

MINUTES

Development Advisory Committee

File: 360-20 (DAC)
Date: October 22, 2015
Time: 2:30 p.m.
Location: 3W Meeting Room
A, Surrey City Hall

Members:

Clarence Arychuk
Jeff Fisher
Anita Huberman
Marc MacCaull
Mark Sakai
Gopal Sahota
Kevin Shoemaker
Jamie Squires

City Staff:

Philip Bellefontaine
Helen Chan
Remi Dube
Megan Fitzgerald
Jean Lamontagne
Don Luymes
Mehran Nazeman
Polly Ng
Judith Robertson
Fay Keng Wong

Council:

Councillor Bruce Hayne

Regrets:

Sam Lau

1. Previous Minutes

The notes of the September 24, 2015 meeting were accepted as distributed.

2. Parking Update: Requirements for Specific Land Uses (Philip Bellefontaine, Transportation Planning Manager; Megan Fitzgerald, Transportation Planner)

- Philip Bellefontaine provided an update on the Parking By-law Review. A copy of his presentation is attached.
- Since the last DAC meeting, Engineering has made some progress and is making their first recommendations for changes to parking rates in the Zoning By-law. The primary area of focus is editorial housekeeping changes, including cleaning up redundancies, formatting and improved “navigation”, and clarifying ambiguities in language. The other area of focus is a review of the parking rates for 48 Land Uses, including recommendation to: delete obsolete/redundant land uses in Part 5C; leave rates as-is; make minor changes to rates; and further review rates for more complex land uses plus transit served sites and City Centre.
- The parking review is a joint planning and engineering process and the methodology includes a jurisdictional scan, use of the *ITE Parking Generation* manual, use of the *ULI Shared Parking* manual, transportation impact studies, parking counts at local sites (by consultants Bunt & Opus), off-street parking databases (Bunt), and on-street parking data.
- Category 1: Delete Land Uses. Staff are considering deleting rates for 8 land uses listed in Part 5-C (off-street parking requirements), including:
 - Auction houses,
 - Bingo halls
 - Rifle ranges
 - Roller skating rinks
 - Waterslides
 - Bowling greens
 - Racquet courts
 - Skating rinks.

Staff do not get many applications for these land uses so they will be dealt with on an individual basis as the City receives them. Racquet courts and skating rinks will be combined with indoor recreational facilities.

- Category 2: Leave Rates As-Is. No changes are planned at this time for the following uses, which are generally easy to understand and are comparable to other municipalities, as staff are not aware of demand-related issues:
 - Assembly Halls
 - Automobile Painting & Body Work
 - Automotive Service Uses
 - Beverage Container Return Centres
 - Car Washes
 - Entertainment Uses
 - General Service Uses
 - Neighbourhood Pubs
 - Personal Service Uses
 - Tourist Trailer Parks & Camp-Sites
 - Recycling Depots
 - Recycling Plants
 - Salvage Industries
 - Libraries
 - Hospitals
 - Universities & Colleges.

Some of these may be reviewed again at a later date.

- Category 3: Make minor changes to rates. Where there are different rates for the bottom floor and the upper floor, such as where there is retail use below and medical/office use above, there is an opportunity to blend into a single rate. There is an opportunity to adjust rates for either by: (a) simplifying cumulative requirements; or (b) reducing the base rate. Staff are considering recommending minor changes for the following land uses:
 - Gasoline Service Stations
 - Golf Courses
 - Golf Driving Ranges
 - Office Uses
 - Medical Clinics.

These land uses will be discussed at the next DAC meeting.

- Category 4: Undertake further review of rates. Further analysis and review of rates are required for the following land use categories:
 - Child Care Centres
 - Churches
 - Drive-Through Restaurants
 - Eating Establishments
 - Fitness Centres
 - Indoor Recreational Facilities
 - Light Impact Industrial/Business Parks
 - Retail Uses (inc. shared parking)
 - Schools
 - Transportation Industries.
- There are other layers of the Parking By-law that need more study. For example, City Centre, with its particular characteristics such as its proximity to rapid transit and the

potential this provides for parking relaxations, but also considering timing and impact on neighbourhoods.

