent by facsimile transmission , or may be forwarded by first-class prepaid registered mail to the addresses set forth on page 1. If notice is given by the Licensee to LICENSOR, it shall be to the attention of the [*e.g. City Corporate Officer*]. Any notice delivered by hand or sent by facsimile transmission shall be deemed to be given and received the day after it is sent. Any notice mailed as aforesaid shall be deemed to have been given and received on the expiration of three (3) days after it is posted, addressed in accordance with the addresses on page 1, or to such other address or addresses as may from time to time be advised in writing by the parties, provided that if there shall be between the time of mailing and the actual receipt of the notice a mail strike, slow down or other labour dispute which might affect the delivery of such notice by the mails, then such notice shall only be effective if actually delivered.

31. Interpretation

Whenever the singular or masculine is used in this Agreement, the same is deemed to include the plural or feminine or the body politic or corporate as the context requires.

32. References

Every reference to each party is deemed to include the heirs, executors, administrators, permitted assigns, employees, servants, agents, contractors, officers, directors and invitees of such party, where the context so permits or requires.

33. Severance

If any portion of this Agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and decision that it is invalid shall not affect the validity of the remainder of this Agreement.

DRAFT

34. Enurement

This Agreement shall enure to the benefit of and be binding on the parties hereto notwithstanding any rule of law or equity to the contrary.

35. Assignment

a) This License does not run with the Lands. The Licensee shall not be entitled to transfer or assign this Agreement, in whole or in part, and shall not permit or suffer any other person to occupy the whole or any part of the License Area, without the written consent of the Licensor, for which consent the Licensor will be entitled to receive $500. Prior to transferring, assigning, giving or in any way disposing of the Lands or the business conducted on the Lands, the Licensee shall advise the prospective transferee of the existence of this Agreement and, as a condition of the transfer, cause the transferee to become a party to this Agreement in the place of the Licensee.
b) This Agreement is assignable by the Licensor upon giving notice of such assignment to the Licensee.

36. Agreement in Effect

This Agreement shall remain in full force and effect until terminated in accordance with the provisions contained herein and the Works are removed from the License Area, at which time the parties shall no longer have any obligations to each other pursuant to this Agreement save the Licensee's obligations to indemnify and release the Licensor.

37. Previous Agreement

The provisions herein contained constitute the entire agreement between the parties and supersede all previous communications, representations and agreements, whether verbal or written, between the parties with respect to the subject matter hereof.

38. Time of Essence

Time is of the essence of this Agreement

39. Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the province of British Columbia.

40. Reference to Statutes

Any reference to a statute or bylaw refers to it as amended or replaced from time to time.

DRAFT

IN WITNESS WHEREOF the
parties have hereunto executed this Agreement on the date and year written below.

DATED the ____ day of _____ 20__

EXECUTED on behalf of [-***the City of White Rock***-]
by its authorized signatories :)
)
)
_____) c/s
Authorised Signatory)
)
)
_____)
Authorised Signatory)
)

DATED the _____ day of _____ 20___

EXECUTED on behalf of [-**insert name**-]
)
)
by its authorized signatories:)
)
)
_____) c/s
Authorised Signatory)
)
)
_____)
Authorised Signatory)
)

[The seal is not required to be affixed to the agreement.]

SCHEDULE A

License Area

[INSERT SKETCH PLAN]

DRAFT

The Corporation of the
CITY OF WHITE ROCK
BYLAW 2201

A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. That Schedule A - Text of the “White Rock Zoning Bylaw, 2012, No. 2000” be amended:

(1) by deleting the existing Section 4.13.1 in its entirety and replacing it with the following new Section 4.13.1:

4.13.1 Notwithstanding any setback requirements contained in this Bylaw, the following structures may project into the required setback area of all zones, in accordance with the following restrictions:

a) exterior cladding or rain screen wall assembly may project a maximum of 0.115m (0.375ft) into any required setback area;
b) exterior architectural design features and cornices may project a maximum of 0.3m (1ft) into any required setback area;
c) *bay, bow and box windows* and *cantilevers* may project a maximum of 0.6m (2ft) into a front, rear or exterior side yard setback area (but not an interior side yard setback area) provided that such projection shall only apply to the projected feature, shall not comprise more than 3.0m (9.54ft) of linear distance of any wall, and provided that the projected feature is located at least 2.44m (8.0ft) from the front, rear or exterior side lot line;
d) freestanding light poles, warning devices, antennas, masts, utility poles, wires, flagpoles, signs and sign structures may be sited on any portion of a lot, except as otherwise limited or restricted by this or other bylaws;
e) underground buildings such as an underground parking area may be sited on any portion of a lot, provided that such projections do not extend above grade and are not permitted within any RS, RE, RI or RT zone;
f) structures designed to provide weather protection over the main pedestrian entrance may project a maximum of 1.2m (4ft) into a required front or exterior side yard setback, provided that such structure must be at least 2.44m (8.0ft) from a front or exterior side lot line; and
g) side mounted balcony guards may project a maximum of 0.15m (0.5ft) into any required setback area.

2. This Bylaw may be cited for all purposes as the "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Side Mounted Balcony Guards) Bylaw, 2017, No. 2201*".

RECEIVED FIRST READING on the	27th	day of	March, 2017
RECEIVED SECOND READING on the	27th	day of	March, 2017
PUBLIC HEARING held on the	12th	day of	April, 2017
RECEIVED THIRD READING on the	12th	day of	April, 2017
ADOPTED on the		day of	

_____

Mayor

_____

City Clerk

The Corporation of the
CITY OF WHITE ROCK
Bylaw 2017, No. 2193

A Bylaw to enter into a Phased Development Agreement between
the City of White Rock and Landmark White Rock Holdings Ltd., Inc. No. BC1038973

WHEREAS under the *Local Government Act* Council may by bylaw enter into a phased development agreement with a developer; and

WHEREAS Council published notices of its intention to enter into a phased development agreement with Landmark White Rock Holdings Ltd., Inc. No. BC1038973 and held a public hearing in respect of this bylaw in accordance with the *Local Government Act*;

NOW THEREFORE, the Council of the City of White Rock enacts as follows:

1. This Bylaw may be cited as "Phased Development Agreement (1484 Martin Street) Bylaw, 2017, No. 2193."
2. Attached to this bylaw as Schedule "A" and forming part of this bylaw is a copy of a Phased Development Agreement between the City of White Rock and Landmark White Rock Holdings Ltd., Inc. No. BC1038973 (the "PDA").
3. The Mayor and Clerk are authorized to execute the PDA on behalf of the City of White Rock and to execute and deliver such transfers, deeds of land, plans and other documents as are required to give effect to the PDA.

RECEIVED FIRST READING on the	27th	day of	March, 2017
RECEIVED SECOND READING on the	27th	day of	March, 2017
PUBLIC HEARING held on the		day of	
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

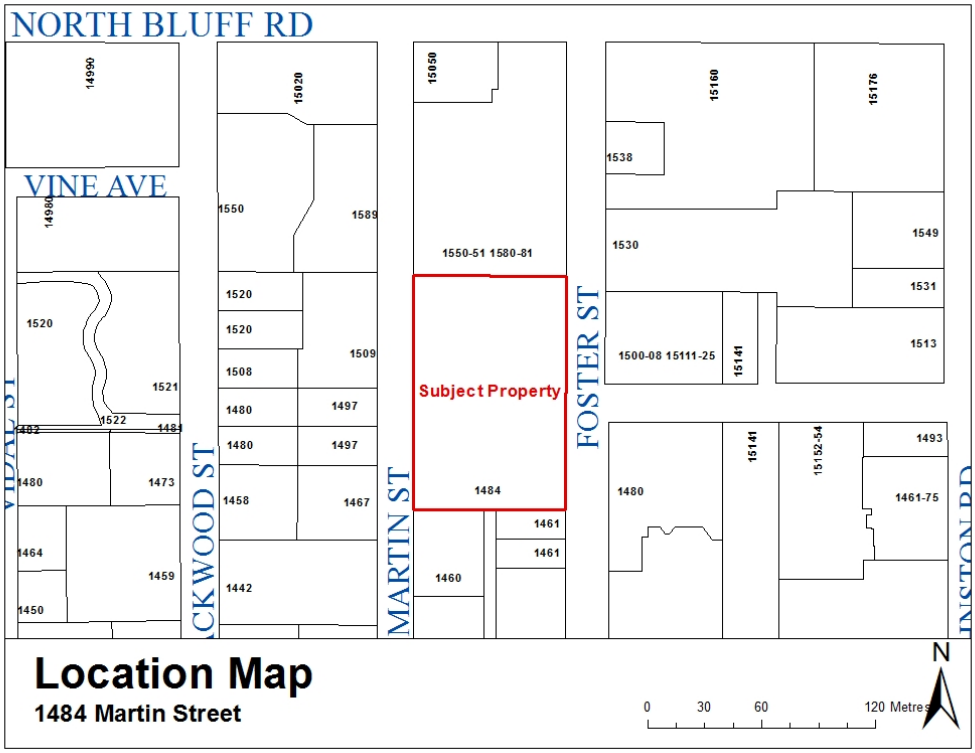
_____

Mayor

_____

City Clerk

APPENDIX A
Location and Ortho Photo Maps



Location Map
1484 Martin Street

Ortho Photo Map
1484 Martin Street

SCHEDULE A

PHASED DEVELOPMENT AGREEMENT

THIS AGREEMENT dated for reference _____, 2017

BETWEEN:

Landmark White Rock Holdings Ltd.
Inc. No. BC1038973
4265 West 16th Avenue
Vancouver, BC
V6R 3E5

(the "**Developer**")

AND

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

(the "**City**")

GIVEN THAT:

A. The Developer is the owner of the real property legally described as:

Parcel Identifier: 010-991-379
Block 5 Section 10 Township 1 New Westminster District Plan 3498

(the "Lands");

B. The Developer has applied to the City for a Development Permit with variances to 'White Rock Zoning Bylaw, 2012, No. 2000', as amended (the "Zoning Bylaw") to permit the development on the Lands as generally depicted in Schedule A;

C. The Developer has undertaken to provide certain Amenities, works and services and other things in conjunction with the development of the Lands and the parties wish to ensure that the provisions of the 'Zoning Bylaw' and variances thereto continue to apply to the Lands for the period more particularly set out in this Agreement, that the Lands are developed in the phases and in the sequence identified herein, and that the Amenities and additional works and services are provided in conjunction with the development of the Lands and in the sequence provided for in this Agreement; and

D. The Council of White Rock has, by bylaw, authorized the making of this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSES THAT, under section 516 of the *Local Government Act*, and in consideration of the mutual promises set out in this Agreement, the Developer and White Rock agree as follows:

PART 1 - DEFINITIONS

1.1 In this Agreement

"**Amenities**" includes the community benefits to be provided under Part 3 [Amenities and Other Terms and Conditions];

"**Approving Officer**" means the Approving Officer having jurisdiction for subdivision approval under the *Land Title Act* and *Strata Property Act*;

"**Assumption Agreement**" means an assumption agreement under Sections 10.7 through 10.11;

"**Fire Chief**" means the Fire Chief of White Rock Fire Rescue;

"**Lands**" means the parcel of land legally described in paragraph A of the preamble;

"**PDA Bylaw**" means the bylaw authorizing the entering into of this Agreement, being the 'Phased Development Agreement (1484 Martin Street) Bylaw, 2017, No. 2193;'

"**Phase 1**" means that Phase of the development of the Lands numbered as Phase 1 on the Phasing Plans, including a residential tower and the full underground parkade;

"**Phase 2"** means that Phase of the development of the Lands numbered as Phase 2 on the Phasing Plans, including a residential tower;

"**Phase 3"** means that Phase of the development of the Lands numbered as Phase 3 on the Phasing Plans, including a residential tower and final landscaping;

"**Phasing Plans**" means the plans attached as Schedule B that depicts the Development Phases, being Phase 1, Phase 2, and Phase 3;

"**Public Plaza**" means the public area located between the residential towers from Foster Street to Martin Street that is to be secured through a statutory right-of-way in favour of the City and registered in the Land Title Office under section 218 of the *Land Title Act*, to the satisfaction of the Director of Engineering and Municipal Operations, that ensures access for the public;

"**Release**" means a release or discharge sufficient to remove a charge or other interest registered against the title to land at the Land Title Office;

"**Section 219 Covenant**" means a covenant that precludes construction of a building on the Lands, other than for servicing infrastructure, until the conditions of use of buildings or land are satisfied in accordance with the covenant, which Section 219 Covenant by its terms will be released when the City has certified in writing that the conditions have been satisfied;

"**Specified Bylaw Provisions**" means any and all provisions of the Zoning Bylaw and Subdivision Bylaw that are applicable to the Lands as of the date of this Agreement, that regulate the use, density, siting, size, dimensions or location of buildings, structures or land, or the shape, dimensions and area of parcels that may be created by subdivision, and conditions that will entitle the Developer to different density regulations, as well as the subdivision and development standards set out in the Subdivision Bylaw as of the reference date of this Agreement;

"**Subdivision Bylaw**" means 'White Rock Subdivision By-law, 1966, No. 777' as it stands on the date of this Agreement, a copy of which is certified by the City Clerk and delivered to each of the Parties as of the reference date of this Agreement;

"**Term**" means ten (10) years from the date of adoption of the PDA Bylaw; and

"**Zoning Bylaw**" means 'White Rock Zoning Bylaw, 2012, No. 2000' as it stands on the date of this Agreement, a copy of which is certified by the City Clerk and delivered to each of the Parties as the reference date of this Agreement.

PART 2 - PHASES

2.1 The phasing of the development of the Lands may proceed in three phases, in accordance with the phasing plans set out in Schedule B.

2.2 The works and services required under Section 3.5 shall all be completed in Phase 1.

PART 3 - AMENITIES AND OTHER TERMS AND CONDITIONS

3.1 The Developer shall provide new/improve existing publicly accessible open space and/or pedestrian routes, provide outdoor public art subject to the review and advice of the City's Public Art Advisory Committee, provide waterfront development, arts, culture, recreation or other civic facilities, special needs or non-market affordable housing, streetscape enhancement, foreshore restoration, or acquire land for the purposes of public enjoyment, as Amenities in the City for the benefit of the City residents, to a maximum value of $11,700,000. These Amenities will be determined in the sole discretion of the City and located at sites stipulated by the City in accordance with specifications and standards stipulated by the City. The Developer agrees that the Developer has elected, in lieu of directly providing Amenities, to pay the City the sum of $11,700,000 prior to the issuance of a building permit to allow new development on the Lands, on the understanding that the City will use the monies solely for one or more of the Amenities and in its sole discretion determine the Amenities to be provided, the location in the City, and the specifications and standards.

3.2 The Developer shall install at least one 220V electric vehicle charging plug-in for every ten parking spaces.

3.3 The Developer shall reroute all overhead utility wires underground on the Lands and on any public land adjacent to the Lands.

3.4 The Developer shall complete and submit a geotechnical assessment for the proposed

development on the Lands to the City prior to issuance of a building permit on the Lands.

3.5 The Developer shall enter and grant to the City the Servicing Covenant attached hereto as Schedule C that addresses the following required upgrades related to the project:

(a) analysis of storm sewer system (run City's drainage model) to determine the extent of the required upgrades;

(b) updated Storm Water Control Plan from the site's drainage catchment to the nearest outfall;

(c) storm sewer upgrades that are necessary as a result of the development on the Lands;

(d) interim Storm Water Control Plan to ensure there is no net increase in storm water leaving the Lands between the completion of Phase 1 and issuance of a building permit for Phase 3;

(e) analysis of sanitary sewer system (run City's sanitary model) to determine the extent of the required upgrades;

(f) sanitary sewer upgrades that are necessary as a result of the development on the Lands;

(g) analysis of water system (run City's water model) to determine the extent of the required upgrades;

(h) upgrades to the existing water system that are necessary as a result of the development on the Lands;

(i) road upgrades;

(j) widened sidewalks;

(k) landscaping on City boulevard;

(l) street lighting;

(m) undergrounding of all utility wires;

(n) location of and upgrades to bus shelters;

(o) street trees and seating areas;

(p) intersection upgrades including traffic control;

(q) cycling infrastructure;

(r) road markings and signage;

(s) statutory right-of-way to accommodate the Public Plaza; and

(t) other works and services required under the Subdivision Bylaw or to the satisfaction of the Director of Engineering and Municipal Operations.

