

MINUTES

Development Advisory Committee

File: 360-20 (DAC)
Date: October 26, 2017
Time: 2:30 p.m.
Location: 3W Meeting Room
A, Surrey City Hall

Members:

Tim Bontkes
Rob Elliott
Jeff Fisher
Steve Forrest
Louis Kwan
Marc MacCaull
Phil Magistrale
Shara Nixon

City Staff:

Tommy Buchmann
Laurie Cavan
Liane Davison
Jean Lamontagne
Sam Lau
Mehran Nazeman
Scott Neuman

Regrets:

Anne Peterson

Guest:

Guy Akester, TransLink

1. Previous Minutes

The notes of the September 28, 2017 meeting were accepted as distributed.

2. TransLink Presentation – Building Near Guideways, Street Cars, and Light Rail Transit (LRT) (Guy Akester, TransLink)

- Guy Akester presented on TransLink’s Transit Oriented Development (TOD) / Adjacent and Integrated Development Programme. A copy of his presentation is attached.
- TransLink’s jurisdiction includes bus, rail, roads and bridges, and transit police. TransLink is governed by the Mayors’ Council on Regional Transportation and the TransLink Board of Directors.
- TransLink’s fleet is comprised of over 2,100 vehicles using greener technology and providing full wheelchair/scooter access. TransLink also covers 5 bridges and over 200 bus routes.
- A number of characteristics make TOD successful, including:
 - The Plaza (creating a sense of place, where people want to hang out)
 - Modal integration
 - Pedestrian and cyclist flows
 - Mixed use environment (how transit passengers can make retail development successful)
 - Integration with transit facilities
 - Discouraging cars and parking
 - Encouraging grade level animation, services, and retail.
- TOD Challenges:
 - Asset life-span
 - Asset-rejuvenation
 - Operating costs
 - Local community buy-in
 - Finding developer partners that are a good fit
- TOD Benefits:
 - More livable communities
 - Increases ridership
 - Reduces congestion
 - Reduces urban sprawl

- Sustainable
- Spurs economic growth
- Increased transit efficiency
- Maximizes existing public infrastructure investments (schools, hospitals, roads, bridges, water, sewer, etc.)
- Demand. It is projected that by 2045, housing will be needed for an additional 1.2 million people. The Regional Growth Strategy expects 60% of the population growth to live within very close proximity to rapid transit. 720,000 new people are expected to live adjacent to rapid transit. Average household size in the Vancouver region is 2.5 people. So, about 288,000 new homes along rapid transit corridors, or 9,600 a year for the next 30 years, will be needed. That is about 32 buildings every year (assuming an average of 300 homes per building).
- Although similar in geographical size to Hong Kong, London, and Beijing, Metro Vancouver is much less dense.
- TransLink has two forms of review: asset integrity and operational integrity.
 - Code: post-disaster, fire. Impact on TransLink properties post-disaster. TransLink does not like wood-frame construction by TransLink stations.
 - Construction work plan
 - Debris management
 - Encroachment of land rights
 - Geo-tech: settlement, heaving
 - Impact on future upgrades
 - Risk management: Insurance & indemnities
 - Structural integrity
 - Concession Agreement: change order & costs
 - Customer environment
 - Long-term monitoring requirements & costs
 - Maintenance costs
 - Operating efficiency
 - Passenger flow
 - Safety
- Other than pedestrians on the tracks, cranes are the number one risk of getting in the way of guideways. E.g. wood being dropped from a crane onto a guideway. Settlement and debris are the number two and three biggest risks.
- There are 150 projects around the SkyTrain system. TransLink is getting better at managing construction near guideways.
- For LRT, the key variables are the powerlines (high power voltage, governed by WorkSafeBC, minimum 3 meter clearance). If you strike a portion of the LRT, it may take out power for the whole area. E.g. a crane operator accidentally took away all the power in the Cambie and Broadway area in Vancouver.
- TransLink may have to ask developer to relocate the lines (not very expensive – e.g. \$3000 - \$5000).
- TransLink has the most transit ridership in North America (including buses, etc.). 95% of the Metro Vancouver population lives within reach of a bus stop.

Comments:

- Jean Lamontagne asked how much the security is. Guy Akester responded that it ranges. The real estate side is a team of 10 people. There are 13 different groups that work with TransLink. 50-60 people are working on projects. Regarding the engineering, a peer review is done to double check the project's geo-techs. Expo and Millennium Lines are owned by the Queen. Canada Line is owned by TransLink.

