

# MINUTES

## Development Advisory Committee

File: 360-20 (DAC)  
Date: February 26, 2015  
Time: 2:30 p.m.  
Location: Planning Room 1,  
Surrey City Hall

### Members:

Tim Bontkes  
Ted Dawson  
Adam Donnelly  
Jeff Fisher  
Nathan Hildebrand  
Roger Jawanda  
Brad Jones  
Chris Kay  
Mark Sakai  
Jas Sandhu  
Kevin Shoemaker  
Kyle Wright

### City Staff:

Jaime Boan  
Megan Fitzgerald  
Nicholas Lai  
Jean Lamontagne  
Don Luymes  
Anna Mathewson  
Judith Robertson  
Jonathan Shield  
Rory Tooke  
Fay Keng Wong

### Councillor:

Bruce Hayne

### 1. Previous Minutes

The notes of the November 27, 2014 meeting were accepted as distributed.

### 2. Building Code Energy Efficiency Standard Changes (Rory Tooke, Community Energy Planner)

- Anna Mathewson introduced Rory Tooke, who provided a brief update on recent changes in the BC Building Code energy efficiency standard. A copy of his presentation is attached.
- The Community Energy and Emissions Plan (CEEP) was adopted in November 2013 and sets targets that are slightly different than the OCP. CEEP has targets to reduce residential emissions by 20% per capita by 2020 and by 50% per capita by 2040. It also has targets to reduce energy demand by 20% per capita by 2020 and by 33% per capita by 2040. CEEP has 29 actions and 100 recommendations for implementation, and its major focus is on buildings and planning.
- On December 19, 2014, the BC Building Code introduced new energy efficiency requirements for houses and small buildings (Part 9 buildings):
- Effective versus nominal insulation. The biggest change. Under the old requirements, nominal insulation was the standard. Nominal insulation accounts for the insulation layer only, the thermal resistance of the insulation. Under the new requirements, effective insulation is the standard. Effective insulation takes into account all assembly components, including insulation, thermal bridging from framing, interior finish, sheathing and cladding. It considers the thermal properties of everything in that envelope rather than just the insulation. Builders can be creative in the type of envelope.
- Continuity of insulation. Continuity of effective insulation means insulation in the framing cavity achieves continuity of effective insulation. Continuous insulation achieves continuity but is not required. It just has to keep the effective R-Value throughout. The garage is treated as unconditioned. That is, regardless, the insulation envelope around the garage has to be kept.
- Continuity of air barrier. The new requirements result in a much tighter building. The air barrier is continuous across joists, between assemblies, and around penetrations.

- Principal ventilation. In a principal ventilation system, exhaust fans run continuously, supplying air to all bedrooms and each floor without a bedroom. The minimum air-flow rate is determined by floor area and number of bedrooms. There are exhaust fans in bathroom(s) and kitchen(s).
- Compliance Pathways. There are multiple compliance pathways. There is a normal pathway and within that there are options such as minor tradeoffs. A building built to the prescriptive level is modelled and that model is used to see whether one's building performs at, or better, than the model.
- Support. BC Housing's Homeowner Protection Office (HPO) has a good Illustrated Guide on Energy Efficiency Requirements for Houses in BC. The City of Surrey also has a bulletin noting the new BC Building Code energy efficiency requirements for single and two family dwellings (Part 9). Illustrated guidelines are not available for townhouses or apartments, yet.
- Energy Star is the same branding as for home appliances.
- Energy Star for homes is a new building certification from Natural Resources Canada. It is 20% better than the BC Building Code and has a mandated core builder options package (code, air tightness improvement and validation, heat recover ventilator, electrical savings measures) and additional builder options package options (list of efficiency improvements, point based).
- Relevance. Utility companies will be using Energy Star. Utility incentives are to be determined but are currently estimated to be about \$2000 for single family dwellings and \$700 for multi-family. There will be builder support (much more coaching of the builders) with the increased role of the energy advisor and funding from utilities. Future code updates will also be supported to help identify industry improvements (which codes builders are choosing) and to prepare the industry for change. Energy Star will be the performance standard for the West Clayton density bonus pilot program (Part 9).
- The previous incentive program that was used went to each house and tested/validated them. Now, only 1 in every 5 homes will be tested/validated.
- The City's Sustainability website has a new webpage on green buildings at [www.surrey.ca/greenbuildings](http://www.surrey.ca/greenbuildings).
- The City website has a "New Home Energy Calculator" (at [www.surrey.ca/greenbuildings](http://www.surrey.ca/greenbuildings)) to estimate what it costs to build a new green home and the financial benefits.

