

Present:

Chair - Councillor Bose
Councillor Hunt
Councillor Rasode

Absent:

Mayor Watts

Guests:

Elizabeth Model, Downtown
Surrey BIA

Staff Present:

P. Bellefontaine, Transportation Engineer
J. Boan, Transportation Manager
V. Lalonde, General Manager, Engineering
N. Dyrbye, Legislative Services

The Agenda was varied at the start of the meeting.

A. ADOPTION OF MINUTES

This item was dealt with after item D.1.

Minutes of the March 29, 2010 meeting to be adopted.

It was

Moved by Councillor Hunt

Seconded by Councillor Rasode

That the minutes of the Transportation
Committee meeting held on March 29, 2010, be received.

Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS****1. Challenge of Achieving Street Standards through Development
File No.: 8630-01**

Staff made the following comments:

- The City is working to develop a set of standards for City Centre and the purpose of this report is to discuss how work is being done to bridge the two together.
- The first objective to developing a world class downtown is:
 - Setting the bar higher by having quality building construction and architecture, public art, parks and open space as well as attractive streets; and
 - Creating a safe, accessible and multi-modal City Centre with a finer grid of streets, better transit service, wider sidewalks and boulevards all corroborated by leading urban planners, architects and engineers.

- The second objective is to facilitate development and attract investment through measures like the City Centre Economic Development Zones and DCC reductions.
- The City is working to create 'world class streets' and are setting a 'high bar' for streets achieved through development by:
 - Upgrading all fronting streets including arterials;
 - Undergrounding all overhead utilities (hydro and Telus); and
 - Enhancing street/boulevard standards for all streets (trees, street lights, etc).
- Staff is always seeking to have a safe, accessible and multi-modal City Centre which is achieved in part by:
 - Widening road dedications for transit, pedestrians and cyclists; and
 - Providing dedications adjacent to and through development to create new connections and a finer grid of roads.
- One of the major issues facing staff is that developers highlight economic challenges of making a viable project when faced with City requirements.
- There are benefits of street improvements to all and having good 'curb appeal'. This helps to demonstrate investment, higher class neighbourhoods and creates value through higher sale prices for the development making improvements and future phases and neighbouring developments.
- Each area of the City has unique issues faced by developers including:
 - Campbell Heights and Highway 99 – high cost to service/higher DCCs;
 - South Westminster and Bridgeview – preload costs; and
 - City Centre – premium boulevard standards and more expensive road dedications.
- To help achieve a first class City, the standards need to be achieved and the City needs to encourage development in City Centre.
- Some of the current options the City has are:
 1. Waive or partially waive City Centre street standards;
 2. Be clear on our desire for a high quality City Centre and stick with our standards and have development wait if not viable;
 3. Create an additional levy for City Centre for enhanced street standards; or
 4. Phase out DCC reduction in the City Centre and have DCCs pay for upsizing and City Centre standards.
- The pros and cons for the options are:
 - Option 1:
 - At best this would defer improvements and shift the obligation from fronting property to the City;
 - Would create greater stress on general revenue;
 - May achieve few more developments than otherwise, would create jobs and increased property tax revenue; and
 - There would be less value to other developments within the City Centre.
 - Option 2:
 - Will ensure when development built, that we will have a First Class City;
 - Requirements may slow down or eliminate some projects;

- Development may respond once it is clear the City is firm; and
- Timing may not be right to take this approach but it may be appropriate once the economy is rolling again.
- Option 3:
 - Spread the burden of street improvements to all developers in the area;
 - Easier to justify and require the given standards;
 - Enhanced street frontage increases fronting property's value thus may be appropriate to pay higher share of street improvements;
 - Perceived additional cost; and
 - Equity issues with development across the City.
- Option 4:
 - Could incorporate some elements of enhanced standards into DCCs such as street lighting and utility undergrounding;
 - Will likely increase DCCs in City Centre;
 - Spreads the burden of street improvements to all developers in the area;
 - Easier to justify and require the given standards; and
 - A detailed analysis on City Centre DCC rates needs to be done.
- Staff recommends either Option 3 or 4 because this will:
 - Create more equity throughout the City;
 - Achieve the desired standard for City Centre;
 - The timing would be at the discretion of the City; and
 - This should enable the City to remain firm on all standards and requirements.

The Committee made the following comments:

- The City should not waive its standards; this is something that needs to remain in place. We need to be clear on our desire for a high quality City Centre and stick with it and developments will have to wait if their plans are not viable for that.
- There would more benefit to imposing a new levy as opposed to increasing DCCs. We need to develop a strategy that will permit individual property owners to defer their developments until they are able to be consolidated with other sites to create significant high quality developments. There needs to be some incentive not to develop small scale, lower cost projects so that we can achieve the quality and scale of development we want for the City Centre.

The Committee agreed that they are comfortable with looking at additional levies and DCC's and request that staff come back with further recommendations on this issue.

D. NEW BUSINESS**1. Rapid Transit Study – Monthly Update**

This item was dealt with first on the Agenda.

Discussion ensued concerning the best way to achieve the type of rapid transit desired for the City of Surrey and how to accelerate its implementation.

The Committee made the following comments:

- A priority for this Committee should be to develop a strategy to accelerate its implementation. Discussion on a referendum on rapid transit and funding should be considered.

E. Model, Downtown Surrey BIA arrived at the meeting at 10:11 a.m.

- Portland should be used as an example for rapid transit – they have done it at grade and incrementally which is what Surrey should be looking at doing. Portland continues to build upon its success and the businesses along the transit corridor pick up a significant portion of the costs associated with putting in new transit lines. It would be useful for this Committee to take a trip down to Portland to see how the transit works there as a model to start from.