3.6 The Developer shall provide the following fire protection measures within the new buildings on the Lands:

(a) open or enclosed decks and balconies to be protected by frost-free or dry sprinkler heads;
(b) video system to be installed that allows fire crews to view all common corridors and parking areas from a monitor in the lobby adjacent to the fire alarm control panel;
(c) radio coverage and reception within the building, as well as from the interior to the exterior and to provide quantitative survey and possibly in-building repeater system to the acceptance of the Fire Chief;
(d) fire fighting equipment rooms/closets on every 6th or 7th floor of the buildings. This room will be for Fire Department use, to store developer supplied firefighting equipment dedicated for use at this building. A key to these rooms is to be provided for the Fire Department lock box, and equipment for each room must be approved by the Fire Chief prior to the issuance of a building permit; and
(e) A video system, and if required radio repeater system, will form part of the life safety systems of this building and is/are required to be maintained by the building owner(s).

PART 4 - BYLAW CHANGES

4.1 Changes to the definition of the Specified Bylaw Provisions can only be made by amending this Agreement.

4.2 Changes made during the Term to provisions of the Zoning Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the changes fall within the limits established by Section 516 of the *Local Government Act*, being:

(i) changes to enable the City to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the City has a legal requirement to obey;

(iii) changes that, in the opinion of the City, are necessary to address a hazardous condition of which the City was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the Local Government Act;

(b) this Agreement has been terminated pursuant to Sections 7.1 or 7.2; or

(c) the Developer has agreed in writing that the changes apply, in accordance with Sections 4.5 through 4.7.

4.3 Changes made during the Term to provisions of the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands, including any parcels created therefrom, unless:

(a) the change is a change to standards for water, sanitary sewer, or storm sewer that are of general application across the City;

(b) the changes fall within the limits established by Section 516 of the Local Government Act, being:

(i) changes to enable the City to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the City has a legal requirement to obey;

(iii) changes that, in the opinion of the City, are necessary to address a hazardous condition of which the City was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the Local Government Act;

(c) this Agreement has been terminated pursuant to Sections 7.1 or 7.2; or

(d) the Developer has agreed in writing that the changes apply, in accordance with Sections 4.5 through 4.7.

4.4 In the event of the repeal by the City of the Zoning Bylaw or the Subdivision Bylaw in its entirety, including where that bylaw is replaced by one or more bylaws under the Local Government Act, the Developer and the City agree that the Specified Bylaw Provisions continue to apply to the Lands for the balance of the term of this Agreement, despite such repeal.

4.5 The agreement of the Developer that changes to provisions of the Zoning Bylaw and the Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will apply to the Lands will only be effective if it is in writing and includes the terms set out in Schedule D.

4.6 Following execution of the agreement that includes the terms set out at Schedule D, Sections 4.2 and 4.3 of this Agreement will continue to apply, and further or subsequent changes made by the City to its Zoning Bylaw and Subdivision Bylaw that fall within the definition of the Specified Bylaw Provisions will not apply to the development of the Lands unless the Developer agrees in writing that they apply, by way of a further agreement that includes the terms set out at Schedule D.

4.7 In the event of the transfer of title to a portion of the Lands, the right of consent of the transferee under Section 516 of the *Local Government Act* is limited to the lands acquired

by the transferee, and the transferee shall not have any right of consent as regards lands that it has not acquired.

4.8 Changes made to the provisions of the Zoning Bylaw and Subdivision Bylaw that do not fall within the definition of the Specified Bylaw Provisions will apply to the development of the Lands, including any parcels created therefrom. For certainty, the interpretation of whether a Section in the Zoning Bylaw and Subdivision Bylaw is one of the Specified Bylaw Provisions is not impacted by the headings used in the Zoning Bylaw and Subdivision Bylaw.

PART 5 - AMENDMENT

5.1 No amendment to this Agreement shall be effective unless it is made in writing and is duly executed by the Developer and the City.

5.2 The City, by resolution without a new public hearing, and the Developer, may agree to "minor amendments" to this Agreement. For the purposes of this Agreement, a "minor amendment" is any amendment other than one that proposes the renewal or extension of this Agreement or changes to any of the following provisions of this Agreement:

(a) the Lands;

(b) the definition of the Specified Bylaw Provisions;

(c) the Term of this Agreement;

(d) the provision of this Agreement regarding what cannot constitute a minor amendment; or

(e) the provisions of this Agreement regarding transfer.

5.3 Nothing in Section 5.2 prevents the City from deciding to hold a public hearing in advance of a minor amendment to this Agreement if it so chooses.

5.4 A public hearing is required as a precondition to an amendment to this Agreement that is not a minor amendment.

PART 6 - TERM

6.1 The Term of this Agreement is ten (10) years from the date of the adoption of the PDA Bylaw, unless otherwise terminated in accordance with the provisions hereof.

PART 7 - TERMINATION

7.1 The parties may terminate this Agreement by mutual written agreement at any time.

7.2 The City may, but is not obliged to, terminate this Agreement before the expiry of the Term if the Developer does not, at the time it applies for a building permit for Phase 1, also register the Servicing Covenant against the title to the Lands.

7.3 Sections 17.1 and 19.1 through 19.3 shall survive the termination of this Agreement.

7.4 The Developer and the City agree that neither party may terminate this Agreement before the expiry of the Term, except as provided in Sections 7.1 and 7.2.

PART 8 - ENFORCEMENT

8.1 The Developer and the City agree that the following enforcement procedures and remedies will be available if the other does not comply with any other Section hereof when required:

(a) apart from disputes related to such matters that are referred to in Section 9.1 through 9.3, either party may commence proceedings for a declaration or to otherwise enforce against any breach, and, if successful, will be entitled to recover costs from the other on a solicitor and his own client basis;

(b) either party may commence proceedings for injunctive relief in connection with a breach, and, if successful, will be entitled to receive costs from the other on a solicitor and his own client basis; and

(c) the Developer or the City, as the case may be, will be responsible to the other for the cost, losses and damages that flow from any breach of the terms of the Agreement by the other;

provided however that, in the event of a default in performance of any such Sections, each will give the other written notice within thirty days after it becomes aware that any default has occurred, and the other will have thirty days from the date of the written notice to correct the default.

8.2 The Developer covenants and agrees that expiry of the Agreement and any termination in accordance with Section 7.1 or 7.2 or otherwise, does not entitle the Developer to recover any portion of the Amenities or to seek restitution in relation thereto or in relation to any other obligation of as performed (and specifically agrees that the Specified Zoning Bylaw Provisions of this Agreement for the period prior to expiry or termination provides sufficient consideration for the Amenities) and the release and indemnity provisions under Sections 19.1 through 19.3 apply in this regard.

8.3 The Developer covenants and agrees it will not commence or advance a legal proceeding of any kind to seek to quash, set aside, hold invalid this Agreement, or the Zoning Amendment Bylaw, or to recover any portion of the Amenities or payment for the Amenities provided under this Agreement, or seek restitution in relation to any of the Amenities or payment for the Amenities provided under this Agreement, and if it does any of the foregoing, the City may provide this Agreement to the Court as a full and complete answer.

8.4 Without limitation, Sections 8.2 and 8.3 apply whether or not the Developer proceeds with any development on the Lands.

8.5 The Developer shall execute, deliver and register in the Land Title Office a Covenant under Section 219 of the *Land Title Act*, in the form and with the content of Schedule E,

concurrently with and conditional upon the adoption of the PDA Bylaw, with the intention that this covenant shall be registered against title to the Lands in order to secure the obligations of the owner of the Lands to use and develop the Lands in accordance with the provisions of this Agreement.

8.6 Following termination of this Agreement development of the Lands shall continue to be governed by the Section 219 Covenants attached as Schedule C and E.

PART 9 - ARBITRATION

9.1 In the event of any dispute related to matters under the provisions of Part 1 [Definitions], Part 3 [Amenities and Other Terms and Conditions], Sections 10.7 through 10.10, and Schedules B and D, and any failure to reach agreement on any matter related thereto, such dispute or disagreement may be submitted by either party to and be finally settled by a single arbitrator pursuant to the *Arbitration Act* (British Columbia), provided that it is understood and agreed that:

(a) the Developer's ability to proceed with construction is not to be delayed while any arbitration related to any of the above matters other than Assumption Agreement terms occurs, but rather the Developer may proceed on the basis of the position it takes on any such matter, provided it first provides security to the City by way of a clean irrevocable letter of credit securing the reasonable difference in cost of satisfying the matter according to the Developer's position and the costs of satisfying the matter according to the City's position; and

(b) this Part 9 [Arbitration] is not intended to, nor is to be construed as, preventing the parties hereto, or either of them, from seeking relief from the courts to establish appropriate terms on which the Developer may proceed with construction pending an arbitration (i.e. regarding the scope of the dedication, obligation, Assumption Agreement terms, etc.).

9.2 If the parties cannot agree to a single arbitrator, then such arbitrator shall be chosen by reference to a Judge of the Supreme Court of British Columbia.

9.3 The parties shall share equally in the costs of:

(a) referring the choice of an arbitrator to a Judge of the Supreme Court of British Columbia; and

(b) any arbitration.

9.4 The determination made by a single arbitrator will be final and binding upon the Developer and the City.

9.5 The provisions of Part 9 [Arbitration] will be deemed to be a submission to arbitration within the provisions of the *Arbitration Act* (British Columbia), except on the question of arbitrator remuneration.

PART 10 - RIGHTS AND OBLIGATIONS

10.1 Nothing in the Agreement in any way limits the right of the Developer to sell all, or any

portion of, the Lands.

10.2 In the event of a sale, the "class of persons" by whom the rights set out in this Agreement may be exercised without further consent by the City, as contemplated by Section 516 of the *Local Government Act*, is any company, partnership, individual or other entity to whom the Developer transfers the Lands, or individual parcels subdivided therefrom, other than companies, partnerships, individuals or entities that are in receivership or bankruptcy. By signing this Agreement, the City gives its consent to the assignment of such rights to any party within such 'class of persons' consent, with such rights being as more particularly set out in Sections 10.4 through 10.10 inclusive of this Section 10.2.

10.3 A company, partnership, individual or entity that is in receivership or bankruptcy may only exercise the rights set out in this Agreement if it first obtains the consent of the City to the assignment of such rights.

10.4 Further to Sections 503 and 516 of the *Local Government Act*, the terms of this Agreement are binding on all persons who acquire an interest in the land affected by this Agreement, with such obligations being as more particularly set out in Sections 10.5 through 10.10 inclusive of this Part 10.

10.5 In the event of a transfer of the whole of the Lands to a party within the "class of persons" referenced in Section 10.2, then:

(a) this Agreement is, effective immediately upon such transfer, assigned to the transferee such as to be a Phased Development Agreement between the City of the transferee, and enforceable as between the City and the transferee;

(b) the obligations of the Developer to the City under this Agreement (as compared to the obligations of the transferee to the City) will cease if, but only if, the Developer provides the City with an acknowledgement signed by the transferee that the transferee assumes the obligations of the Developer under this Agreement; and

(c) notwithstanding Subsection 10.5(b), the Developer will not be released as regards any breach of this Agreement that occurred while the Developer was the owner of or had an interest in the Lands, unless the City provides the Developer with a release to that effect.

10.6 In the event of a transfer of any subdivided portion of the Lands:

(a) the transferee shall have all right, title, benefit, interest, privilege and advantage of the Developer further to Part 4 [Bylaw Changes] of this Agreement in respect of the portion of the Lands transferred to the transferee, but only in respect of that portion of the Lands transferred; and

(b) for greater certainty, the agreement of the transferee is not and will not be required under Part 4 [Bylaw Changes] of this Agreement on the issue of whether a change made to the Specified Bylaw Provisions is applicable to the development of lands other than the portion of the Lands transferred to the transferee;

(c) subject to Section 10.8, the transferee:

(i) shall not have any rights under any provision of this Agreement other than those in Part 4 [Bylaw Changes], as against either the Developer or the City; and

(ii) notwithstanding Subsection 10.6(c)(i), the transferee shall have no rights, or remedies against either the Developer or the City, in the event of the termination of this Agreement further to the provisions hereof.

10.7 Unless an Assumption Agreement is entered into between the City, the Developer and the transferee, a transfer of a subdivided portion of the Lands does not in any way affect:

(a) the rights and obligations of the City as against the Developer (as compared to the transferee) under this Agreement;

(b) the rights and obligations of the Developer (as compared to the transferee) as against the City under this Agreement; or

(c) the City's right to terminate this Agreement (and by doing so terminate the rights of the transferee) under Section 7.2 of this Agreement.

10.8 An Assumption Agreement under Section 10.7, entered into between the City, the Developer and the transferee, can provide that some or all of the rights and obligations of the Developer to the City under this Agreement are transferred to the transferee and cease to be rights or obligations of the Developer, as set out in the Assumption Agreement.

10.9 Unless otherwise provided for in an Assumption Agreement under Sections 10.7 and 10.8, the obligation of the transferee in respect of a subdivided portion of the Lands includes an obligation to:

(a) cooperate fully and promptly execute all documentation that the Developer may require; and

(b) provide all authorizations, access and information that the Developer may require

to facilitate or enable the performance and discharge by the Developer of its rights and obligations under this Agreement.

10.10 In the event that a transferee transfers all or any part of the transferee's land to a subsequent transferee, the respective rights and obligations of the transferee and the subsequent transferee in respect of such part of the transferee's land, will, insofar as the matters dealt with in Sections 10.6 through 10.9 are concerned, be on the basis as set out in those Sections.

10.11 The City will not act unreasonably in deciding whether to enter into an Assumption Agreement, including considering whether its interests are prejudiced in a substantial practical way.

PART 11 - BINDING EFFECT AND STATUTORY APPROVAL

11.1 This Agreement shall, subject to Part 10 [Rights and Obligations], enure to the benefit of and be binding upon the parties hereto, and their respective successors and permitted assigns.

11.2 This Agreement does not restrict any discretion of the City's Council or officials under its or their statutory powers, apart from the restrictions expressly provided for herein and as provided for at Section 516 of the *Local Government Act*.

11.3 All obligations of the Developer hereunder are subject to the Developer being able to obtain all bylaw and statutorily required approvals therefor.

PART 12 - FURTHER ACTS

12.1 The Developer and the City shall do all further acts as may be necessary for carrying out this Agreement, including without limitation execution of all required documentation and alterations required to achieve registration at the Land Title Office.

PART 13 - NO OTHER AGREEMENTS

13.1 This Agreement is the entire agreement between the parties regarding its subject. It is mutually understood, acknowledged and agreed by the parties that the City has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Developer other than those contained in this Agreement. For certainty, the parties also acknowledge and agree that they have also entered into covenant agreements and statutory right of way agreements.

PART 14 - TIME OF THE ESSENCE

14.1 Time is of the essence of this Agreement

PART 15 - FORCE MAJEURE

15.1 All obligations of the parties shall be suspended so long as the performance of such obligation is prevented, in whole or in part, by reason of labour dispute, fire, act of God, unusual delay by common carriers, earthquake, act of the elements, riot, civil commotion or inability to obtain necessary materials on the open market, and the period in which any party is required to perform any such obligation is extended for the period of such suspension. The impact of the Developer's financial circumstances upon the Developer's ability to perform this Agreement does not suspend the Developer's obligations under this Agreement. This provision does not extend the Term.

PART 16 - NO WAIVER

16.1 No provision of this Agreement is to be considered to have been waived by a party unless the waiver is expressed in writing by the party. The waiver by a party of any breach by

another party of any provision is not to be construed as to constitute a waiver of any further or other breach.

PART 17 - SEVERABILITY

17.1 If any part of this Agreement other than Part 4 [Bylaw Changes] is held to be invalid, illegal or unenforceable by a Court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part. In the event that Part 4 is held to be invalid, illegal or unenforceable by a Court having jurisdiction to do so, such a holding shall not limit such nonconforming use protection as has accrued to the Developer or transferee under Section 528 of the *Local Government Act* in connection with the subdivision and development of the Lands in keeping with the Zoning Amendment Bylaw, including by way of the doctrine of "commitment to use", nor the application of the law related to unjust enrichment.