Comments:

- Jeff Fisher asked what category is the mixed/shared/blending parking. Philip Bellefontaine responded Category 3. Where a person is going for both a medical purpose and retail use, there is an opportunity to adjust the parking rates.
- Jeff Fisher commented that there is an opportunity for shared day and night parking. Philip Bellefontaine agreed as there are design benefits and land efficiencies. It is important that the parking section in the Zoning By-law be efficient, but we have to get the numbers right. Jean Lamontagne commented that, for example, over the life of the project, the tenant or use may change and need different parking requirements. Also, the selling of parking stalls must be considered because it may occur and reduce this flexibility.
- Clarence Arychuk asked how City Hall's parking works within the Zoning By-law. Jean Lamontagne responded that City Hall's parking exceeds the requirements of the Zoning By-law. City Hall's parking helps other businesses by being used as an additional parking option and functions as shared parking.
- Jeff Fisher asked if parking requirements could be reduced where there is car share. Philip Bellefontaine responded that there are mitigation options available.
- Mark Sakai asked about motorcycles. Very few places are designated for motorcycle stalls except City Hall. Oftentimes, one gets a ticket for parking where there is a spot but no stall number. Philip Bellefontaine responded, yes, this is something that we should look at as motorcycles have low emissions and make efficient use of space.
- Councillor Bruce Hayne asked if electric charging stations will be looked at. A UBCM motion recently failed. Megan Fitzgerald responded that the City does have an electric vehicle policy for gas stations. The City can also support EVs by ensuring there are conduits. Jeff Fisher commented that perhaps BC Hydro should be contacted because UDI members all of sudden found out that they require, for example, sub-stations in their projects in Vancouver and received a surprise bill.
- Jeff Fisher asked if on-street parking regulations will be looked at, too. Philip Bellefontaine responded yes. When you look at areas like City Centre where parking will be, you have to look at the on-street supply making sure that is properly contributing to the neighbourhood (e.g. equitable access, turns).
- Anita Huberman asked what is the timeline of the review? Philip Bellefontaine responded that the easier items will probably be early in the new year.

3. Fleetwood Town Centre Plan Update (Helen Chan, Community Planning Planner)

- Helen Chan provided an update on the Fleetwood Town Centre Plan Update. A copy of her presentation is attached.
- The existing Fleetwood Town Centre Land Use Plan was adopted by Council in November 2000. It had no densities but had a height restriction of four storeys. The brown area has been very successful and built out. The red area was intended to have a more pedestrian flavour but has not developed as envisioned. On February 24, 2014, Council authorized staff to review and update the Fleetwood Town Centre Land Use Plan and Urban Design Concept. The new OCP adopted in October 2014 provides densities in the core area of 2.5

- and 1.5 FAR. The Surrey Rapid Transit Study and new OCP identify Fraser Highway as a Rapid Transit Corridor – current planning assumes at-grade, light rail transit.
- Planning Objectives:
 - High quality urban district within the Town Centre area
 - Connectivity and transportation choice
 - Diversity of housing form and tenure
 - Housing affordability
 - Distinctive community character and identity
 - Places for recreation and social interaction at all ages
 - Planning Strategies:
 - Provide population and densities to support higher order transit and local serving businesses. Residents were consulted and wanted more coffee shops, meeting places, etc., which can be done through higher order transit and local serving businesses.
 - Focus commercial development at 160 Street and Fraser Highway.
 - Encourage apartments and commercial-residential mixed-use developments.
 - Create connected network of roads, lanes and multi-use pathways, particularly in areas designated for higher densities.
 - Strategic protection and redevelopment of manufactured homes.
 - Identify opportunities for placemaking, public art and wayfinding signage in parks, public facilities, and the interface between private property and public rights-of-way.
 - In the existing Land Use Plan, there is a lot of single family. We want to see a more diverse housing form and Fleetwood to be a place for recreation, etc.
 - On Slide 4, the image on the right is the existing Land Use Plan. The image on the left is what is proposed. In Area 1, Mixed Use to 2.5 FAR, 6-storey maximum is proposed. In Area 2, the 2.0 FAR has expanded because higher densities are anticipated there. Area 3 shows that the park has moved to the South side of 86B Ave and is now larger. The Community Commercial in Area 4 has changed to Multiple Residential (1.5 FAR, 4-storey maximum) and Mixed Use Option (4-storey maximum). Area 5 has been changed from Community Commercial to Institutional as there is a Heritage Register church at that site and there will not be any changes to the church. Area 6 is now Mixed Use to 2.0 FAR, 5-storey maximum.
 - For the example of a medium term illustrative plan, there is an assumption that the Fraser Hwy LRT will stop in Fleetwood Town Centre at 160 St and 166 St, it is based on the age of buildings and existing uses, and there is an estimated 10 ha (25 acres) with potential for redevelopment in the medium term. The areas in light grey will likely not change but we are planning just in case. The coloured areas will likely be the areas that will change. The yellow areas are Public Plazas, semi-public spaces like in City Centre where there is residential frontage. Some public art already exists.
 - Circulation. Fraser Hwy is an arterial but it is also anticipated that there will be LRT, so a 42 m width has been reserved. The collector roads were looked at multiple ways and one may have to go through Jim Pattison's car dealership lot. The City hired Urbanics to do a commercial study and they spoke to Pattison development and they are not looking at changing the use because it is doing well.
 - We want to make sure we provide access and egress in this area. We also want to see a system of green lanes which are a narrow 12 m and sidewalk for pedestrians and which are bracketed by arterials.