- Jeff Fisher asked about a B-Line along Fraser Hwy. Guy Akester responded that the fleet would generally be like what it looks like now.
- Jeff Fisher asked when funding comes into place for the L-line in Surrey, how would development look along there? Guy Akester responded that he is not on that team. Scott Neuman is the head of the City team for the LRT project.
- Jeff Fisher asked if plans are ready for when there is funding? Jean Lamontagne responded that the City has staff working on the Engineering side and also staff working on the land use component.
- Jeff Fisher asked if there is flexibility in the allowances. Guy Akester commented that TransLink generally has a 1.5 inch tolerance. TransLink wants to work with developers to ensure safety and prevent damage to the trains.
- Rob Elliott asked if municipalities are leaning towards Development Permits regarding building near guideways. Jean Lamontagne responded that a Development Permit is needed first, but it is case-to-case. Guy Akester commented that there is a process. 3 Civic Plaza is an example of where one third of the development is on TransLink property, so the contract states that the right-of-way has to meet certain conditions. PCI's King George Hub project was much less risky. The level of review depends on how sensitive the project is.
- Steve Forrest asked if TransLink fines developers. Guy Akester responded, yes.
- Jeff Fisher asked if TransLink will be doing joint ventures along Surrey's L-line, etc. Guy Akester responded that TransLink is open to this. TransLink monitors what happens at its projects after completion for an 18-36 month period.
- Jean Lamontagne asked if TransLink would have direct connections with development. Guy Akester responded that TransLink does not do platform integration because the neighbour would have to quadruple the area that they need. So TransLink does concourse integration because it does not require as much space. TransLink has its own code to follow.
- Jeff Fisher asked if there is any update on the status of the L-line and to Langley? Guy Akester responded no, but a lot of people are working on it.

3. City's Private Development Public Art Program (Liane Davison, Visual and Community Art Manager; Laurie Cavan, General Manager, Parks, Recreation and Culture)

- Liane Davison provided an update on the Private Development Public Art Program. Attached is a copy of her presentation.
- The Civic Public Art Program policy was adopted by Council in 1998 and is supported by the Public Art Advisory Committee (PAAC). Projects are funded from contributions of 1.25% of hard construction costs for new civic infrastructure. Some artworks are received as gifts to the City.
- 73 civic artworks are completed and installed on/in City property, including libraries, parks and greenways, fire halls, pools and recreation centres, and engineering infrastructure (i.e. pedestrian overpasses).
- The Civic Public Art Program process was developed through consultation with location stakeholders including residents to recommend the artwork's site, themes, and form. Artworks are recommended by a Selection Panel comprised of Surrey residents and Art experts. PAAC reviews the recommendation. Artwork concepts are reviewed and approved by Mayor and Council.
- The Private Development Public Art Program (PDPA) was approved by Council in March 2011 and is informed and supported by PAAC and DAC. Applicable developments include multi-family residential sites containing 10 or more units or non-residential uses with a total floor area of 1,000 sq. m (10,764 sq. ft) or greater. Developments such as social housing and hospitals are exempt.