PART 18 - INTERPRETATION

18.1 In this Agreement:

(a) the word "including" when following any general term or statement is not to be construed as limiting the general term or statement to the specific items or matters set forth or to similar terms or matters but rather as permitting it to refer to other items or matters that could reasonably fall within its scope;

(b) a reference to currency means Canadian currency;

(c) a reference to a statute includes every regulation made pursuant thereto, all amendments to the statute or to any such regulation in force from time to time and any statute or regulation that supplements or supersedes such statute or any such regulation;

(d) a reference to time or date is to the local time or date in White Rock, British Columbia;

(e) a word importing the masculine gender includes the feminine or neuter, and a word importing the singular includes the plural and vice versa;

(f) a reference to approval, authorization, consent, designation, waiver or notice means written approval, authorization, consent, designation, waiver or notice;

(g) a reference to a Part or Section means a Part or Section of this Agreement, unless a specific reference is provided to a statute; and

(h) the headings and captions are for convenience only and do not form part of this Agreement and will not be used to interpret, define or limit the scope, extent or intent of this Agreement or any of its provisions.

18.2 This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

PART 19 - INDEMNITY AND RELEASE

19.1 The Developer shall indemnify and keep indemnified the City from any and all claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever, whether based in law or equity, whether known or unknown, which anyone has or may have against the City or which the City incurs as a result of any loss, damage or injury, including economic loss or deprivation, arising out of or connected with or any breach by the Developer of this Agreement.

19.2 The Developer hereby releases, saves harmless and forever discharges the City of and from any claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever which the Developer can or may have against the City, whether based in law or equity, whether known or unknown, for any loss, damage or injury, including economic loss or deprivation, that the Developer may sustain or suffer arising out of or connected with this Agreement, including the restrictions and requirements of this Agreement, the provisions of the Amenities and the development of the Lands as contemplated under this Agreement, or any breach by the Developer of any covenant in this Agreement, save and except as a result of any breach by the City of this Agreement.

19.3 The indemnity and release provisions of Part 19 [Indemnity and Release] shall survive the expiry or termination of this Agreement.

PART 20 - NOTICE

20.1 A notice, demand, statement, request or other evidence required or permitted to be given hereunder must be written and will be sufficiently given if delivered in person or transmitted by facsimile addressed as follows:

(a) if to the Developer:

Landmark White Rock Holdings Ltd.
Inc. No. BC1038973
4265 West 16th Avenue
Vancouver, BC
V6R 3E5

Attention: XXXX

With a copy to:

Law Firm
Address

Attention: XXXX

(b) if to the City:

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

Attention: Dan Bottrill

With a copy to:

Lidstone & Company
128 West Pender Street, Suite 1300
Vancouver, BC V6B 1R8

Attention: Don Lidstone, Q.C.

and a party at any time may give notice to the others of a change of address after which the address so specified will be considered to be the address of the party who gave the notice. Any notice, demand, statement, request or other evidence delivered in person will be considered to have been given at the time of personal delivery and any notice, demand, statement, request or other evidence transmitted by facsimile will be considered to have been given to the party to whom it is addressed on the next business day following the date of such transmission.

PART 21 - EXECUTION

21.1 This agreement may be executed in counterparts, and such counterparts together shall constitute a single instrument.

PART 22 - COSTS

22.1 Every obligation of the Developer under this Agreement must be satisfied by the Developer at its sole cost.

PART 23 - SCHEDULES

23.1 The following schedules are annexed to and form part of this Agreement:

Schedule A – Development Permit No. 398
Schedule B – Phasing Plan
Schedule C – Development Servicing Covenant
Schedule D – Form for Agreement to Bylaw Changes
Schedule E – Enforcement Covenant

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

Landmark White Rock Holdings Ltd.	**City of White Rock**
Per:_____ Authorized Signatory	Per:_____
Per:_____ Authorized Signatory	Per:_____

SCHEDULE A
DEVELOPMENT PERMIT No. 398

THE CORPORATION OF THE
CITY OF WHITE ROCK

DEVELOPMENT PERMIT NO. 398

1. This Development Permit No. 398 is issued to Landmark White Rock Holdings Ltd. as the owner and shall apply only to ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

   Legal Description:

   Block 5 Section 10 Township 1 New Westminster District Plan 3498
   PID: 010-991-379
   (1484 Martin Street)

   As indicated on Schedule A (the "Lands").

2. This Development Permit No. 398 is issued pursuant to the authority of Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1*, the "White Rock Official Community Plan Bylaw, 2008, No. 1837" as amended, and in conformity with the procedures prescribed by the "City of White Rock Planning Procedures Bylaw, 2009, No. 1869" as amended.

3. The terms, conditions and guidelines as set out in "White Rock Official Community Plan Bylaw, 2008, No. 1837" as amended to the date of issuance of this Permit, that relate to "Development Permit Area No. 1 – Town Centre Area" shall apply to the Lands.

4. Land, buildings, and structures on the Lands shall only be used in accordance with the provisions of the "CR-1 Town Centre Area Commercial / Residential Zone" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended.

5. All buildings and structures to be constructed, repaired, renovated, or sited on the Lands shall be in substantial compliance with the Plans, prepared by IBI Group Inc. and ETA Landscape Architecture, attached hereto in accordance with the provisions of Section 491 of the *Local Government Act* as Schedules B to F:

Schedule B	Site Plan
Schedule C	Building Elevations
Schedule D	Renderings
Schedule E	Signage Plans
Schedule F	Landscape Plans

   These Plans form part of this development permit.

6. Section 6.16.5 of "White Rock Zoning Bylaw, 2012, No. 2000" as amended is varied to increase the maximum allowable building height to 85.6 metres, in accordance with the Building Elevations attached as Schedule C.

7. The provisions of the "White Rock Sign Bylaw, 2010, No. 1923", as amended is varied to permit signage on the area of land and premises hereinbefore described as indicated in Signage Plans attached hereto as Schedule E.

8. Terms and Conditions:

   a) The applicant shall provide landscaping for the development in substantial compliance with the Landscape Plans (Schedule F) to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations;

   b) Rooftop mechanical equipment shall be screened from view to the acceptance of the Director of Planning and Development Services; and

   c) The hydro kiosk is to be located to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations.

9. In the interpretation of the Development Permit all definitions of words and phrases contained in Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* , and the "White Rock Official Community Plan Bylaw, 2008, No. 1837", as amended to the date of issuance of this Development Permit, shall apply to this Development Permit and attachments.

10. If the holder of this Permit does not obtain the required building permits and commence construction of the development by excavating the subject land and constructing foundations of the buildings shown on the Plans as outlined in this Development Permit within two years after the date this Permit was authorized by Council, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized further time extension of the Permit.

11. This permit does not constitute a subdivision approval, a tree management permit, a demolition permit, or a building permit, and does not have the effect of altering use or density on the Lands.

Authorizing Resolution passed by the Council for the City of White Rock on the _____ day of _____, 2017.

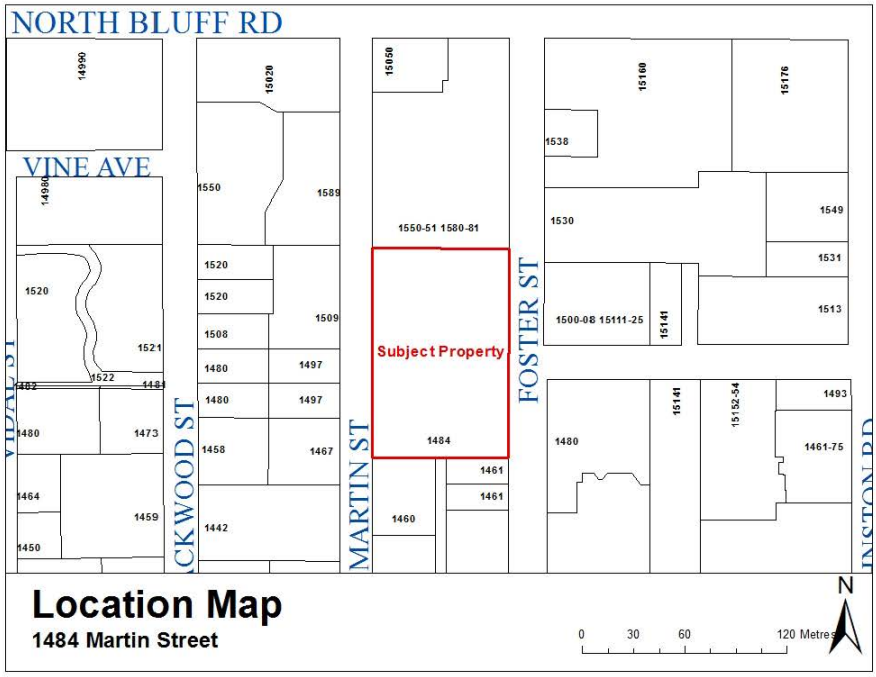
This development permit has been executed at White Rock, British Columbia on the _____ day of _____ 2017.

The Corporate Seal of THE CORPORATION
OF THE CITY OF WHITE ROCK was hereunto
affixed in the presence of:

_____
Mayor - Authorized Signatory

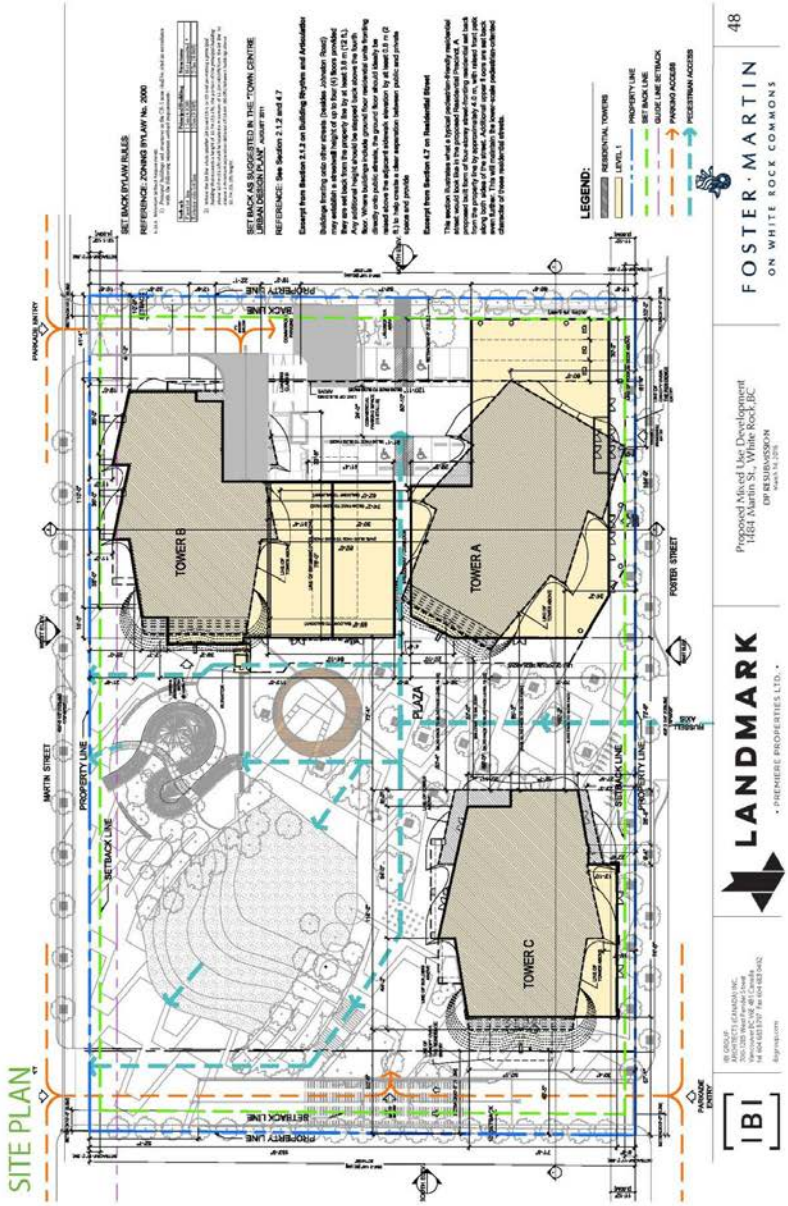
_____
City Clerk - Authorized Signatory

Schedule A – Location Map



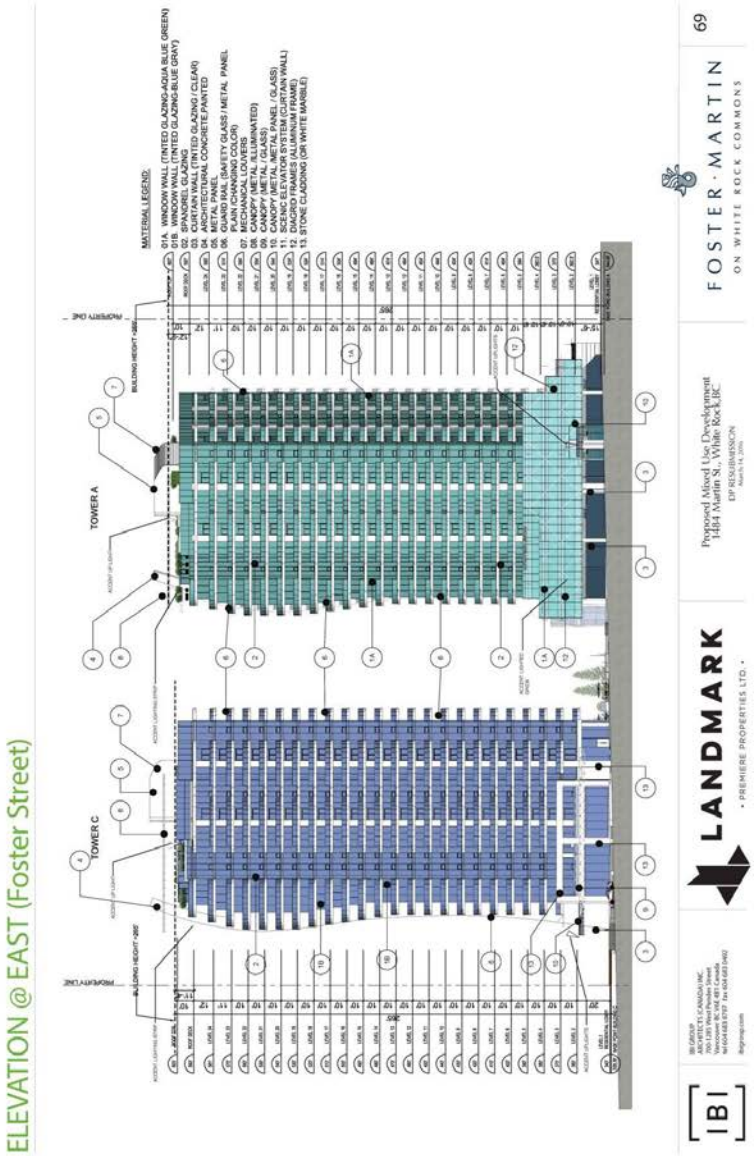
Development Permit 398 – 1484 Martin Street