**Comments:**

- Kevin Shoemaker asked if the added costs are the hard costs.

**3. Advisory Design Panel (Jeff Fisher, Urban Development Institute)**

- At a recent Urban Development Institute (UDI) committee meeting, UDI members expressed concerns that some Design Panels in the region are going beyond their mandates, such as discussing community amenity contributions (CACs) and conflicting with developers' architects. Jeff Fisher asked if DAC members are having any issues with Design Panels, as well.

**Comments:**

- Brad Jones commented that it would be helpful if design panels are not entirely composed of residents as they are in some other municipalities. Jeff Fisher responded that he will look at the selection process of design panels.
- Kevin Shoemaker commented that if a developer is meeting the requirements, it should not have to explain how it was able to achieve those criteria. He also agrees that Design Panels should adhere to their mandates.

**4. Tandem Parking (Jaime Boan, Manager, Transportation)**

- Jaime Boan provided an update on tandem parking. He and Jeff Fisher had each presented at a recent Transportation and Infrastructure Committee (TIC) meeting. At the TIC meeting, it was decided that the upper limit for tandem parking would be 50%. A 10% cap for multi-family was also identified and the current visitor parking ratio would be maintained. These are considered hard caps but the developer always has the right to apply for a Development Variance Permit (DVP). As light rail transit (LRT) arrives, there may be rationale to reduce the cap, but not at this time. Council believes 50% is a right balance to accommodate the purchaser's desire for affordable housing.
- There will be a transition process. Engineering recommended supporting DVPs in the interim for in-stream applications. In-stream applications would have to obtain their permit within 1 year of the by-law change.

**Comments:**

- Brad Jones commented that there may be cases where in-stream applications have later phases (where the first few buildings will have a permit, but not the later ones). What happens in these cases? Jaime Boan responded that he will discuss with Judith Robertson. There are currently 25 applications in stream. Anything that has not come in at this point would have to follow the new by-law. The TIC supports this.
- Jeff Fisher commented that there was interest in the parking space on the pad not being included in the parking count. Kevin Shoemaker commented that these types of units help developers sell them.
- Ted Dawson asked when the by-law change will be enacted. Jaime Boan responded that a report will go to Council in April. If Council approves, the by-law change could come into effect right away.
- Ted Dawson commented that completing a development within 1 year is difficult.
- Kevin Shoemaker commented that tandem parking is considered as extra stalls in addition to what is required.
- Ted Dawson commented that developers used to be able to do 1 regular stall and 1 small car stall in a garage. There are a lot more smaller cars now. Jaime Boan responded that feedback from residents say garages are too small, too narrow, and too short.