- Funding for Public Art. Developers with public art budgets over \$100,000 can produce a public artwork on their property. Otherwise, cash contributions go into the City's public art reserve and are invested in the town centre where the development is located. PDPA Program contributions are often combined with City funds to produce new public artworks. The PDPA program approved by Council in 2011 started at 0.25% and was to increase to 0.50% of project construction budgets in 2012. However, the increase to 0.50% did not occur.
- PDPA Program guidelines are available online at www.surrey.ca/publicart.
- The PDPA Program enhances civic identity and pride; promotes a welcoming environment and encourages community connection; develops cultural industries and promotes cultural tourism; and promotes creative expression, diversity and cross-cultural sharing. The benefits of public art are recognized by developers as well as other businesses.
- Hospitals around the world recognize that public art plays an important role in the healing process.
- Since 2011, the PDPA Program has contributed over \$2 million to public artworks, and the City of Surrey has invested over \$2.3 million in public art (the City of Surrey plans to invest another amount equivalent to the over \$2.3 million amount, for current projects, which will result in a total investment of about \$5 million for public art).
- Investing in public art celebrates diversity; welcomes visitors and new residents; beautifies; contributes to a livable community; and attracts tourism, residents, and business. Public art equals sustainability.
- Upcoming Private Development Public Art Projects. Public art will be commissioned by developers and will be integrated into the following developments in Surrey: SFU E3 in City Centre, Lark Group in City Centre, and PCI at King George Station.
- Public Art Master Plan Implementation. Funding from the PDPA Program will be combined with City funding and invested in new artworks in the town centre where the development occurred.
- Civic Plaza Public Art Planning and Community Engagement. What did residents envision?
 - Artwork that is colourful and eye catching
 - Something people recognize
 - Celebrates diversity
 - Expresses coming together
 - A form people can sit beneath
 - Welcoming to all people
 - Unique to Surrey and the west coast
 - Informative– shares memories of place and people
 - Expresses hope, energy, ideas, and potential
 - Connects with the artwork in City Hall atrium
 - Interactive and fun – sit, climb, touch
 - Current technology
 - Nature – trees, birds, beaver
 - Invites taking a picture
- Projects in Development:
 - City Centre / Whalley
 - Civic Plaza
 - North Surrey Ice & Sport Complex
 - West Village Park and Energy Plant
 - Creative bicycle rack Surrey Arts Centre
 - Bear Creek Bridge
 - Guildford
 - Fraser Heights Recreation Centre
 - Port Kells Centennial Hall

- Fleetwood
 - Gateway feature for 88th and Fraser Hwy
 - McDougall Park Reservoir
- Newton
 - Newton Recreation Centre Expansion
- Cloverdale
 - Surrey Museum and Heritage Square
 - Cloverdale Ice and Sport Complex
 - Clayton Community Centre
- South Surrey
 - Nicomekl River Park Plan
 - South Surrey Operations Centre/Sunnyside Saddle Club Park
- Rate of Private Public Art Investment, by Municipality:
 - Surrey
 - 0.25% of construction costs
 - Cash in lieu option is available
 - Richmond
 - \$0.83/sq. ft residential, \$0.44/sq. ft commercial/office, \$0.23/ sq. ft industrial
 - Cash in lieu option is available, no discount
 - Burnaby
 - 0.75% - 1% of constructions costs
 - No cash in lieu option
 - City of North Vancouver
 - 1% of construction costs
 - Cash in lieu option is available, no discount
 - Toronto
 - 1% of construction costs
 - Cash in lieu option is available, no discount
 - Vancouver
 - \$1.98 / sq. ft
 - Cash in lieu option is available with discount
- Current Public Art Contributions. Calculations of public art contributions from building a 200,000 sq. ft residential development with a hard construction cost of \$30,000,000:

○ Surrey	\$75,000
○ Richmond	\$166,000
○ Burnaby	\$225,000 - \$300,000
○ City of North Vancouver	\$300,000
○ Toronto	\$300,000
○ Vancouver	\$396,000
- Public Art enhances the attractiveness, marketability, and value of a property. Surrey's PDPA Program contribution rate was established in 2011 at 0.25%. To meet the minimum average would see implementing the rate originally recommended for 2012 of 0.50%.
- Feedback is welcome from the DAC. Please contact Liane Davison at publicart@surrey.ca.

Comments:

- Steve Forrest and Shara Nixon asked when does the developer decide if they want to do public art versus cash in lieu? Liane Davison responded that early in the process, developers would have to approach the City (Liane Davison) and choose their own consultant. If developers decide to do cash in lieu, the timing is not as early. PDPA Program guidelines are available online at www.surrey.ca/publicart. Liane Davison also commented that a lot of developers want to do public art but they find that their required contribution

is less than \$100,000. However, some decide to do public art anyway. Generally, the program has been positive.