Schedule B – Site Plan



Development Permit 398 – 1484 Martin Street

Schedule C – Building Elevations



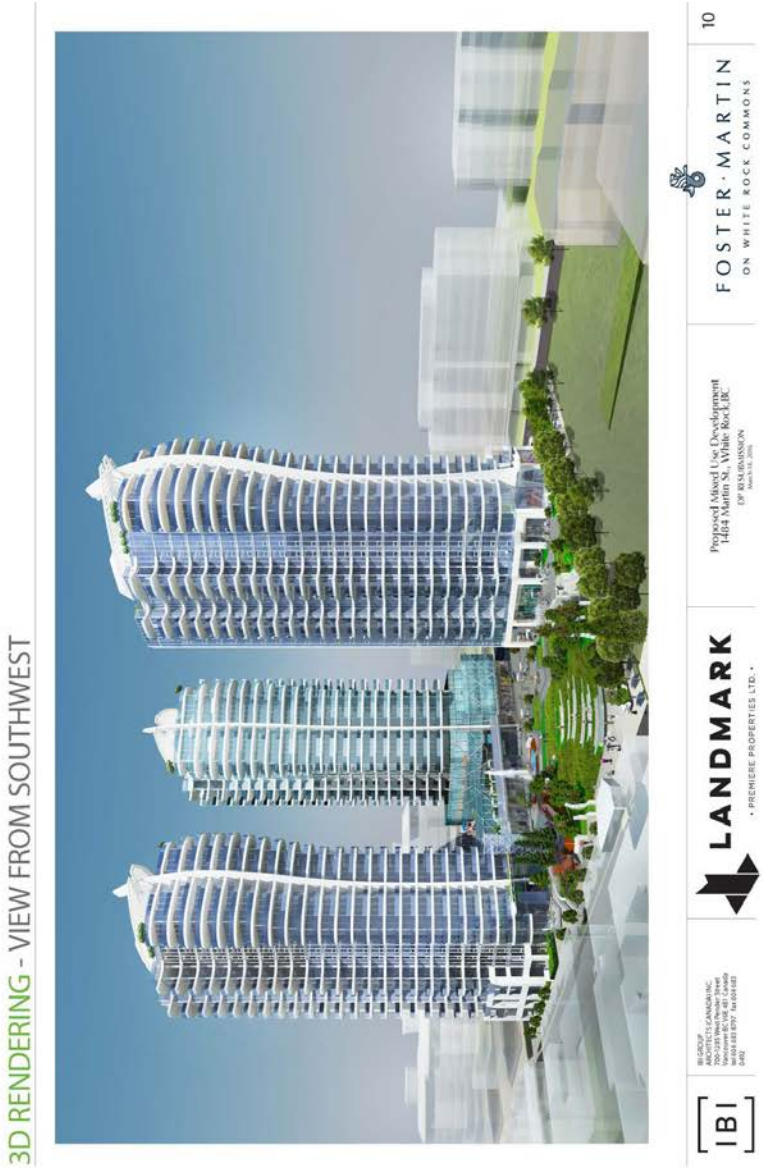
Development Permit 398 – 1484 Martin Street

Development Permit 398 – 1484 Martin Street

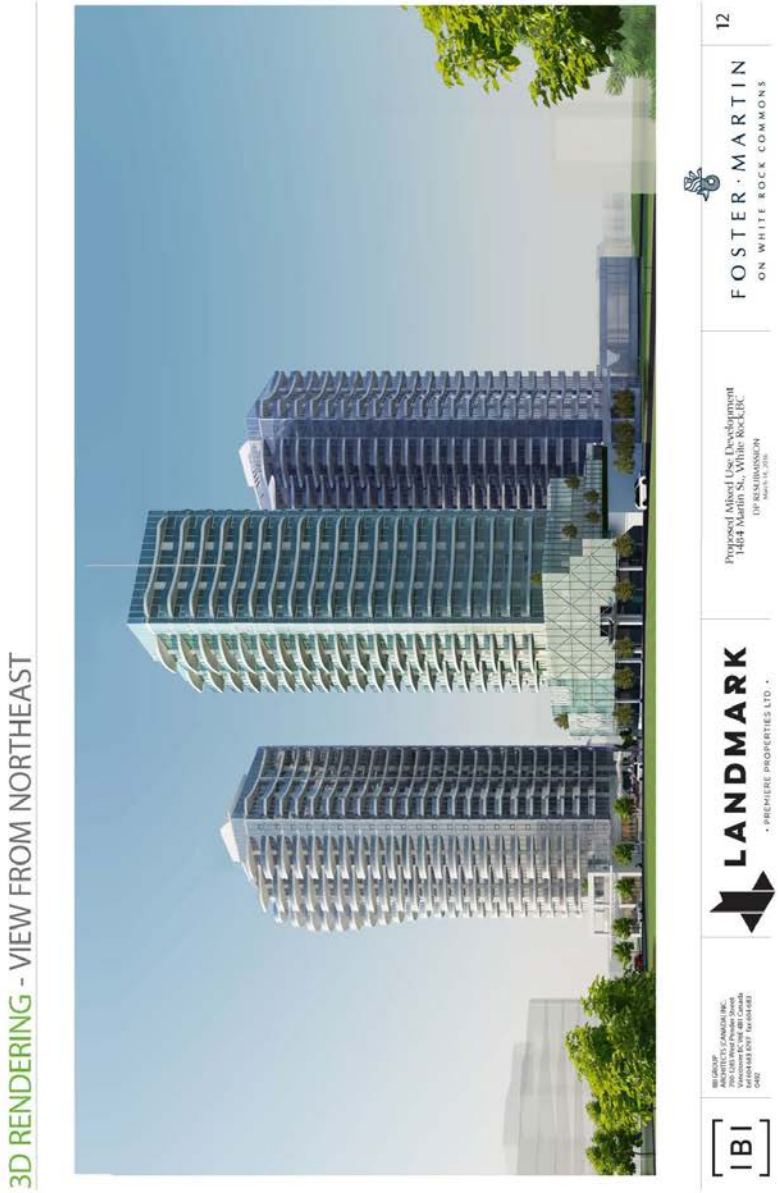
Development Permit 398 – 1484 Martin Street

Development Permit 398 – 1484 Martin Street

Schedule D – Renderings

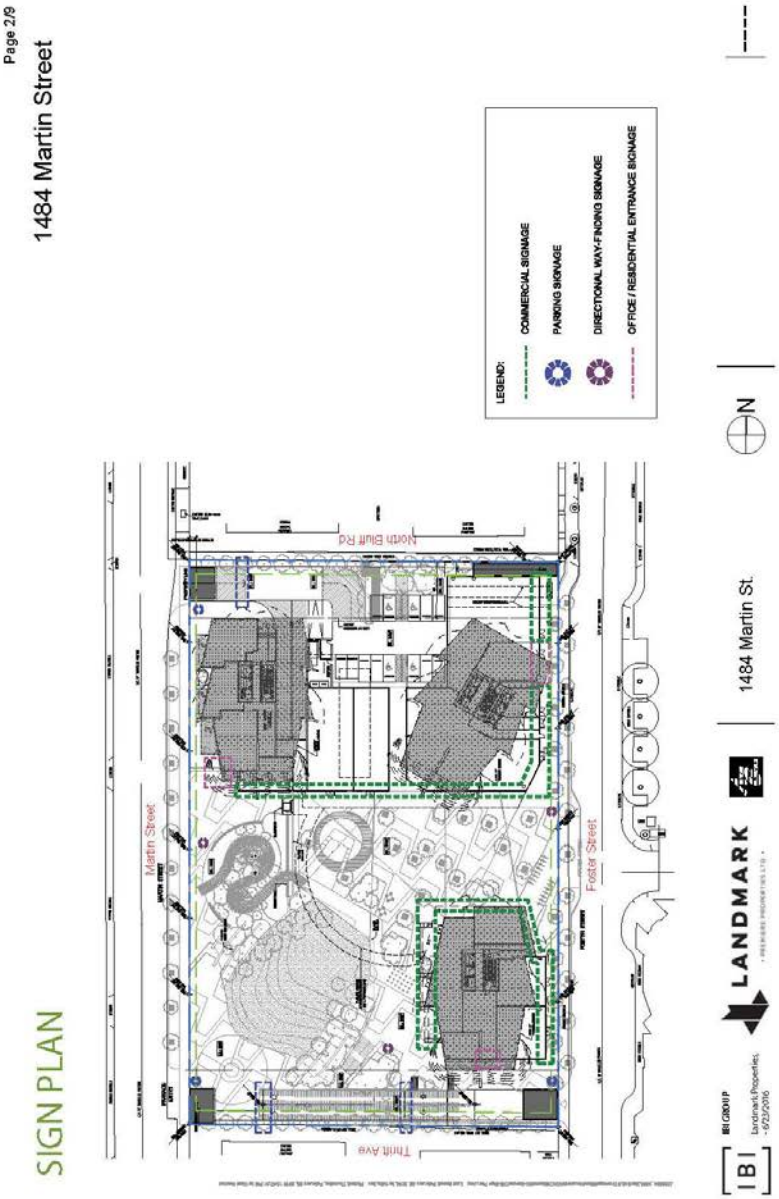


Development Permit 398 – 1484 Martin Street



Development Permit 398 – 1484 Martin Street

Schedule E – Signage Plans



Development Permit 398 – 1484 Martin Street

Development Permit 398 – 1484 Martin Street

NOTE : The sign copy area shall not exceed 0.61 metres (2.0 feet) in height and shall not exceed 45% of the sign area (Fascia Sign)

SIGN TYPE A

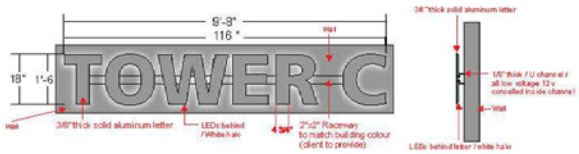
1) Sign Type A - Commercial sign (Fascia type) - Square Footage: 39.1 (QTY-5)
- 2' tall, 3"deep white channel letters / white(T.B.C) lexan faces and aluminum returns
- LEDs internally lit letter w blue(T.B.C) glow faces

(Text and font are T.B.C)

SIGN TYPE B

2) Sign Type B - Residential / Commercial, Entry sign (Fascia type) - Square Footage: 14.5 (QTY-4)
- 18"tall, 3/8" thick solid aluminum letter / LEDs behind letter w white halo

(Text and font are T.B.C)



NOTE : Tenant verbiage may change size height lettering due to max space provided

IBI GROUP
Landmark Properties, - 6/23/2016

LANDMARK
- PREMIERE PROPERTIES LTD. -

1484 Martin St.

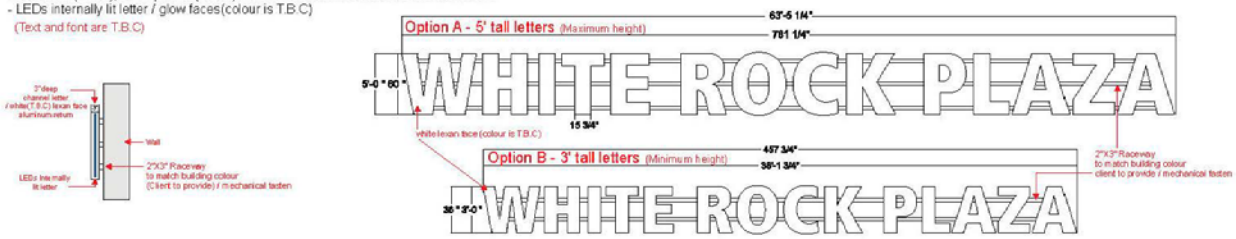
N

SIGN TYPE C

3) Sign Type C - Development sign (Fascia type) - Square Footage: Option A - 317.18, Option B - 114.4 (QTY-1)

- 3' to 5' tall(T.B.C), 3"deep white(T.B.C) lexan faces channel letters / aluminum return
- LEDs internally lit letter / glow faces(colour is T.B.C)

(Text and font are T.B.C)

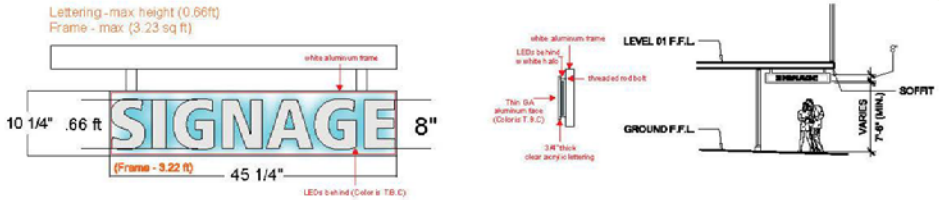


SIGN TYPE D

4) Sign Type D - Under Awning / Canopy sign (Fascia type) Square footage: 2.85 (All sizes given meet signage bylaw code) (QTY-3)

- 43 1/4" X 9 1/2" white aluminum frame
- 7"tall 3/4" thick clear acrylic lettering w thin GA. aluminum face (colour is T.B.C) / LEDs behind (Colour is T.B.C)

(Text and font are T.B.C)



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Landmark Properties, - 6/23/2016

LANDMARK
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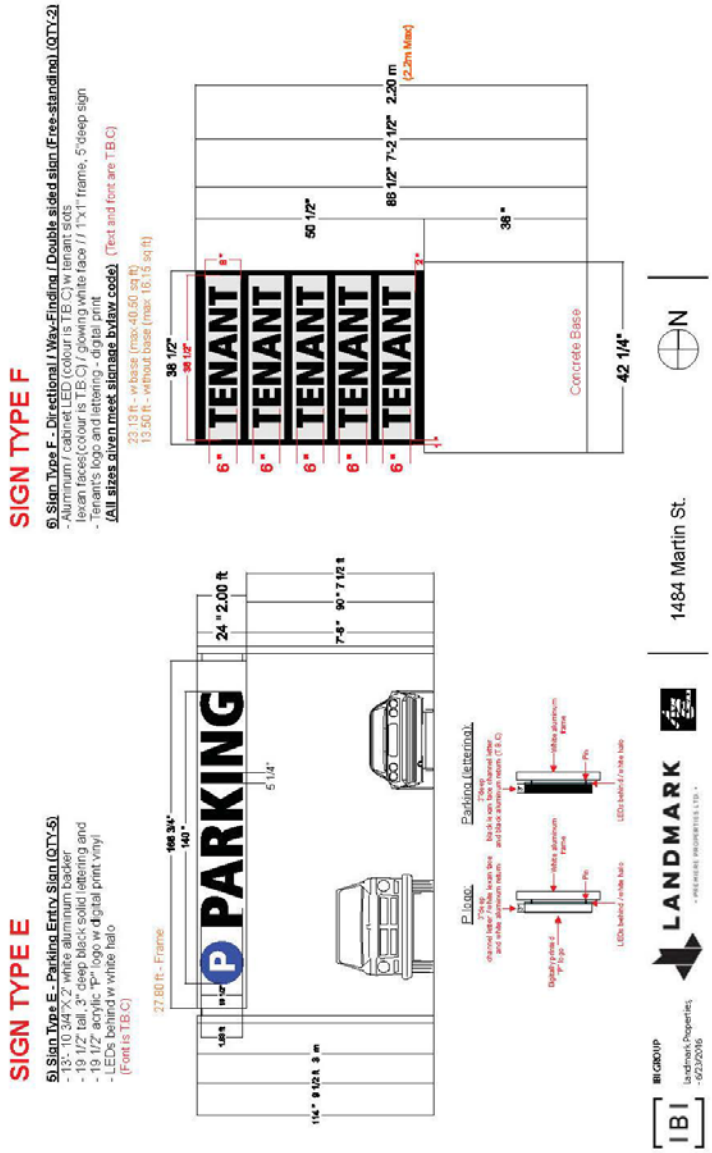
1484 Martin St.

N



Development Permit 398 – 1484 Martin Street

South Elevation

SIGN LEGEND:

01. TYPE A - COMMERCIAL SIGN (FASCIA TYPE)
02. TYPE B - RESIDENTIAL / OFFICE ENTRY SIGN (FASCIA TYPE)
03. TYPE C - DEVELOPMENT SIGN (FASCIA TYPE)
04. TYPE D - UNDER AWNING / CANOPY SIGN
05. TYPE E - PARKING ENTRY SIGN
06. TYPE F - DIRECTIONAL & WAY FINDING SIGN (FREE STANDING)

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1484 Martin St.

East - (Foster Street) Elevation

SIGN LEGEND:

01. TYPE A - COMMERCIAL SIGN (FASCIA TYPE)
02. TYPE B - RESIDENTIAL / OFFICE ENTRY SIGN (FASCIA TYPE)
03. TYPE C - DEVELOPMENT SIGN (FASCIA TYPE)
04. TYPE D - UNDER AWNING / CANOPY SIGN
05. TYPE E - PARKING ENTRY SIGN
06. TYPE F - DIRECTIONAL & WAY FINDING SIGN (FREE STANDING)

IBI GROUP
Landmark Properties - 6/23/2016

LANDMARK
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1484 Martin St.

West Elevation

SIGN LEGEND:

01. TYPE A - COMMERCIAL SIGN (FASCIA TYPE)
02. TYPE B - RESIDENTIAL / OFFICE ENTRY SIGN (FASCIA TYPE)
03. TYPE C - DEVELOPMENT SIGN (FASCIA TYPE)
04. TYPE D - UNDER AWNING / CANOPY SIGN
05. TYPE E - PARKING ENTRY SIGN
06. TYPE F - DIRECTIONAL & WAY FINDING SIGN (FREE STANDING)

IBI GROUP
Landmark Properties
- 6/23/2016

LANDMARK
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1484 Martin St.