## 5. Transportation Referendum (Jaime Boan, Manager, Transportation)

- Jaime Boan provided an overview of the Mayors' Council Transportation and Transit Plan. A copy of his presentation is attached.
- The City has worked with Metro Vancouver's mayors to develop the Plan. UDI, the Greater Vancouver Home Builders' Association (GVHBA), and developers have been involved in getting the message out.
- Reasons for voting "Yes" in the Referendum. It is projected that, by 2045, the region will receive 1 million more residents (all of whom will travel for work, school, and recreation) and 700,000 new jobs. It also projected that there will be 600,000 more vehicles on the road and that container traffic through Port Metro Vancouver will increase 3-fold. If the region continues as it is, congestion would be intolerable with regular traffic back-ups, bus pass-ups, and fast growing areas without any transit service. Without new investment, congestion will increase, trips will take longer and be less predictable for goods and people, and transit will experience more overcrowding. The Plan would address the growing transportation needs South of the Fraser.
- By 2045, Surrey will have over 1.5 times more residents and over twice as many jobs as today.
- Residents and businesses in Surrey depend on both the local and the regional transportation networks for travel to work/school, to run errands and make purchases, and to visit their friends and families. For all trips made by Surrey residents, 60% are within Surrey and 40% are to other cities. For Surrey residents' work trips, 40% are within Surrey and 60% are to other cities. These figures do not include commercial or truck trips.
- The Plan is a \$7.5 billion plan in a 12 year period. About \$3.5 billion (45%) would directly benefit Surrey. It includes upgrades to existing rapid transit, new rapid transit, new or upgraded B-Lines, upgrades to the existing bus network, an improved SeaBus, an improved West Coast Express, major road network investments, a new Pattullo Bridge, new bus service areas, and facility upgrades. Although the Plan came together quickly, it was the result of many years of work to determine the highest priorities, ensure that the needs across the region are addressed, and enable the mayors to reach consensus.
- Surrey's LRT Network. The Plan includes 27 km of new LRT in Surrey, which would create a viable alternative to driving and reduce congestion. The LRT on King George Boulevard and 104 Ave would save transit riders up to 12 minutes of travel time. The LRT on Fraser Hwy would connect Surrey City Centre and Langley Centre and would save transit riders 25 minutes of travel time. The LRT project would be the region's most significant passenger rail investment since the opening of the Expo Line in 1986. The LRT network would also be seamlessly integrated into the SkyTrain system, new B-Line rapid bus routes, and other local and commuter bus services.
- Upgrading the existing Rail System. There would be 220 additional SkyTrain cars for the Expo, Millennium, and Canada lines. Stations would be upgraded to accommodate longer trains and greater passenger volumes. There would be accessibility improvements. The trains would be more frequent.
- Providing better bus service. Region-wide, there would be a network of 11 B-Line rapid bus routes which would provide fast, frequent, and limited-stop service at least every 15 minutes throughout the day, 7 days a week, with connections to rail transit and local buses. In Surrey, there would be 3 new B-Line rapid bus corridors:
  - Fraser Hwy B-Line connecting Surrey City Centre to Langley Centre (to be in service by 2018 until LRT is in service on Fraser Hwy);