- Steve Forrest commented that his company always like to have public art. It helps with branding and provides an enjoyable experience. What about artist selection? Liane Davison responded that what was presented is the approval process. It starts with community consultation – what does the community value? The City works with the artist. The City frames a call for artists, and tenders a call for expressions of interest from artists on the City website, BC bid, the City’s public art newsletter, and other measures. There is a Selection Panel that does a technical review of the proposals, looking at criteria, experience, and whether the proposed work is appropriate for the intent. Artists are shortlisted and present their art proposal like an interview. The Selection Panel then makes a decision. PAAC reviews the recommendation, and a Corporate Report goes to Council for approval. If approved, Council asks staff to look into financing, etc. for the proposal. The selected artist is paid and commissioned to create a concept.
- Jeff Fisher asked about the City’s flexibility. Liane Davison responded that there is an example of a development site where the artwork was completed before the development, so the City was able to store the artwork as a temporary display in one of the City facilities until the development was completed.
- Tim Bontkes asked if the City or other municipalities is in a shortfall for public art? Liane Davison responded that there are private development art funds. Jean Lamontagne responded that, at times, money that is available for public artwork goes to certain Council directives for public artwork that will benefit the City as a whole. For example, Council would like to do a masterpiece of a certain scale in the City Centre plaza.
- Steve Forrest commented that \$100,000 does not really go far, but contributing it towards something more substantial would.
- Phil Magistrale asked if the PDPA Program contribution rate is increased to 0.50%, would \$100,000 still be the threshold? Liane Davison responded that artwork under \$100,000 is not really possible. In reality, about \$200,000 - \$250,000 is needed to produce artwork. What is needed is artwork with a lifespan of 50 years. The City contributes 1.25%.
- Steve Forrest asked if the light features on towers are considered as art. They are common in Vancouver. Liane Davison responded that as light features on towers become more common, it is being less and less considered as art. What really determines if something is art is if an artist created it.
- Jeff Fisher asked what is the time frame for the review? Laurie Cavan responded that there is no firm date. City staff will consult with Council, perhaps in early 2018. It would not happen overnight; it would be phased in.

4. Introduction to Tommy Buchmann, Development Engineer (Sam Lau, Manager, Land Development, Engineering)

- Sam Lau introduced Tommy Buchmann, the City’s new Development Engineer. He will be attending future DAC meetings, and will look after a lot of the residential files and attend pre-application meetings.
- Tommy Buchmann may be contacted by phone at 604-591-4425 or by e-mail at TBuchmann@surrey.ca.

5. Comments on the Market (All)

- Steve Forrest. Anthem Properties has 2 active projects in Surrey (Fleetwood and West Clayton). It is a very buoyant market. 60% sold way faster than usual. Revenues and

absorption are record setting. It is a hot market. A lot of investors are buying townhouses, which did not happen before. Townhouses used to typically be bought by first time buyers. Have to watch land values. People are paying benchmark prices. Construction costs are rising 8% to 10% per year for all building forms. Alarming – the market bales you out, but it is important to be cognizant of it. Have 2 more projects (multi-family wood frame and a tower) under application. City Centre development is going up fast surprisingly. The expectation of owning a townhouse instead of a single family house is increasing a lot, so the quality of townhouses is increasing.

- Tim Bontkes. Nothing is for sale. A lot in process. Costs are going up. A lot of people have presold their projects (like 2 years ago) and now a problem. Not a lot of supply so good from a market view. Really seeing the value add. Strata add. Do not know about timing, when to go ahead. For example, his company, Infinity Group of Companies, owns land in Clayton but does not know if the rapid transit planned for Fraser Hwy will be LRT or SkyTrain so unsure what they should build and when. Trades are at capacity.
- Rob Elliott. Not a lot has changed for Mosaic. They do have pre-sales starting to sell this weekend. Big investor interest. Getting trades is a challenge. For example, framers do not show up.
- Phil Magistrale. No updates. Lack of supply. Same comments. Dawson + Sawyer's south Surrey project is under application.
- Louis Kwan. Porte is looking at their land holdings and has a site that may be developable. A lot of people are calling to see if they have any property.
- Mark MacCaull. StreetSide Developments have a few townhouses left. A lot of stuff in process.
- Guy Akester. Capital projects are going up about \$1.2 million/day. More than one third of Development Permits in Metro Vancouver are in TransLink's rights-of-ways. Worked with Polygon on a project where residents got a transit pass to help them make that modal shift. Tim Bontkes asked if TransLink would look at privately funded transit in industrial areas. Guy Akester responded, yes, but if funding is removed, then it may be a problem. Generally, developers find that it is really expensive. TransLink is happy to have that conversation with developers.
- Shara Nixon is working with Charan Sethi. Also working with artists in the area. Some very exciting opportunities in the area.

6. Other Business (All)

- Steve Forrest asked for an overview of the City's land use plans and priorities.

7. Next Scheduled Meeting – November 23, 2017

- The meeting adjourned at approximately 4:35 p.m.