Schedule F – Landscape Plans

Development Permit 398 – 1484 Martin Street

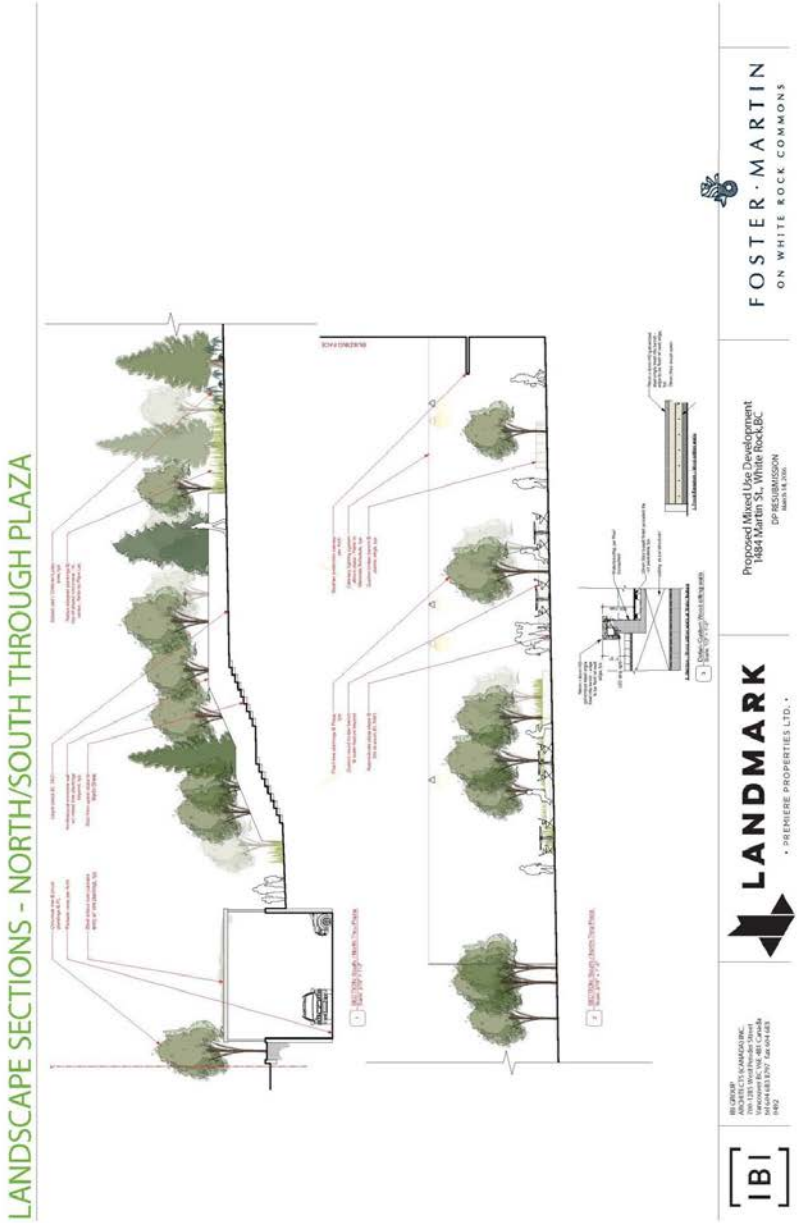
Development Permit 398 – 1484 Martin Street

Development Permit 398 – 1484 Martin Street

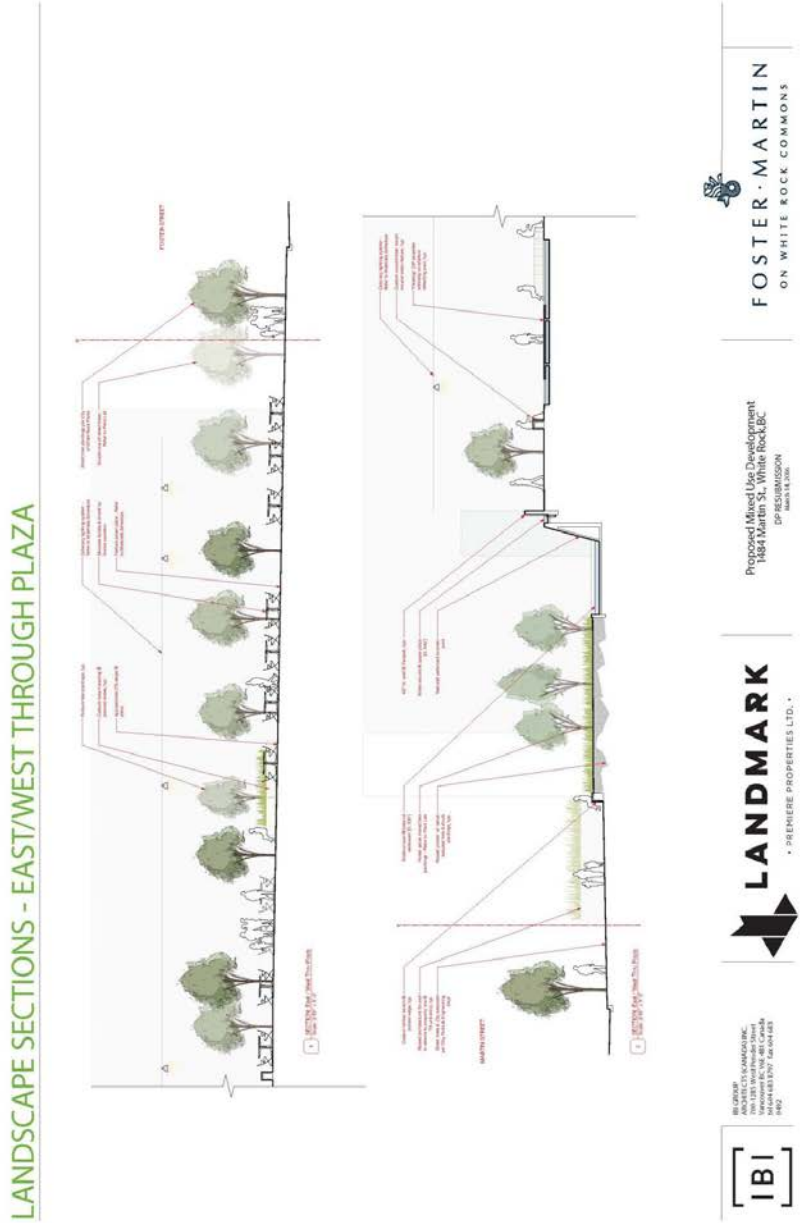
Development Permit 398 – 1484 Martin Street

Development Permit 398 – 1484 Martin Street

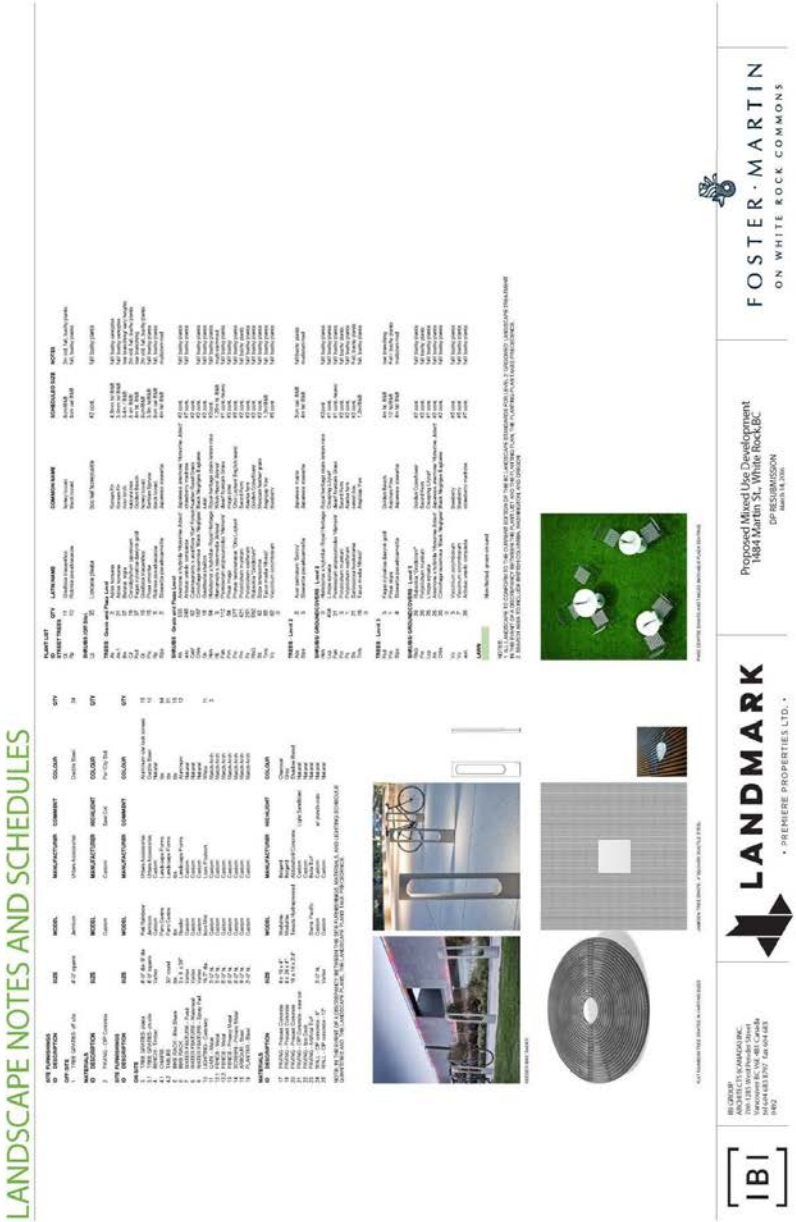
Development Permit 398 – 1484 Martin Street



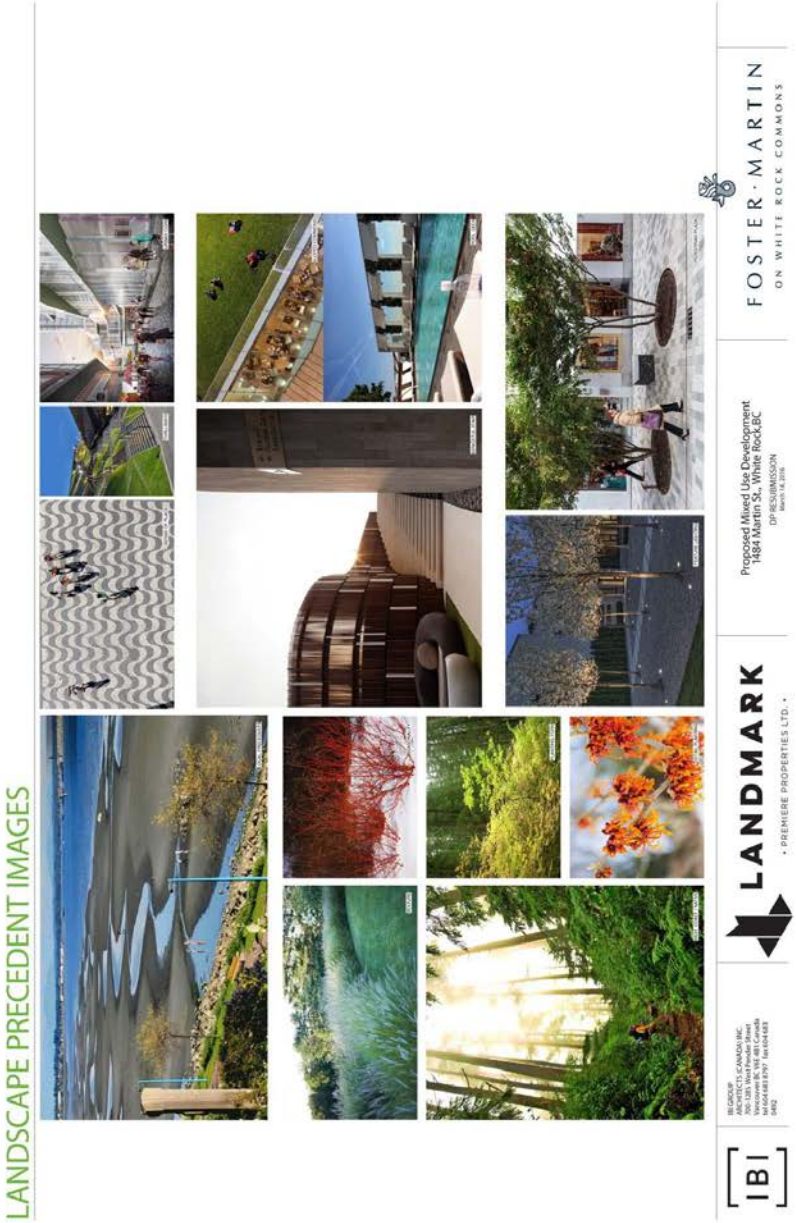
Development Permit 398 – 1484 Martin Street



Development Permit 398 – 1484 Martin Street

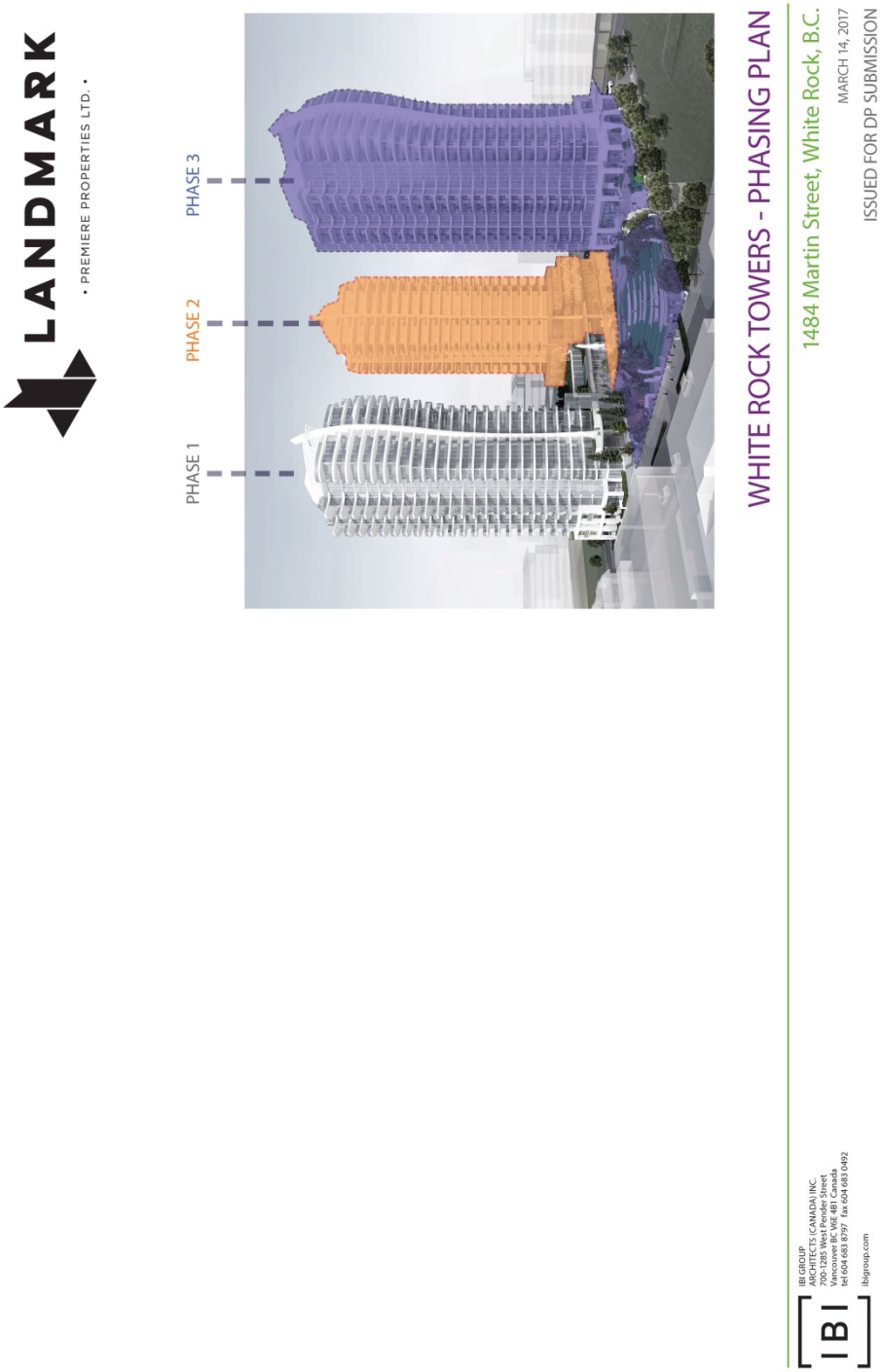


Development Permit 398 – 1484 Martin Street



Development Permit 398 – 1484 Martin Street

SCHEDULE B
PHASING PLANS



PHASING PLAN - LEVEL P4 & LEVEL L1

PHASED OCCUPANCY

1) PARKING FROM P4 TO GRADE
2) TOWER B WITH PARTIAL PODIUM + AMENITY
3) TOWER A WITH PARTIAL PODIUM
4) TOWER C

LEGEND

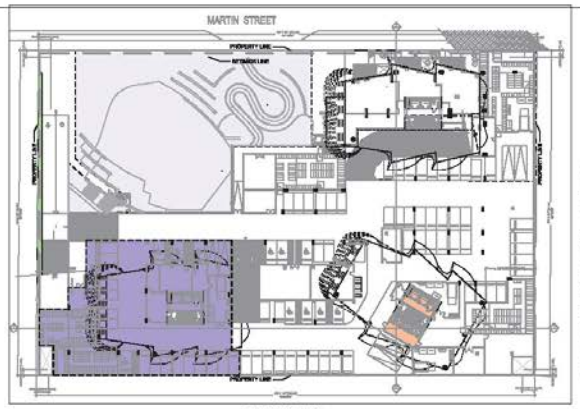
- PHASE 1
- PHASE 2
- PHASE 2 (landscape)
- PHASE 3
- PHASE 3 (landscape)