- Scott Rd and 72 Ave B-Line connecting Scott Road SkyTrain Station to Newton (to be in service by 2020); and
  - King George Blvd and 152 St B-Line connecting Newton to White Rock Centre (to be in service by 2022, in conjunction with opening of new LRT).
- With existing fleets, beginning in 2016, there would be more mid-day, evening, and weekend bus service on community shuttle routes, including in South Surrey, Newton, and Guildford, with connections to the rail and frequent transit networks (FTNs).
- With an expanded fleet, by 2018, bus service would be expanded to neighbourhoods with no existing service (Clayton, Grandview Heights/Morgan Creek, and South Port Kells/Anniedale).
- From 2018 to 2025, bus service would be increased on busy/crowded corridors:
  - On Fraser Hwy, Scott Rd, King George Blvd, and 152 St until B-Line service begins;
  - On 24 Ave, 64 Ave, 88 Ave, and 152 St;
  - Between Surrey Central SkyTrain Station and Newton Exchange, Guildford, Walnut Grove;
  - Between Carvolth Exchange and Braid SkyTrain Station;
  - Between Willowbrook and King George SkyTrain Station;
  - Between Newton Exchange and Richmond-Brighouse SkyTrain Station;
  - Between Scottsdale and Bridgeport SkyTrain Station, 22 St SkyTrain Station; and
  - Between Ocean Park and Bridgeport SkyTrain Station.
- There would be a 30% increase in HandyDART service regionally (190,000 more hours of service per year) with over 100 new HandyDART vehicles.
- Expanding access and improving mobility. In Surrey, there would be a 3.5 times increase in the number of residents and jobs within walking distance of all-day frequent transit, which provides transit service at least every 15 minutes throughout the day and evening, every day of the week. Today, only 27% of residents and 44% of jobs in Surrey are within walking distance of the FTN. With the Plan, 56% of residents and 72% of jobs would be within walking distance of the FTN. Building out the FTN is vital to: providing residents and workers the option to use transit for more trips, rather than driving; increasing quality of life; and creating sustainable developments and reducing carbon emissions and pollution.
- Investing in roads, walking, and cycling. The roads highlighted in purple would be partially funded by TransLink. The Plan proposes \$36 million per year region-wide for road widening, upgrading, and maintenance. In Surrey, this includes 64 Ave in Cloverdale, King George Blvd in South Surrey, and Fraser Hwy in Green Timbers. The Plan also proposes \$22 million per year region-wide for walking and cycling projects. Regional funding would complete Surrey Parkway, a multi-use pathway facility (for pedestrians and cyclists) that connects Surrey City Centre into the BC Parkway network, connecting to New Westminster, South Burnaby, and Vancouver. Additional projects are to be prioritized by the municipalities. If the Referendum does not receive a “Yes” vote result, funding for these improvements and projects would be taken from other routes.
- Building a new Pattullo Bridge. A new 4-lane design could be expanded to 6 lanes if needed in the future. Pattullo Bridge currently has the following challenges: narrow lanes and no centre median barrier; railing that does not meet current standards; pedestrians and cyclists unprotected from traffic; vulnerability to ship impact from corrosion and deterioration of structural components, and design; inability to withstand a major seismic event; and riverbed scour and foundation issues with erosion from river flow. A new Pattullo Bridge would be able to withstand seismic events and provide a safe crossing for drivers, truckers, pedestrians, and cyclists. It would have wider lanes, a centre barrier,

cycling and pedestrian facilities (multi-use path), and direct connections to the road network on both sides to improve access and reduce congestion. There would be a direct connection to the South Fraser Perimeter Road.

- New funding would be dedicated to the Plan. The implementation of the plan and usage of the PST revenues would have strong accountability processes to ensure revenues are spent in a transparent and timely manner. There would be independent audits and regular reporting to the Mayors and public on all expenditures and the progress of implementing the Plan. The Mayors' Council has significant new authorities and responsibilities with respect to the development of the region's transportation. The Mayors' Council is also the approval body for the 10-Year TransLink investment plan which will formally commit to the new investments.
- Implementation to begin swiftly with a "Yes" vote. With a "Yes" vote result in the Referendum, the Province would introduce enabling legislation in Fall 2015, the Mayors' Council would approve the 10-Year Investment Plan by year's end, and some investments would begin immediately. Others would take some time for design, procurement, etc. Investments would be underway by 2016, including funding for municipal road, cycling, and walking infrastructure, which would proceed immediately; and the expansion of transit service within the existing available fleet, which would increase service in the evening, mid-day, and on the weekend by early 2016. The expansion of bus and rail fleets would start by the end of 2017 to improve bus and rail frequency during commute hours. The construction of major projects (new Pattullo Bridge, Surrey LRT, and Broadway Subway) would begin following design and engineering.
- Benefits of a "Yes" vote result in the Referendum include: strengthening Surrey's City Centre as an attractive, investment-friendly, mixed-use metropolitan core; supporting higher-density growth in City Centre and Town Centres along LRT corridors; encouraging Transit-Oriented Development along major corridors linking urban centres and employment areas; creating complete, walkable and green neighbourhoods, supported by a comprehensive transportation network; and saving commuters 20-30 minutes a day.
- The voting period is from March 16 to May 29, 2015. Ballots are to be mailed to registered voters beginning March 16. Register online ([www.elections.bc.ca](http://www.elections.bc.ca)), on the phone (1-800-661-8683), or in person until May 15. There are 8 Plebiscite Service Offices in the region to help with registration, provide ballots, etc.

