

# NOTES

## Development Advisory Committee

File: **360-20 (DAC)**  
Date: **February 24, 2011**  
Time: **2:30 p.m.**  
Location: **Planning Room 1,  
Surrey City Hall**

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### Members:

Gopal Sahota  
Jake Friesen  
Steve Forrest  
Tim Bontkes  
Clarence Arychuck  
Amy Spencer  
Jeff Fisher  
Deana Grinnell  
Jas Sandhu  
Steve Kurrein  
Ted Dawson

### City Staff:

Don Luymes  
Judith Robertson  
Paul Lee  
Fay Wong  
Debbie Gallichen

### Regrets:

Jean Lamontagne  
Cllr. Hunt  
Greg Sewell  
David Porte  
Andy Aadmi  
Kevin Shoemaker  
Bill Krueger

### 1. Acceptance of Previous Minutes

The minutes of the meeting of January 27, 2011 were accepted as distributed.

### 2. Building Height Definition (Don Luymes, Manager, Community Planning Division)

- Council requested staff to examine if the building height base line should be based on the elevation of the road it fronts.
- There was concern that if the building is on a slope this could result in the building towering over adjacent, lower buildings located on the downward aspect of the slope.
- Staff reviewed practices of other municipalities within the region.
- No other municipalities use the road fronting the building as the building height base line.
  - Richmond, City and Township of Langley and West Vancouver use a process similar to Surrey's
  - Delta, Maple Ridge and the District of North Vancouver determine base line building height by:
    - Averaging the two front elevation points,
    - Averaging the two rear elevation points, and
    - Longitudinally extending a line joining these two average points.
- Using Surrey's formula, the maximum building height line is slightly lower on the front of the building than that of Delta, Maple Ridge and the District of North Vancouver (on sloping sites), but becomes higher after the new building's midpoint.
- After reviewing the methods, the question is: Is there a compelling reason for Surrey to change the way it calculates building height? Staff feels we're okay.

- Jake Friesen: Delta has a problem with sloping sites. He would prefer that Surrey keep it the way it is.
- Deana Grinnell – keep it the way it is.
- Clarence Arychuck – suggested with more slope, have flexible rules to deal with the complexity of many different situations; an administrative tool to deal with it versus a by-law change going to Council.
- Steve Kurrein – wondered if a manager could make the changes as they come up? Don Luymes replied that being discretionary can create issues of consistency.

**3. Updates on:**

- a) Metro Vancouver Growth Strategy (Don Luymes, Manager, Community Planning Division)**
- b) Surrey Rapid Transit Study (Paul Lee, Manager, Rapid Transit & Strategic Projects)**
- c) West Clayton NCP (Don Luymes, Manager, Community Planning Division)**

**a) West Clayton NCP (Don Luymes)**

- A Corporate Report is going to Council on Monday, February 28, 2011.
- Once approved, a Citizen Advisory Committee (CAC) will be created.
- Heritage and commercial studies are under way and expected to be complete in the Spring. The commercial study is to determine the market demand for commercial floor space in the NCP.
- Clarence Arychuck queried what the timeframe was. Don Luymes replied that West Clayton will be relatively easy to develop and service, compared with other ongoing NCPs; therefore staff is hoping to complete the West Clayton NCPs in a timely manner.
- Clarence Arychuck asked about the street pattern: would it be a grid? Don Luymes replied that there could be deeper lots than in East Clayton. The drainage scheme would be different from that used in Grandview Heights #2 since Clayton has more clay soils so a more conventional detention system is required. The pattern of urban development would likely be a continuation of East Clayton. It is hoped that Stage 1 can be approved this year.

**b) Rapid Transit (Paul Lee)**

Paul Lee presented the short list of rapid transit alternatives currently being evaluated by TransLink in Phase 2 of the Surrey Rapid Transit Study. The three rapid transit corridors include: (a) 104 Avenue between City Centre and 152 Street, (b) King George Boulevard between City Centre and Newton Town Centre and between Newton Town Centre and the City of White Rock via 152 Street, and (c) Fraser Highway between King George Boulevard and Langley City.

Three of the alternatives involve SkyTrain, four involving Light Rail Transit (LRT), and two involving Bus Rapid Transit (BRT). The conceptual design for the short list of alternatives is currently being prepared for cost estimating and comparative analysis. City staff recently participated in three workshops with TransLink on the conceptual design of the alternatives.

Ridership forecast for all nine shortlisted alternatives will be estimated as part of the evaluation. The full evaluation using a multiple account methodology that will give consideration to cost, system performance, constructability, socio-economic, environmental and urban development criteria is expected to be completed by mid-2011.

With respect to identifying an optimal development density in support of rapid transit, it was pointed out that ridership is determined by both population density and employment locations. In general, higher density would tend to support rapid transit ridership. Opportunities along 104 Avenue and King George Boulevard were discussed and decision on the timing of various rapid transit projects in the region, including the Broadway/UBC line would be decided after the completion of the Surrey study.

**c) Metro Vancouver Regional Growth Strategy (Don Luymes)**

- Don handed out the handout "Metro's Proposed Regional Growth Strategy: A Private Sector Perspective" by Peter Kenward of Clark Wilson LLP.
- The Metro Vancouver Growth Strategy was passed on January 14, 2011 and if accepted "as is" by all municipalities, could be enacted within two months.
- Surrey had some concerns with possible over-regulation.
- Planners met weekly with Metro staff to build in flexibilities which would result in less definitive descriptions of Land Use descriptions/designations.
- Flexibility was built in for small adjustments with Land Use designations (and therefore not have to return to Metro for approval).
- Urban centres and Frequent Transit Development Areas are "overlays," giving local governments the ability to define them as appropriate to their communities.
- Local governments have 60 days to pass a resolution to accept the growth strategy or object to it (they have to indicate what they object to; to be presented to Municipal Councils by March 22).
- There are 3 essential drivers behind the plan:
  1. The need for local governments to maintain employment lands (Industrial and Mixed Employment are new designations); Metro Board gets involved if land is being converted from Industrial to General Urban

2. The need to plan urban development in conjunction with transit service delivery;
3. The need to contain urban expansion and protect natural and agricultural lands from development and speculation.

#### 4. **Comments on the Market**

- None.

#### 5. **Other Business**

**Jeff Fisher** asked about the Road Committee Right-of-way. Don Luymes and Judith Roberston responded that the committee has met once (November 3, 2010). The Committee is discussing the most equitable way to distribute the cost of additional ROW requirements. Should the burden be spread on all properties in a development area, or just the property (ies) fronting the road? Don Luymes said they'd be coming back to the DAC with a proposed approach.

**Jeff Fisher** also asked if they could get a briefing on District Energy in City Centre: Don Luymes replied that he would get Jeff Arason to come back and brief us on it. A District Energy utility has been established by Council. No decision has yet been made about whether new private sector developments within a specific area would be required to tap into it.

**Amy Spencer-Chubey** asked about City adaptable standards and accessible guidelines (single level, multi-family units); Don Luymes said this would be on the next meeting's agenda with Tom Ainscough (City Architect) addressing this. She also queried about the sustainability checklist for developers. Don Luymes replied that staff will bring the proposed Checklist to Council for endorsement, with a six-month pilot period. A subcommittee including DAC and Sustainability Working Group members would be struck to refine implementation details and establish benchmarks during this pilot period.

#### 6. **Next Meeting (March 24, 2011)**

The meeting adjourned at 4:15 p.m.