PHASED CONSTRUCTION

PHASE 1 SCOPE OF WORKS
- FULL PARKING
- PARTIAL PODIUM
- TOWER B

PHASE 2 SCOPE OF WORKS
- PARTIAL PODIUM
- TOWER A

PHASE 3 SCOPE OF WORKS
- TOWER C

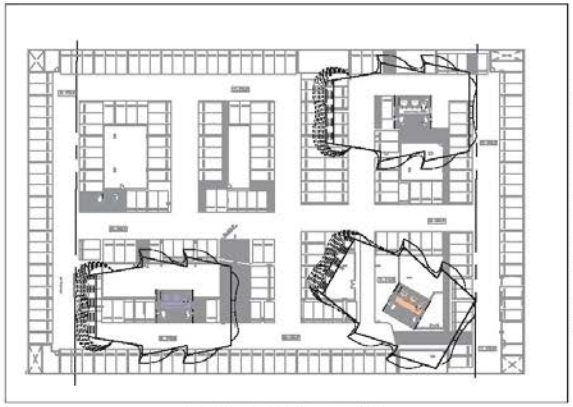


LEVEL P1
N.T.S

Note:

SHADED PORTIONS IN LEVEL P1 PARKADE INDICATE PHASE 2 AND 3 SCOPE OF WORKS SEPARATELY.

ONLY STRUCTURAL COMPONENTS AND ITEMS RELATED TO THE OPERATIONAL USE OF PHASE 1 WILL BE COMPLETED DURING PHASE 1 WORKS. REMAINING ITEMS RELATED TO PHASE 2 AND 3, SUCH AS MECHANICAL AND ELECTRICAL ROOMS, DEDICATED STORAGES & PARKING STALLS, AND OTHER PERTINENT ROOMS/AREAS FOR THEIR OPERATIONAL USE WILL BE COMPLETED DURING THEIR RESPECTIVE PHASES.



LEVEL P4 (Typ. up to P2)

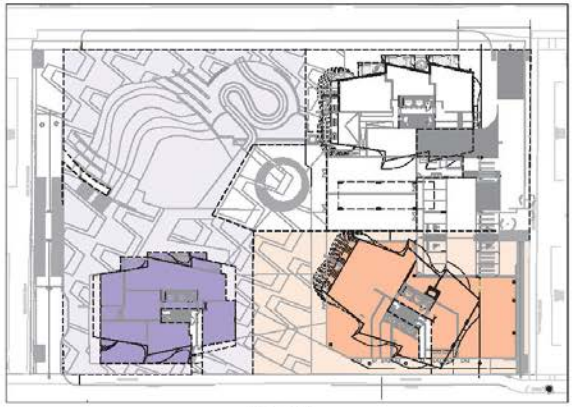
Note:

PHASE 1 - INCLUDES ALL PARKADE LEVELS (P1 TO P4).

PHASE 2 AND PHASE 3 SCOPES (COLOR-CODED SHOWN IN LEVEL P4 (TYP. UP TO P2). INDICATE ELEVATOR ASSEMBLIES AND MECHANICAL & ELECTRICAL COMPONENTS FOR OPERATIONAL USE OF EACH OF THE TOWERS THAT WILL BE COMPLETED IN THEIR RESPECTIVE PHASE.

STRUCTURAL TOWER CORE WILL BE BUILT INCLUSIVE OF THE FIRE EXIT STAIRS FOR EGRESS AND ACCESS PURPOSES.

SPRINKLER SYSTEM, FIRE ALARM, AND SIMILAR LIFE SAFETY ITEMS REQUIRED FOR OPERATIONAL USE OF EACH OF THE PHASES WILL BE INCLUDED IN THEIR RESPECTIVE PHASES.



LEVEL 1

IBI GROUP
ARCHITECTS (CANADA) INC.
700-1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492

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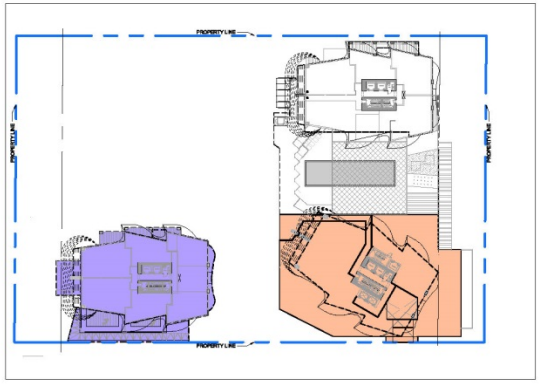
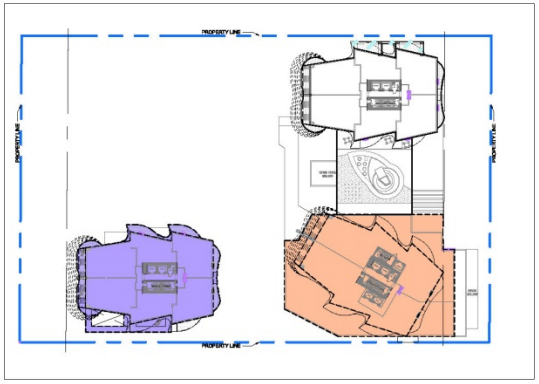
Proposed Mixed Use Development
1484 Martin St., White Rock , B.C.

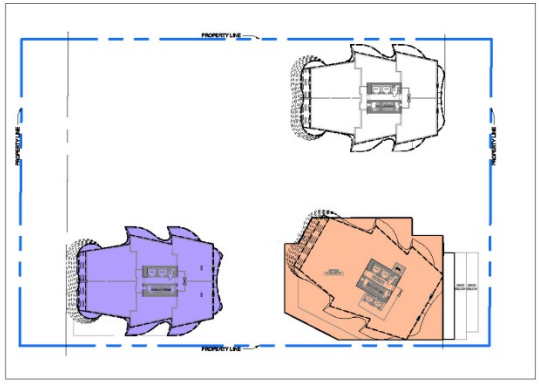
PHASING PLAN - LEVEL 2 to LEVEL 5



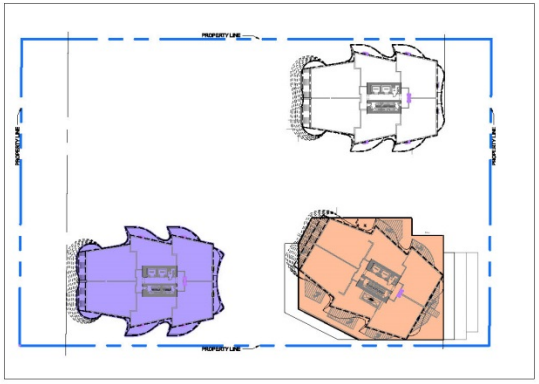
LEVEL 2
N.T.S



LEVEL 3
N.T.S



LEVEL 4
N.T.S



LEVEL 5
N.T.S

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ARCHITECTS (CANADA) INC.
700-1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492

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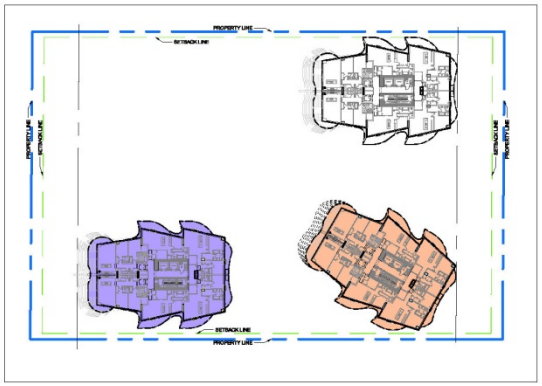
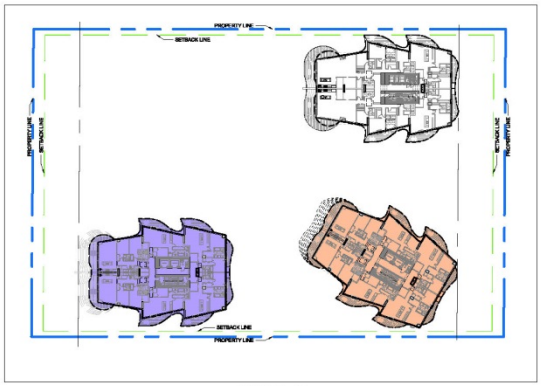
Proposed Mixed Use Development
1484 Martin St., White Rock , B.C.

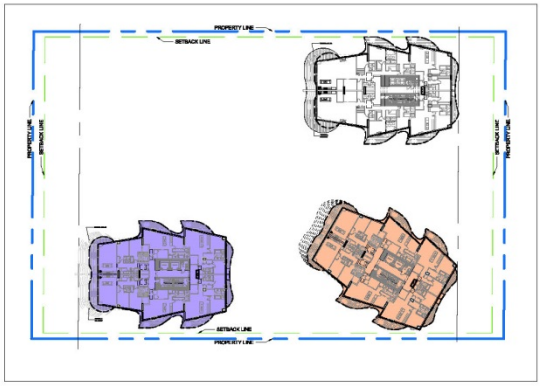
PHASING PLAN - LEVEL 6 to LEVEL 16



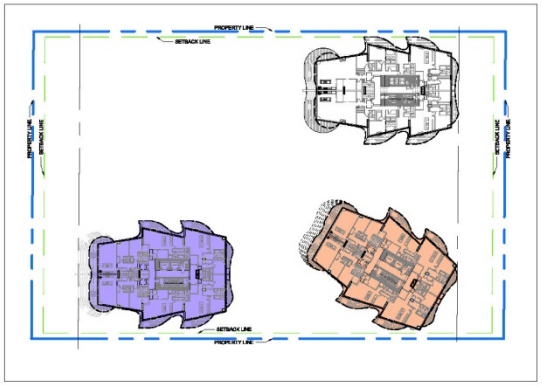
LEVEL 6 TO 13 (TYPICAL)
N.T.S



LEVEL 14
N.T.S

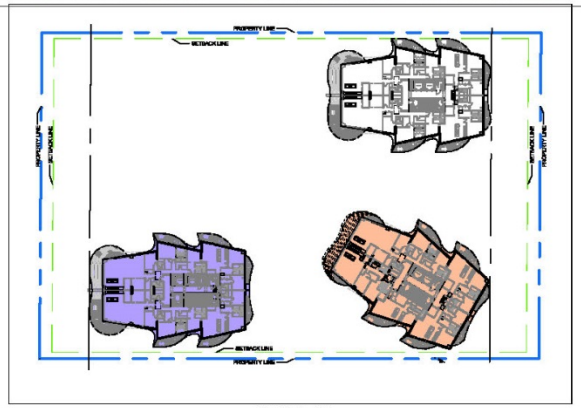


LEVEL 15
N.T.S

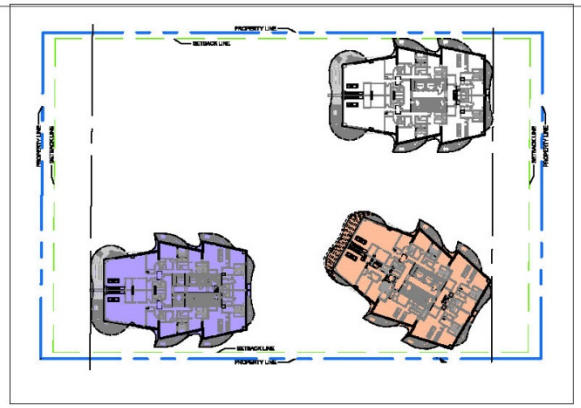


LEVEL 16
N.T.S

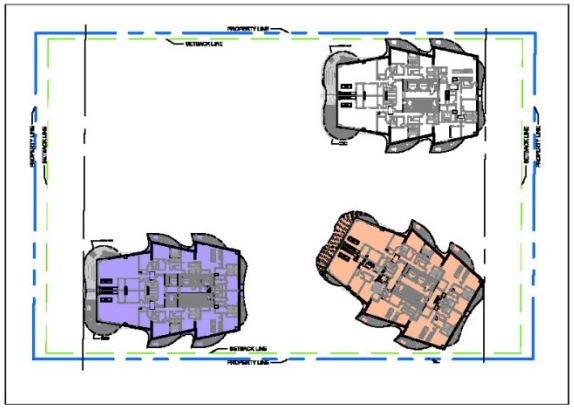
PHASING PLAN - LEVEL 17 to LEVEL 23



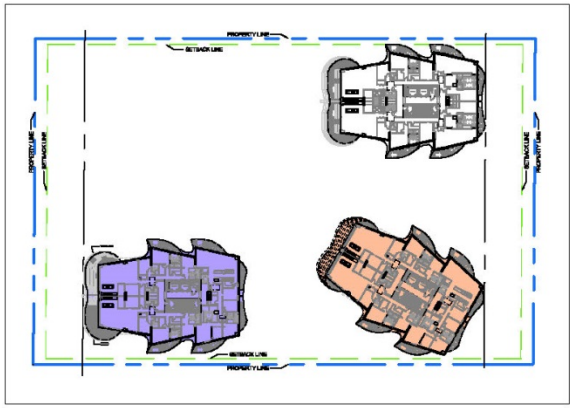
LEVEL 17
N.T.S



LEVEL 18 TO 21 (TYPICAL)
N.T.S



LEVEL 22



LEVEL 23

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tel 604 683 8797 fax 604 683 0492
ibigroup.com

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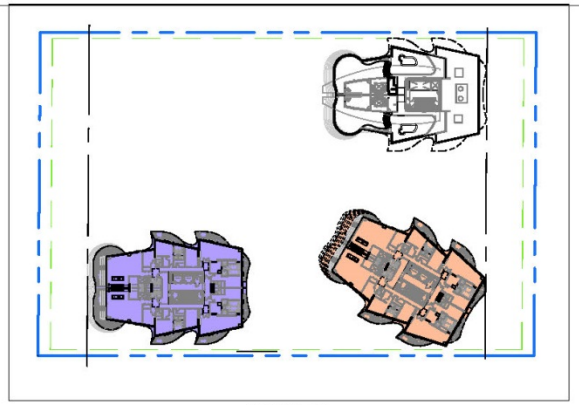
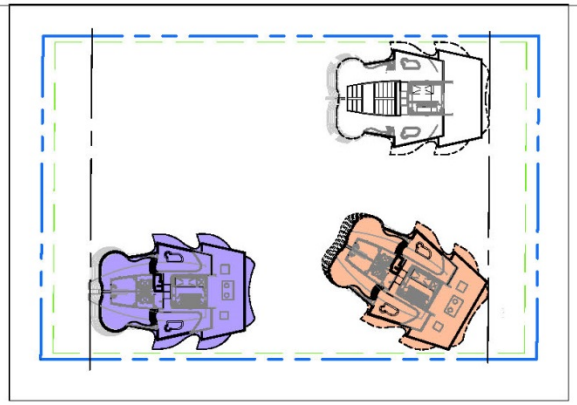
Proposed Mixed Use Development
1484 Martin St., White Rock , B.C.