**Comments:**

- Jeff Fisher asked why LRT was chosen. Jaime Boan responded that SkyTrain would only be 4 minutes faster than LRT and would be double the cost of LRT. If SkyTrain was chosen, it would also mean that there would be no other transit improvements. So the 4 minutes savings in travel time would not be worth it.
- Jaime Boan mentioned that the DAC could tour the City's new Traffic Management Centre.
- Adam Donnelly commented that bus service today is not very good. Is Surrey in the poor rating? Jaime Boan responded that 5 years ago, the South of Fraser Area Transit Plan identified that transit service was poor in the South of the Fraser. Surrey was only getting 50% of transit service. Money ran out and there was no improvement. The Mayors' Council Transportation and Transit Plan's funding increase would create more regional equity for regional service, which means there would be a 25% increase in transit service region wide but 45% would take place in Surrey.

- Adam Donnelly asked if the new Pattullo Bridge would be a toll bridge. Although people may support the Plan, people do not like tolls. Jaime Boan responded yes, the new Pattullo Bridge will be tolled.
- Jeff Fisher commented that all the bridges should be tolled, but at a lower rate, so it is more equitable throughout the region. Jaime Boan responded that it is complicated to get tolls on all the bridges.
- Roger Jawanda commented that people south of the Fraser River pay tolls but people north of the Fraser River have the benefit of an expanded highway without tolls, so he would be in favour of distance based road pricing.
- Mark Sakai asked after the funding for the Plan is completed in 12 years, what happens next? The Mayors' Council may not still get matching funding after every year. Over time, there will be more operating costs. Jaime Boan responded that the LRT will be a huge expenditure. Not all the funding would be from the Plan but a portion would be borrowed from the Plan and would be paid back with interest. Other projects would borrow from that money. A lot of the major improvements and projects will come from P3 funding (1/3 federal, 1/3 provincial, and 1/3 regional).
- Adam Donnelly asked what happens if there is a "Yes" vote result and the region does not receive federal funding. Jaime Boan responded that the City has applied for the P3 funding and is working with the Federal Government so it is looking optimistic. The Federal Government has not committed, yet, but there is definitely interest.
- Nathan Hildebrand commented that if the region does not receive the federal funding, people will still be charged the new sales tax if there is a "Yes" vote result.
- Adam Donnelly asked which LRT would be built first. Jaime Boan responded that if funding is approved, the L-line in Surrey would be built within 7 years. The LRT on Fraser Hwy would be built in 12 years. To have them both built at the same time would likely be untenable for residents (road construction and congestion). The LRT along Broadway in Vancouver is not committed yet.
- Tim Bontkes commented that LRT along Fraser Hwy would be popular.
- Brad Jones commented that the communication between TransLink and the Province is important. Adam Donnelly commented that people are not happy with the way their taxes have been used to date.
- Ted Dawson commented that a lot of people say they do not want to pay and they do not use transit. How do you get those people to change other than appealing to, for example, concerns about air quality? Jaime Boan responded that every person who uses transit essentially removes 1 car from the road. The Plan would allow drivers to drive less congested roads and reduce commute time by 25-30 minutes per day. Jean Lamontagne commented that a third of Surrey's population are youth, many of whom do not drive or cannot afford a vehicle. Young people are relying more on transit and choosing not to drive. Transit also provides them with more freedom.
- Roger Jawanda asked where the LRT will be located on the roads. Jaime Boan responded that the LRT would mostly run along the middle of the road. Engineering is looking at whether or not the LRT would go to the curb in specific places to allow easy on and off for pedestrians.
- Roger Jawanda asked what form the tax will be. Jaime Boan responded that it will be an extra 0.5% added onto PST so it would be easier to collect and calculate. For vehicles that are purchased, the sales tax would be charged when the vehicle is registered.

- Tim Bontkes asked what the majority would have to be. Jaime Boan responded 50% plus 1 person.
- Jeff Fisher noted that UDI will have a luncheon in early March that will talk about the benefits of a “Yes” vote result.