Councillor Rasode arrived at the meeting at 10:32 a.m.

- Staff could put together a timeline and thoughts on this issue and return to the Committee with it for further discussion. As well, staff have requested that TransLink return to the June/July meeting to provide the Committee with an update on the progress.

2. Guildford Mall – 150th Street Median

Staff made the following comments:

- A report on the redevelopment of Guildford Mall, including the construction of a new Wal-Mart store is expected to be presented to Council in May. The project includes a new down ramp from 150th Street to a new loading area and similarly, a return ramp back up onto 150th Street. This will be in conjunction with the expansion of the Wal-Mart store.
- Because the relocation of the driveway on 150th Street will be closer to 104th Avenue, the City had to impose restrictions on turning movements and the access will be right in, right out only.
- By doing this, there will be some existing driveways on the other side of 150th Street that will be impacted.
- The installation of the median will be formalizing what people should be doing now with the existing pavement markings. The median work that will be completed by the project was always planned as part of the streets ultimate

standard, the Guildford Mall project is simply advancing the timeline somewhat.

- The owners of the Guildford Mall site contacted businesses who currently use the affected driveways advising them of the planned changes and inviting them to a meeting also attended by Surrey staff. Three interested parties attended. Staff are unaware of any objections being received.

3. Major Road Allowance Map and Bylaw Update
File No.: 5400-34

This item was dealt with after item D.4.

Staff made the following comments:

- The City's Major Road Allowance Map identifies and protects the space required to provide transportation servicing needs for the growing City. As well, it provides a level of certainty to the development community and complements the Surrey Road Classification Map (R-91).
- City staff have been looking at changing the road allowance requirements to:
 - Reflect specific dedication requirements determined through major long-term transportation and planning studies;
 - Protect specialized road cross-sections through the Agricultural Land Reserve (ALR); and
 - Ensure consistency with the City's standard cross-sections for arterial and collector roads.
- Staff have been working with the Agricultural Advisory Committee (AAC) on this matter as well to best address their needs and concerns.
- With the growth and evolution of the City, there is a need to reassess the public realm, considering new values and sustainability. Cycling will continue to grow as a healthy and environmentally friendly travel choice. To meet Regional and International standards, there is a need to provide additional width for bike lanes. Additional width for sidewalks will play a key role respecting the aging population and need to accommodate the physically disabled. Finally, higher density development limits the ability for growing larger trees and there is the opportunity for significant environmental benefit through larger trees in wider street boulevards.

The proposed cross-sections and new street widths for collector and arterial roads was discussed and presented.

E. Model left the meeting at 11:52 a.m.

- The Transportation Committee are the first to see these new proposals. They have yet to be discussed with the Development Advisory Committee (DAC).
- The implementation of these plans will not be achieved for all routes in the City as many routes are already constructed and additional dedications will not always be possible with capital projects.
- The plan is to apply these standards to all new development – infill or new NCP areas. Where logical project limits could be achieved, new construction would be implemented to the new standards.

- Where constrained priority should be given in the following order:
 - Cycling lanes;
 - Pedestrian facility; and
 - Enhanced boulevard.

The Transportation Committee indicated support for the proposed changes and looked forward to further discussion after staff had reviewed the information with the Development Advisory Committee.

4. **'Boulevard Book' Discussion**

This item was dealt with after item D.2.

Staff made the following comments:

- The "Boulevard Book" discusses different types of boulevards all over the world but focused on multi-way boulevards (multi-lane arterial separated by a treed boulevard from parallel one-way side access roads for local traffic and parking as the best way to facilitate a multilane arterial while still creating a street friendly frontage for businesses with slow moving traffic, parking and pedestrian activity.
- While this can work well, there are issues with it as well which include safety at the intersection, but more importantly the overall width of the corridor. It requires a significant right-of-way that is so wide that it becomes a major divide between the businesses on each side of the road and discourages pedestrian crossing activity.

The Committee made the following comments:

- The current standard in Surrey is fine but it may be appropriate to consider this standard for a portion of a street within the City Centre. This should be dealt with separately and not considered as any kind of overall standard for the City.
- Another question would be whether the transit would go on the inside or outside lanes.
- Also, bikes would be a concern and consideration would need to be made for where they would be allowed on the roadway.

The Chair requested a copy of the "Boulevard Book" be set aside for the Committee's future use and reference.

E. **ITEMS REFERRED BY COUNCIL**

1. **Process to Address Pacific Border Crossing Back-ups**

Staff made the following comments:

- Staff is working to organize a meeting with the Ministry of Transportation and Infrastructure, Transport Canada, the US Border and Custom Patrol, Bylaws and the RCMP to discuss this issue.
- The idea will be to brainstorm and come up with potential strategies to avoid major border backups in the future and if they do occur how to best manage the traffic to enable access into the Douglas neighbourhood.
- Staff will be sending a Corporate Report to Council discussing the issue and will follow up with the Transportation Committee once strategies have been established with the other agencies.

The Committee made the following comments:

- It is too expensive to have the expertise of the RCMP dealing with border issues. We need to look at having bylaws or commissioners/flag people at the scene to deal with the problems.
- Perhaps installing more cameras in the border areas will help to signal when there are backups and additional resources are required.

F. CORRESPONDENCE

G. INFORMATION ITEMS

H. OTHER BUSINESS

I. NEXT MEETING

The next Transportation Committee meeting is scheduled for Wednesday, May 19, 2010 at 10:30 a.m. in the Executive Boardroom.

J. ADJOURNMENT

The Transportation Committee adjourned at 12:11 p.m.

Jane Sullivan, City Clerk

Councillor Bose, Chair
Transportation Committee