PHASING PLAN - LEVEL 24 to ROOF TOP



LEVEL 24
N.T.S



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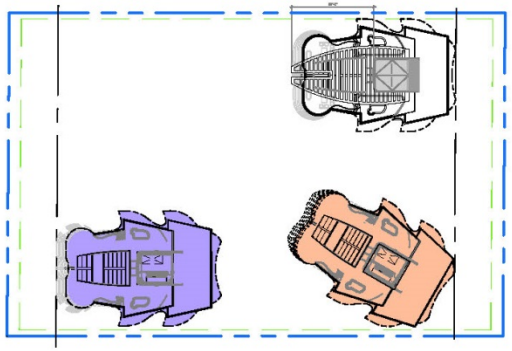
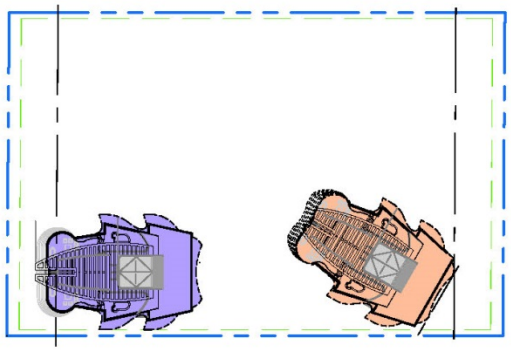


TOWER A ELEVATOR MACHINE ROOM LEVEL



TOWER A ROOF TOP LEVEL

IBI GROUP
ARCHITECTS (CANADA) INC.
700-1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492

ibigroup.com

LANDMARK
• PREMIERE PROPERTIES LTD. •

Proposed Mixed Use Development
1484 Martin St., White Rock , B.C.

SCHEDULE C
DEVELOPMENT SERVICING COVENANT

This COVENANT dated for reference the ____ day of _____, 2017.

BETWEEN:

Landmark White Rock Holdings Ltd.
Inc. No. BC1038973
4265 West 16th Avenue
Vancouver, BC
V6R 3E5

(the "**Developer**")

AND

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

(the "**City**")

GIVEN THAT:

A. The Developer is the owner of land legally described as:

Parcel Identifier: 010-991-379
Block 5 Section 10 Township 1 New Westminster District Plan 3498 (the "Lands"); and

B. The Developer has undertaken to provide certain infrastructure and services in conjunction with the development of the Lands.

NOW THEREFORE this agreement witnesses that pursuant to Section 219 of the *Land Title Act*, and in consideration of the promises hereby contained, the parties agree as follows:

1 DEFINITIONS

1.1 In this Agreement:

"**Lands**" means the "Lands" as defined in the Phased Development Agreement, and as legally described in paragraph A of the preamble of this Covenant;

"**Phased Development Agreement**" means that certain Phased Development Agreement, entered into between the parties and having a reference date of _____, 2017;

"**Release**" means a release or discharge sufficient to remove a charge or other interest

registered against the title to land at the Land Title Office; and

"**Required Infrastructure**" means works and services as provided for in Section 3.5 of the Phased Development Agreement.

2 SECTION 219 COVENANT

2.1 Pursuant to Section 219 of the *Land Title Act*, the Developer covenants and agrees with the City that the Developer shall not build on any portion of the Lands except in compliance herewith.

2.2 The City is not obliged to issue any building permit in respect of the Lands (or any parcel created therefrom) until the Required Infrastructure has been provided by the Developer, or the City holds security from the Developer adequate to fund the provision of the Required Infrastructure.

2.3 Notwithstanding Section 2.2, the Developer, subject to the Phased Development Agreement, shall be entitled to build on or use the Lands for the purposes of constructing the Required Infrastructure or any other infrastructure related to a subdivision that has been approved by the Approving Officer.

3 RELEASE OF SUBDIVISION SERVICING COVENANT

3.1 The City will forthwith provide the Developer with an executed Release of this Section 219 Covenant as regards one or more parcels of land within the Lands, when the Required Infrastructure:

(a) has been provided by the Developer; or

(b) the City holds security from the Developer adequate to fund the provision of the Required Infrastructure.

3.2 The City will provide the Developer with an executed Release of this Section 219 Covenant:

(a) as against any portion of the Lands that the City or any other government authority seeks to acquire by way of expropriation; and

(b) in its entirety, if the Zoning Bylaw, the Subdivision Bylaw, the Phased Development Agreement Authorization Bylaw, or the Phased Development Agreement is quashed or set aside or declared unlawful by a Court of competent jurisdiction.

4 IMPACT ON MARKET VALUE

4.1 If the City or any other government authority seek to acquire any or all of the land that is subject to this Section 219 Covenant, other than by way of a required dedication or transfer under Section 509 of the *Local Government Act*, the price of acquisition and market value of the land will be determined as if this Section 219 Covenant was not registered against it.

5 RUN WITH LANDS

5.1 This Covenant is granted voluntarily by the Developer to the City pursuant to Section 219 of the *Land Title Act* of the Province of British Columbia and shall run with the lands.

6 BINDING EFFECT

6.1 This Covenant shall enure to the benefit of and be binding upon the parties hereto, their respective successors and permitted assigns, provided however that the enforcement of this Covenant shall be entirely within the discretion of the City and the execution and registration of this Covenant against title to the Lands shall not be interpreted as creating any duty on the part of the City to the Developer or to any other person to enforce any provision of the breach of any provision of this Covenant.

7 FURTHER ACTS

7.1 The Developer and the City shall do all further acts as may be necessary for carrying out this Covenant, including without limitation execution of all required documents and alterations required to achieve registration at the Land Title Office. The Developer agrees to do everything reasonably necessary, at the Developer's expense, to ensure that this Agreement is registered against title to the Lands with priority over all financial charges, liens and encumbrances registered, or the registration of which is pending, at the time of application for registration of this Agreement.

8 SEVERABILITY

8.1 If any part of this Agreement is held to be invalid, illegal or unenforceable by a court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.

9 INDEMNITY, RELEASE AND LIABILITY

9.1 The Developer releases, and must indemnify and save harmless, the City, its elected and appointed officials and employees, from and against all liability, actions, causes of action, claims, damages, expenses, costs, debts, demands or losses suffered or incurred by the Developer, or anyone else, arising from the granting or existence of this Agreement, or any default of the Developer under or in respect of this Agreement. The parties agree that this Agreement creates obligations arising out of the nature of this document as a Section 219 covenant only. The parties agree that no tort obligations or liabilities of any kind exist between the parties in connection with the performance of, or any default under or in respect of, this Agreement. The intent of this Section is to exclude tort liability of any kind and to limit the parties to their rights and remedies under the law pertaining to Section 219 covenants.

10 INTERPRETATION

10.1 In this Covenant:

(a) the headings and captions are for convenience only and do not form a part of this Covenant and will not be used to interpret, define or limit the scope, extent or intent of this Covenant or any of its provisions;

(b) the word “including” when following any general term or statement is not to be construed as limiting the general term or statement to the specific item or matters set forth or to similar terms or matters but rather as permitting it to refer to other items or matters that could reasonably fall within its scope;

(c) a reference to a statute includes every regulation made pursuant thereto, all amendments to the statute or to any such regulation in force from time to time and any statute or regulation that supplements or supersedes such statute or any such regulation;

(d) a word importing the masculine gender includes the feminine or neuter, and a word importing the singular includes the plural and vice versa;

(e) every reference to each party hereto shall be deemed to include the officers, employees, elected officials, agents, servants, successors and assigns of that party; and

(f) definitions in the Phased Development Agreement apply to this Agreement.

IN WITNESS WHEREOF the Developer and the City have duly executed this Covenant as of the day, month and year first above written by executing the Form C attached hereto.

SCHEDULE D
FORM FOR AGREEMENT TO BYLAW CHANGES

THIS AGREEMENT dated for reference _____, 2017

BETWEEN:

Landmark White Rock Holdings Ltd.
Inc. No. BC1038973
4265 West 16th Avenue
Vancouver, BC
V6R 3E5

(the "**Developer**")

AND

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

(the "**City**")

WHEREAS:

A. The City has entered into a Phased Development Agreement authorized by Bylaw No. 2193 dated the ___ day of _____, _____ (the "**PDA**");

B. The Developer is the registered owner of the lands described below, being all or part of the lands that are the subject of the PDA:

Parcel Identifier: 010-991-379
Block 5 Section 10 Township 1 New Westminster District Plan 3498 (the "**Lands**");

C. The City has, pursuant to Bylaw No. _____ amended the provisions of its Zoning Bylaw or Subdivision Bylaw as set out below:

[list amendments the City and the Developer agree apply] (the "**Amended Provisions**")

D. The Developer and the City agree that the Amended Provisions apply to the Lands;

NOW THEREFORE this agreement witnesses that:

1. The Developer and the City hereby agree, further to Section 516(5) of the *Local Government Act*, that the Amended Provisions apply to the development of the Lands.

2. Apart from the amendment of the Amended Provisions, the agreement of the City and the Developer hereunder is not intended to, and does not, in any way:

(a) limit or otherwise alter the rights and responsibilities of the Developer and the City under the PDA, which shall continue in full force and effect, and be enforceable by both parties, notwithstanding Section 1; or

(b) impact lands that may be the subject of the PDA other than the Lands.

3. Without limiting the generality of Section 1, the City and the Developer, noting that neither the definition of Specified Bylaw Provisions in the PDA, nor the provisions of the PDA relating to the Specified Bylaw Provisions, have been amended, agree and confirm that:

(a) the foregoing agreement in respect of the Amended Provisions does not imply, and shall not be construed as implying, that the Developer has waived the protection that the PDA provides to it in respect of the Specified Bylaw Provisions, apart from the application of the Amended Provisions; and

(b) any further or subsequent changes to the City's Zoning Bylaw or Subdivision Bylaw made by the City that fall within the definition of Specified Bylaw Provisions in the PDA, other than the Amended Provisions, shall not apply to the development of the Lands unless the Developer agrees in writing that they apply on the basis set out at Sections 2 and 3 of this Agreement.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

THE DEVELOPER by its authorized signatory

Per: Authorized Signatory

THE CITY OF WHITE ROCK by its authorized signatories

Per: Authorized Signatory

Per: Authorized Signatory

SCHEDULE E
ENFORCEMENT COVENANT

TERMS OF INSTRUMENT - PART 2

WHEREAS:

A. The Grantor is the registered owner in fee simple of:

Parcel Identifier: 010-991-379
Block 5 Section 10 Township 1 New Westminster District Plan 3498

(the "**Lands**");

B. The Grantee is the City of White Rock;

C. The Grantor has agreed to develop the Lands in accordance with a Phased Development Agreement dated for reference the ____ day of _____, 2017 and made between the Grantor and the Grantee (the "**Phased Development Agreement**").

NOW THEREFORE, in consideration of the payment of the sum of $10.00 by the Grantee to the Grantor and the premises and the covenants herein contained and for other valuable consideration, receipt and sufficiency of which is hereby acknowledged by the parties, each of the parties hereto covenants and agrees with the other as follows:

1. In this Covenant the following terms have the following meanings:

   (a) "**Development**" means the Development of the Lands contemplated by the Phased Development Agreement and includes an activity that alters the Lands or any vegetation on the Lands in preparation for or in connection with the installation on the Lands of buildings, improvements, works or services, including without limitation, a highway;

   (b) "**Grantor**" means Landmark White Rock Holdings Ltd.; and

   (c) "**Grantee**" means the City of White Rock.

2. The Grantor covenants with the Grantee that it will construct and cause to be constructed any building or structure on the Lands in accordance with the Phased Development Agreement and the Development Permit No. 398 issued in respect of the Lands.

3. If the Grantor is in breach of an obligation under the Phased Development Agreement, or the Grantee terminates the Phased Development Agreement as a result of a breach of the Phased Development Agreement by the Grantor, the Grantor covenants that it will not further subdivide the Lands, under the *Land Title Act (British Columbia)* or the *Strata Property Act (British Columbia)* or Regulations under those Acts without the consent of the City.

4. The restrictions and covenants herein contained shall be covenants running with the Lands and shall be perpetual, and shall continue to bind all of the Lands if subdivided, and shall be registered in the Land Title Office pursuant to Section 219 of the *Land Title Act*. Notwithstanding the foregoing, the Grantee agrees to discharge this Agreement from title to the Lands (or the applicable portion thereof) forthwith upon the issuance by the City of an occupancy permit in respect of any building constructed on the Lands (or the applicable portion thereof).

5. The Grantor and the Grantee agree that the enforcement of this Agreement shall be entirely within the discretion of the Grantee and that the execution and registration of this covenant against the title to the Lands shall not be interpreted as creating any duty on the part of the Grantee to the Grantor or to any other person to enforce any provision or the breach of any provision of this Agreement.

6. Nothing contained or implied herein shall prejudice or affect the rights and powers of the Grantee in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands as if the Agreement had not been executed and delivered by the Grantor.

7. The Grantor hereby releases and forever discharges the Grantee, its officers, employees and agents, of and from any claim, cause of action, suit, demand, expenses, costs and expenses, and legal fees whatsoever which the Grantor can or may have against the said Grantee for any loss or damage or injury, including economic loss, that the Grantor may sustain or suffer arising out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

8. The Grantor covenants and agrees to indemnify and save harmless the Grantee, its officers, employees and agents, from any and all claims, causes of action, suits, demands, expenses, costs and expenses, and legal fees whatsoever that anyone might have as

owner, occupier or user of the Lands, or by a person who has an interest in or comes onto the Lands, or by anyone who suffers loss of life or injury, including economic loss, to his person or property, that arises out of the breach of this Agreement by the Grantor or a party for whom the Grantor is at responsible at law.

9. It is mutually understood, acknowledged and agreed by the parties hereto that the Grantee has made no representations, covenants, warranties, guarantees, promises or agreements (oral or otherwise) with the Grantor other than those contained in this Agreement.

10. This Agreement shall be registered as a first charge against the Lands and the Grantor agrees to execute and deliver all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

11. The Grantor shall pay the legal fees of the Grantee in connection with the preparation and registration of this Agreement. This is a personal covenant between the parties.

12. The Grantor covenants and agrees for itself, its heirs, executors, successors and assigns, that it will at all times perform and observe the requirements and restrictions hereinbefore set out. Notwithstanding the foregoing, it is understood and agreed by the Grantee that this Agreement shall only be binding upon the Grantor as personal covenants during the period of its ownership of the Lands.

13. This Agreement shall enure to the benefit of the Grantee and shall be binding upon the parties hereto and their respective heirs, executors, successors and assigns.

14. Wherever the expressions "Grantor" and "Grantee" are used herein, they shall be construed as meaning the plural, feminine or body corporate or politic where the context or the parties so require.

15. The Grantor agrees to execute all other documents and provide all other assurances necessary to give effect to the covenants contained in this Agreement.

16. Time is of the essence of this Agreement.

17. If any part of this Agreement is found to be illegal or unenforceable, that part will be considered separate and severable and the remaining parts will not be affected thereby and will be enforceable to the fullest extent permitted by law.

PRIORITY AGREEMENT

[Chargeholder Information], the registered holder of a charge by way of XXXX against the within described property which said charge is registered in the Land Title Office under number ####, for and in consideration of the sum of One ($1.00) Dollar paid by the Grantee to the said Chargeholder (the receipt whereof is hereby acknowledged), agrees with the Grantee, its successors and assigns, that the within Section 219 Covenant shall be an encumbrance upon the within described property in priority to the said charge in the same manner and to the same effect as if it had been dated and registered prior to the said charge.

IN WITNESS WHEREOF the parties hereto hereby acknowledge that this Agreement has been duly executed and delivered by the parties executing Form C (pages 1 and 2) attached hereto.