- Next steps. Refine urban design elements. Consult with community associations and property owners in the vicinity of 160 St. Consult with the public via CitySpeaks and at an open house in November 2015. Seek Council approval for the updated land use concept in January 2016. Complete the land use plan document, including servicing requirements, in early 2016.

Comments:

- Jeff Fisher asked if population projections have been made. Don Luymes responded that these land uses are based on population estimates. The majority of the red areas on the Proposed Land Use Plan do not have residences.
- Jeff Fisher asked if LRT will be coming to Fleetwood Town Centre. Don Luymes responded that it depends on the Province. It is in the plan to keep it in mind and to prepare for the densities that come with LRT.
- Clarence Arychuk commented that the Fleetwood Community Centre is very popular. Consider the traffic associated with it.

4. Comments on the Market (All Members)

- Gopal Sahota. The housing market is hot. There are a lot of buyers for resale properties. A real obstacle coming into play is that people are not going ahead and listing their single family properties because there is no supply which prevents more supply from being available. It is hard to find a single family home under \$500,000 so realtors are directing buyers to condos. The value of condos has not gone up as much. So, in effect, condos allow people to save up in terms of equity to buy other properties. The prices are astronomical. A 7500 sq. ft lot in a not-so-upscale neighbourhood is about \$640,000 and then the house is torn down and a new one is built.
- Clarence Arychuk. Been quite busy. Single family demand. Clients are looking for single family but it is difficult for them to get it. There has been a significant increase in development costs over the last year. For the Residential Development Summary, rowhomes should have their own category because with the limited supply and affordability of single family, the demand for rowhomes has increased.
- Mark Sakai. No comments on the market. Agree with having a separate category for rowhomes because it shows that the City is interested in having diversified housing.
- Anita Huberman. No comments on the market.
- Councillor Bruce Hayne. No comments on the market.
- Jeff Fisher. The market is really hot and so are land costs, construction costs, etc. Telus has a new vice president who will be taking over the Telus connections issue. UDI will have a breakfast with Telus probably in January. Also, legislation was introduced in the last couple of weeks on depreciation reports for stratas.
- Jamie Squires of Fifth Avenue Real Estate Marketing. The market is doing really well. 3 Civic Plaza is currently by appointment only (the presentation centre is closed) but even so, 2 deals were recently made.
- Marc MacCaull. Running out of things to sell. Same story for single family, construction costs are up. It is a challenge finding good tradesmen.

- Kevin Shoemaker. The market has been solid. Large land parcels have come up but there is an RFP, basically an auction. It is virtually hard to find large parcels. On the trades side, there is a quality issue. You really have to be on top of the workers, similar to how it was about 5 years ago, because of the shortage of trades workers. Jeff Fisher agreed, having heard from one of the UDI board members that trades are at capacity.

5. Other Business

- Clarence Arychuk had a number of items, which he will e-mail to the DAC:
 - There are complaints regarding the 5-year maintenance requirement of invasive species. Kevin Shoemaker agreed. Remi Dube responded that is part of the costs.
 - The tree survey requirement creates a delay. Remi Dube responded that a layout cannot be set without a tree layout. Judith Robertson responded that there would not be a reason why the City would not receive a tree survey. The pressure is that staff have the file started and then applicants complain that nothing has been done but it is because the City has not received the tree survey from the applicant.
 - There was a recent problem with using the City's Online Development Inquiry. Jean Lamontagne responded that it is working now. Remi Dube responded that it was a change in the links that caused the problem.
 - Multi-use paths need to be cost shared by a broader community (e.g. reimbursement of swales cost in Grandview Heights NCP #2). Remi Dube responded that we were aware of that even then, that there would be a shortfall. This should be discussed at the upcoming meeting regarding DCCs. Also, net density should be addressed to go back to gross density.
- Jeff Fisher commented that at a future DAC meeting, what happened with the RAR should be discussed. Also the changes at the federal level, any commitments regarding transit.
- Anita Huberman announced that she is the Chair of The Light Rail Links Coalition, which formed as a result of the growing movement of like-minded individuals and groups advocating for LRT south of the Fraser. The coalition is made up of community supporters that represent a variety of interests. Light Rail Links is focused on promoting the benefits of LRT and generating support for building an LRT system south of the Fraser. Their goal is to demonstrate to TransLink, and the federal and provincial governments that there is widespread support for an LRT system and that funding LRT should be their top priority. The coalition has been in touch with the newly elected MPs and, over the next month, will be meeting with the Province. The Surrey Board of Trade focuses on business development. Their team has been divided into different teams for different town centres and will attend land use meetings.

6. Scheduled Meeting – November 26, 2015

- Jean Lamontagne announced that there will likely be a meeting on DCCs in November, either at the regular scheduled DAC Meeting on November 26th or earlier. If earlier, the DAC will be notified by e-mail.
- The meeting adjourned at 4:08 p.m.