#### **6. Online Plumbing Permits (Jonathan Shield, Functional Application Analyst)**

- Jonathan Shield presented on the new online plumbing permits process.
- Prior to the online plumbing permit process, contractors would have to go to City Hall, fill out an application, submit the application with a cheque, and wait a couple of days before the permit is mailed to them.
- The online plumbing permit portal allows contractors to apply and pay using a credit card for New Single Family Residential Plumbing Permits (without Hydronic Heating) for a single family dwelling, single family dwelling with a secondary suite, duplex dwelling, garage/coach House, detached garage, or workshop. Currently, about 40% of total plumbing permits are for new single family residential.
- Commercial/multi-family permits and single family permits with hydronic heating are currently not available. The City is in the process of making these permit applications available in the near future. When applying for a Plumbing Permit, applicants will be required to include the associated Building Permit number.
- To be able to submit a plumbing permit application online, plumbing contractors must first register in person, at City Hall, and bring their Plumbing Certificate of Qualification or Trades Qualification (TQ) Number, valid photo identification, and City of Surrey Business Licence (or Inter-Municipal Business Licence).
- Once registered, contractors can go to the Online Plumbing Portal at <https://permits.surrey.ca/AMANDA5/eNtrprise/SurreyPlbg/common/index.jsp> and fill out the online web form. Instead of a certified cheque, permit fees can be paid with a credit card. City staff actually prioritizes online applications over hard copy submissions. With online applications, the permit can be issued and mailed on the same day. When the permit is issued, the applicant will be able to see the permit number online.
- Upcoming for the portal, contractors will be notified via e-mail that permits are issued. Permits and inspection result slips will be available online and can be printed off on the applicant’s own computer. Future permit applications will allow online submission of plans to reduce paper and printing costs for developers.
- The Online Plumbing Portal was introduced in January 2015. Some contractors are already using it. It saves trips to City Hall and reduces line-ups at City Hall.

#### **Comments:**

- Roger Jawanda asked what file type will the Online Plumbing Portal accept. Jonathan Shield responded that any file type should be acceptable. The City will convert the file into a pdf.
- Kevin Shoemaker commented that the online plumbing permit process will have a massive positive impact on the way business will be done.
- Jean Lamontagne commented that the City is also changing to a web version of AMANDA. The City already has an online electrical permit process, which has more people using it than applying in person.

- Ted Dawson commented that Surrey is ahead in this. Good work.

**7. Meeting Frequency (Jean Lamontagne, General Manager, Planning & Development Department)**

- Jean Lamontagne announced that the DAC will now meet as issues/items come up, rather than on a monthly basis.

**8. Comments on the Market (All Members)**

- Ted Dawson. Dawson + Sawyer just sold out their last project. Some neighbourhoods are really hot, particularly the higher end neighbourhoods.
- Tim Bontkes. Infinity Group of Companies' projects are mostly single family. A lot of price appreciation. It has been good, possibly because of the low interest rates.
- Adam Donnelly. Wesgroup Properties own industrial property. A lot of interest. The key are lease rates and making them stick.
- Chris Kay. Very modest price appreciation. Construction costs are going up and balancing price appreciation.
- Kyle Wright. Modest movement on prices. Sales are picking up. Mosaic Homes just launched a new project.
- Jas Sandhu. On the commercial side, there is a bit of competition among landlords finding tenants. There is new industrial in Surrey. There was a sale of a rental apartment building that sold for about \$103/unit on 108 Ave and 150 St.
- Roger Jawanda. On the consulting side, it has been fairly busy. A lot of the jobs Citiwest Consulting's has been receiving are construction. A lot of inquiries.
- Kevin Shoemaker. Solid in certain markets. Building out. Richmond and South Surrey have been strong.
- Mark Sakai. The Greater Vancouver Home Builders' Association's (GVHBA's) next survey report will be on 4 storey wood frame apartments. There will also be some special studies on Community Amenity Contributions (CACs), in response to the Province's CAC Guidelines, and community engagement.

**9. Scheduled Meeting – March 26, 2015**

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