The Corporation of the
CITY OF WHITE ROCK
BYLAW 2151

A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. Schedule “C” of the “White Rock Zoning Bylaw, 2012, No. 2000” as amended is further amended by rezoning the following lands:

   Lot 21 Section 11 Township 1 New Westminster District Plan 25155
   (15541 Oxenham Avenue)
   PID: 000-703-290

   as shown on Schedule “1” attached hereto, from ‘RS-1 One Unit Residential Zone’ to ‘RT-1 Two Unit (Duplex) Residential Zone’.

2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RT-1 – 15541 Oxenham Avenue) Bylaw, 2017, No. 2151".

PUBLIC INFORMATION MEETING on the	7th	day of	July, 2016
RECEIVED FIRST READING on the	10th	day of	April, 2017
RECEIVED SECOND READING on the	10th	day of	April, 2017
PUBLIC HEARING held on the		day of	
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

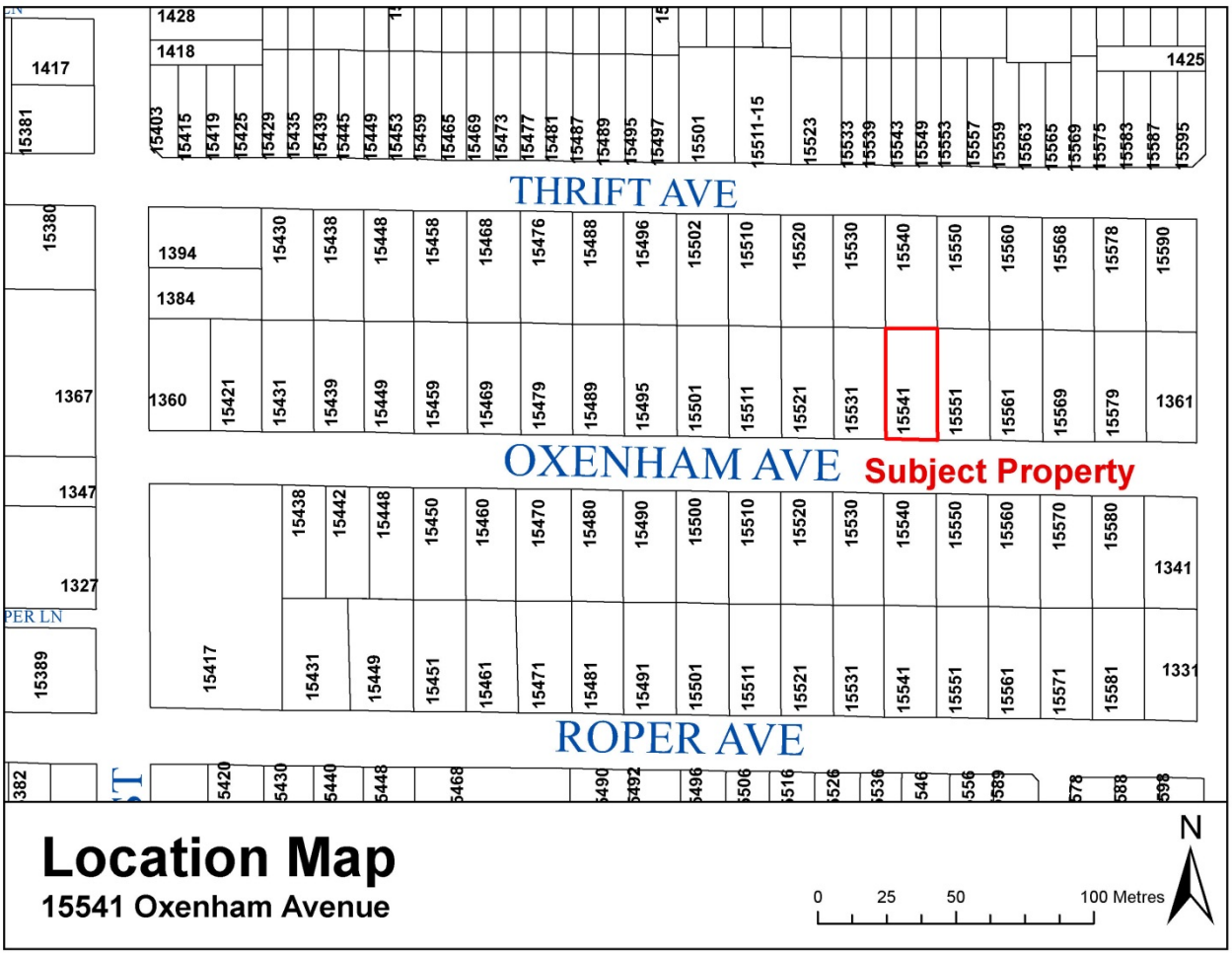
_____

Mayor

_____

City Clerk

Schedule “1”


THRIFT AVE
OXENHAM AVE
Subject Property
ROPER AVE
Location Map
15541 Oxenham Avenue
N
0 25 50 100 Metres

Stephanie Lam

Subject: FW: Meatless Monday Proclamation
Attachments: Meatless Monday Backgrounder - City.docx; Draft Meatless Monday Proclamation - White Rock.docx

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From: Emily [mailto:emily@vancouverhumanesociety.bc.ca]
Sent: Tuesday, April 04, 2017 12:12 PM
To: White Rock Council
Subject: Meatless Monday Proclamation

Dear Mayor Baldwin and Council,

I am writing you regarding the globally popular Meatless Monday initiative and the City of Vancouver's recent proclamation declaring Monday, May 15th, 2017 as "Meatless Monday". It is my hope that White Rock can join this effort and pass a similar proclamation, on either the same date or another that might be preferable. Such a proclamation would reflect solidarity with the City of Vancouver and the citizens, schools and organizations throughout Metro Vancouver who are actively participating in this humane, healthy and sustainable-eating initiative.
Please see the attached Meatless Monday background information and the attached draft proclamation for your consideration. I welcome any questions you may have and look forward to hearing back from you regarding this request.

Thank you for your time and consideration.

Sincerely,

Emily Pickett
Program Coordinator
Vancouver Humane Society
www.vancouverhumanesociety.bc.ca

Meatless Monday

What?

- Per capita, Canadians eat approx. 100kg's of meat per year. That is among the highest in the world. The global average is approx. 40kg's per capita.
- Meatless Monday is a global movement with a simple message: once a week, cut the meat. Reducing our consumption of meat is a powerful way to protect animal welfare, the environment, improve individual and public health, and save money.

Why?

Health:

- Reducing our overconsumption of meat and incorporating more plant-based proteins has health benefits: helps protect against heart disease, stroke, and cancer, reduces risk for diabetes, curbs obesity and improves the nutritional quality of a diet by reducing saturated and total fat.

Environment:

- Raising plant crops to feed livestock is much less efficient than eating plant crops directly.
- Animal agriculture is identified as a major contributor to climate change, pollution, water use, land degradation, deforestation, biodiversity decline, and ocean degradation.

Animal welfare:

- Our overconsumption of meat is responsible for the rise of factory farming – Over 700 million animals per year are raised and killed for food in Canada.

Economic:

- Plant-based proteins tend to be cheaper, making meatless eating easier on your budget.

Who?

- Meatless Monday is active in 30+ countries. Many cities have passed proclamations in support of the initiative, including San Francisco, Washington, Los Angeles, Pittsburgh and most recently, Vancouver.
- Locally, ten Metro Vancouver schools are participating in Meatless Monday, including Eric Hamber Secondary, Winston Churchill Secondary, David Thompson Secondary, Killarney Secondary, Sutherland Secondary, Langara, BCIT, Capilano, Simon Fraser University and UBC. Several others are also in the process of joining.

How?

- Participating is simple and flexible!
- Follow the lead of the above-mentioned communities and enact a proclamation declaring Monday, May 15th, 2017 (or another date, if preferable) as "Meatless Monday". Want to go the extra mile? Share meatless recipes/tips on Monday(s) to help raise awareness and inspire others to participate.
- For more information & support:
  Emily Pickett, Program Coordinator, Vancouver Humane Society
  emily@vancouverhumanesociety.bc.ca
  604-266-9744

WHEREAS overconsumption of meat, dairy and eggs is associated with many major environmental problems, including climate change, worsened human health outcomes, and animal welfare concerns;

WHEREAS White Rock is dedicated to developing food systems that are sustainable and that support community health and well-being;

WHEREAS a growing number of people are reducing their meat consumption to help address issues related to factory farming and to help prevent animal cruelty;

WHEREAS numerous schools in Metro Vancouver have implemented Meatless Mondays, including Langara College, Simon Fraser University, Capilano University, British Columbia Institute of Technology, University of British Columbia, Winston Churchill Secondary, David Thompson Secondary, Killarney Secondary, Eric Hamber Secondary and Sutherland Secondary.

WHEREAS the City of Vancouver has passed a proclamation declaring Monday, May 15th, 2017 as "Meatless Monday" and White Rock has been approached to pass a similar proclamation in solidarity with the Metro Vancouver citizens, schools and organizations participating in Meatless Monday.

RESOLVED that White Rock proclaims Monday, May 15th, 2017 to be Meatless Monday in an effort to raise awareness of the links between diet and the environment, health, and animal welfare.

法輪大法學會
FALUN DAFA ASSOCIATION
加拿大 CANADA

April 4th, 2017

25th Anniversary – Greeting letter/Proclamation Request to Falun Dafa Month Celebration

Dear Mayor Wayne Baldwin

I am writing to respectfully request a greeting message from you as we pay tribute to the 25th anniversary of the introduction of Falun Dafa (also called Falun Gong) to the public.

May 13 is the anniversary that will be celebrated in over 80 countries including Canada. As part of our yearly tradition, we will mark the occasion with festivities and celebrations throughout May to share the goodness and benefits of Falun Dafa with more people.

Worldwide recognition of Falun Dafa includes thousands of awards and proclamations for promoting harmony and health in society through its traditional Chinese self-improvement system. The practice helps people to improve their spiritual, mental, moral, and physical wellbeing through meditative exercises and the guiding principles of *Truthfulness, Benevolence, and Forbearance*.

Despite the eradication campaign against Falun Gong by the Chinese Communist party has been ongoing for nearly 18 years, Falun Dafa's popularity has actually spread to over 100 countries. Moreover, along with the jailing of high-profile communist perpetrators, such as BO Xilai, Zhou Yongkang, it is more and more sound to the world that the persecution is failing.

In Canada, we are privileged to fully enjoy the values of openness and diversity, and the freedoms of conscience and religion. The upright stance on Falun Dafa from our government officials at every level, including Mayors, premiers, the Prime Ministers, during the past 10 years, has been a much appreciated fount of encouragement to us, particularly to those people living in the darkness of the persecution in China.

It is in this spirit that we celebrate in May and express our gratitude to all people who have lent us support. We would appreciate to receive your greeting messages by **May 5th, 2017.** We also cordially invite you to join us in this joyful moment on Parliament Hill on May 9, 2017, Tuesday

We look forward to hearing from you
Sincerely,

Signature:

Sue Zhang
Falun Dafa Association of BC
Tel: 604-401-2797
Email: fldf.van@gmail.com

Previous Greetings, proclamations and speeches for Falun Dafa Month 2016 (excerpt)

Through the promotion of the principles of truthfulness, compassion and forbearance, millions of people around the world have benefitted from the teachings of Falun Dafa. These principles resonate strongly in Canada's peaceful, pluralistic society ***—Hon. Rona Ambrose, Leader of the Official Opposition, Greetings for Falun Dafa Month 2016***

Falun Dafa's message of truth, compassion and tolerance is inspiring to people of all backgrounds. It resonates strongly in Alberta and indeed the rest of Canada where these principles are central to our democratic society ***—Hon. Rachel Notley, Premier of Alberta, Greeting for Falun Dafa Month 2016***

I stand in solidarity with Falun Dafa practitioners and our Parliamentary caucus as we strive to defend and promote religious and cultural rights in everything that we do ***—Hon. Judy Sgro , co-chair of Parl friends for Falun Gong, speech for Falun Dafa Month 2016***

I am sure that many attending various celebrations have been touched by teachings of Falun Dafa which promote health and harmony in society through traditional Chinese mind and body self-improvement techniques ***—Hon. Peter Kent , co-chair of Parl friends for Falun Gong, Falun Dafa Month 2016***

Truthfulness and Compassion and Forbearance are wonderful principles for the whole world," "Any principles such as these are most welcome in Canada ***—Ms. Elizabeth May, the Green Party Leader, speech for Falun Dafa Month 2016***

Since its introduction to the public 24 years ago, Falun Dafa practitioners and supporters have followed the principles of harmony, tolerance, truthfulness and compassion. Your bravery and courage have proven insurmountable ***—Mr. Peter Julian , MP for New Westminster, Falun Dafa Month 2016***

As Saskatchewan continues to welcome newcomers from around the globe, our growing population is becoming more diverse and our society increasingly multicultural. I appreciate for the core Falun Dafa principles of Truthfulness-Benevolence-Forbearance, and would like to send best wishes to all practitioners for Falun Dafa Month 2016 ***—Hon. Mark Docherty, Minister of Parks, Culture and Sport for Saskatchewan, Greeting for Falun Dafa Month 2016***

We also received greetings from: MP David Sweet, MP Nathaniel Erskine-Smith, MP Fin Donnelly, MP David Anderson, MP Tom Kmiec, MP Len Webber, Hon. Tony Clement, MP Colin Carrie, MP Brad Trost, Ontario MPP Randy Hillier, Ontario MPP Cheri DiNovo, Saskatchewan MLA Cathy Sproule, et. al

2016 Municipal Proclamation of Falun Dafa Day	2016 Greetings from Mayors
Mayor Jim Watson, City of Ottawa, ON	**Mayor Lisa Helps, City of Victoria, BC**
Mayor Mike Savage, City of Halifax, NS	**Mayor Richard Walton, North Vancouver, BC**
Mayor Bryan Paterson, Kingston, ON	**Mayor Mike Clay, City of Port Moody, BC**
Mayor Al McDonal, City of North Bay, ON	**Mayor Lehman, City of Barrie, Ontario**
Mayor Colin Basran, City of Kelowna, BC	**Mayor Geoffrey Dawe, City of Aurora, ON**

Mayor Chris Pieper, City of Armstrong, BC **Mayor Rob Burton, City of Oakville, ON** **Mayor G.A. Krantz, Town of Milton,ON** **Mayor Garry Litke, City of Penticton,BC** **Mayor Barry Morishita, City of Brooks, AB** **City of Cape Breton, NS** **Quinte West, ON**	**Mayor David Dunphy, City of Stratford, ON** **Mayor Greg B.Moore, City of Port Coquitlam, BC** **Mayor Adrian Foster, Town of Clarington, ON**

Introduction of Falun Dafa:

A traditional Qigong exercise based on ancient Chinese values, *Falun Dafa* emphasizes the principles of Truthfulness, Compassion and Forbearance in every practitioner's life. It comprises a set of 5 gentle, tranquil exercises, through which one is able to attain a healthy body and spiritual enlightenment. More than 100 million practitioners all over the world have benefited tremendously from the practice. Falun Dafa activities and classes are open to public and free of charge.

Since its introduction to the public on May 13th, 1992 by its founder, Mr. Li Hongzhi, Falun Dafa has received worldwide recognition for its concerted efforts to promote harmony, tolerance and compassion in society. Those who practise learn to overcome selfishness, think of others first, look inside themselves for causes of conflicts, and elevate their moral character, becoming better and healthier persons and more responsible members of society. Mr. Li, meanwhile, seeks no monetary reward and requires that the practice be available to everyone free of charge.

During the past years, Falun Dafa month has been celebrated and received thousands of awards and proclamations, acknowledging its benefits, both spiritual and physical, to practitioners and the society at large.

Despite a nation-wide state-led persecution against Falun Dafa that was launched in China on July 20th, 1999 by the former Chinese president Jiang Zemin, the popularity of Falun Dafa has not only remained undiminished, but also flourished all over the world. Falun Dafa practitioners—inside and outside China—have responded to persecution with peaceful and persistent efforts to inform the public about the persecution, correct false claims made by the communist regime's propaganda about Falun Gong, and in so doing have provided an outstanding example of virtue and humanity in the face of injustice.

Falun Dafa practitioners across the world have walked a truly moral, righteous and honourable path, winning wide recognition, support and respect. Together, we will commemorate this historical era of millions of Falun Dafa practitioners' righteous deeds and once again, acknowledge Falun Dafa for the benefits it brings to individuals, communities, and the world at large.
For more information, please visit: http://www.falundafa.ca