

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor Hunt
Councillor Rasode
Councillor Steele

Observers:

Peter Aylett, Hwy 99 Corridor
Bob Cheema, Hwy 99 Corridor
Mark Ankenman, Hwy 99 Corridor
Pauline Cremin, 32 Avenue
Dennis Gordon
David Deane
David Walters
Michel Touzard

Absent:**Staff Present:**

P. Bellefontaine, Transportation Planning Mgr.
J. Boan, Transportation Manager
V. Lalonde, General Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects Mgr.
L. Luaifoa, Legislative Services
C. MacFarlane, City Solicitor
E. Warzel, Mgr., By-Laws and Licensing Services

The order of the agenda was revised with 32nd Avenue Update under Outstanding Business provided first.

C. OUTSTANDING BUSINESS**1. 32nd Avenue Update**

- Staff reported correspondence has been received from TransLink that they will be conducting a review of the truck route designation for 32 Avenue.
- The Committee questioned how information is being communicated back to the community.
Staff replied that the TranksLink letter stated that public and stakeholder consultation will take place as part of their assessment.
- The Committee questioned if anything has been done re: traffic flow.
Staff replied that a meeting with the Ministry of Transportation and Infrastructure (MoTI) took place and staff spoke with the Regional Director regarding the City's proposed 16 Avenue and Hwy 99 interchange. The Ministry has endorsed an interchange at this location as well as 24 Avenue, and interest in moving forward with the 16 Avenue interchange seems to growing.

A. ADOPTION OF MINUTES

It was

Infrastructure Committee meeting held on January 19, 2012 be received.

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the minutes of the Transportation and
Carried

B. DELEGATIONS**C. OUTSTANDING BUSINESS**

The agenda was revised to the following order under Outstanding Business:

Hwy 99 Corridor, 164 Street: 16 Avenue to 20 Avenue Update
 Review of Taxi Concerns
 Transportation Demand Management (TDM)
 Pattullo Bridge Update
 Pay Parking
 Rapid Transit Update

1. Hwy 99 Corridor, 164 Street: 16 Avenue to 20 Avenue Update

Staff provided a presentation that responded to the questions raised at the previous TIC meeting:

What are the comparisons of the land and construction costs between the original Highway 99 Corridor Alignment and the current alignment?

- Section 2 Costs Comparison is:
 - Road Dedication - original alignment was 13,700 m². Reduced to 10,110 m². In dollar value this equals a reduction of \$1.3 million.
 - Construction Costs - dropped by \$300,000.

What would the estimated levy be if only sections 1 & 2 were included and how does it compare to the original?

- If only sections 1 & 2 were included, the approximate DWA contribution required would be \$160,000/acre.
- The total contribution from Section 2 would be \$5.72 million to cover the road allowance and construction costs for segment 1 & 2.
- If only sections 1 & 2 were included, Section 2 would contribute \$1.1 million less than the value of the original alignment.
- Section 3 (north of 20 Avenue) would then have \$7.22 million in project costs to recoup at \$235,000/acre charge to cover the costs for segment 3.

Should the residential lands be included in the area?

- Sunnyside NCP has to provide many local and collector roads within NCP to service lands.
- 164 Street south of 20 Avenue and Croydon Drive North of 20 Avenue are required to service Highway 99 lands.
- Section 2 originally had road entirely within property and Hwy 99 lands.
- Revised alignment was based on expectations that developer in section was to fully dedicate all lands and construct based on the Hwy 99 LAP identified Collector road servicing requirements + DCC upsizing.
- It has been concluded that residential lands should not be included.

What is the appropriate valuation of encumbered hydro lands?

- The hydro lands themselves are considered to be of equal value of encumbered lands.
- Provides area for surface parking to meet parking requirements.
- Commercial lands considered to have significant value for surface parking and would have provided surface parking regardless of hydro encumbrance.
- Ability to maximize building floor areas as it is included in net area.
- The parking area is equivalent in value, same levy should apply to hydro lands and non hydro lands.

Costco Application Proposed Road Requirements

Staff provided the following information:

- Costco road construction costs would be \$4.3 million, and the land (Sections 1 & 2) in addition to the existing one would cost \$8.6 million.
- There would be a shortfall of funds immediately available such that DCC and DWA Front Ending Costs agreements would be necessary.
- The DWA will allow the developer to recover the costs including inflation from all benefitting lands that develop within 15 years.
- Costco is expected to have some other costs such as interim works to widen 20 Ave and Croydon to a 7 m paved width that could cost \$1 million to \$2 million.
- The front ending costs are commensurate in scale with size of development similar to the Grandview Heights and Douglas NCP and First Pro.
- There was interim sewer capacity beyond what the WalMart site to the north needed. This allows the Costco site to proceed without having to front end the \$10.1 million costs for the permanent sewer solution.

Land Owners in Section 1

- Proposed strategy works best with cooperation of land owners.
- Land owners in Section 1 willing to cooperate provided ability to develop now is maintained.
- Smaller scale developments will not be able to front end pump station.
- Concerns are land value determination and limited interim sewer capacity remaining.
- City Realty could facilitate negotiation on land values.

South Surrey Interchanges

- In terms of MoTI discussions, dialogue is continuing on approvals for South Surrey interchanges.
- Expecting letter approving future interchanges at 16 Avenue, 24 Avenue and 152 Street. That location will be legally considered a "controlled access" point by the Ministry, and the City will be required to refer applications to them.
- It was questioned whether MoTI are approving ramps for 24 Avenue. *Staff replied that approval of the ramps for 24 Avenue would be included in the letter.*

Rationale for Implementing Realignment with Development

- Interchange: Potential to compromise Ministry negotiations/approval to process with new interchange.
- Construction: Duplication of construction disruption to replace interim with ultimate.
- Land Owners & Sewers:
 - Developers to the south must wait for the pump station.
 - Securing road now assists future development potential of area.
 - Provides road allowance now for ultimate sewer main alignment.
- Equitable:
 - Similar in scale and consistent with investment in infrastructure that First Pro (Wal-Mart, Home Depot, and Superstore) contributed to the north.
 - "Greenfield" development always considered to have up front servicing costs.

Staff made the following comments:

- On the cost recovery side; it covers land and dedication. Under a normal development application, they would be dedicating that land.
- Front ending costs are recoverable as future development occurs.
- Every development has its own particulars. Staff is trying to provide Council an assessment of the overall magnitude. Staff has been working diligently over the last six months on how development can progress and make it more affordable at each step. Certain areas pay a little more, some pay a little less, and there are benefits and burdens associated with each.
- The First Pro approximate area was 57 acres and in 2005, their front end costs was \$20 million, compared to Costco with 25 acres and an estimated \$6.9 million front end costs.

Conclusions

- Not requiring the funding and construction of 164 Street from this application will result in a large scale development that:
 - Benefits from limited front ended interim sewer capacity and not providing any front ended infrastructure.
 - Is not properly serviced by road access.
 - Will create safety and operational issues for the City at the existing 16 Avenue and 164 Street.
 - Compromises plans for Interchange at 16 Avenue and Highway 99.
 - May stall development in remainder of Highway 99 LAP due to high costs for road and sewer.
 - May result in City initiating Capital project to service this development in response to public concerns. Funding is not available for such a project.

Recommendations

That the Transportation and Infrastructure Committee endorse the following requirements of the subject application:

- Implement a levy for the equitable cost sharing for road allowance and construction costs within the area.
- Acquisition of Road Allowance and construction of Sections 1 and 2.
- Signalization of new 164 Street and 16 Avenue intersection with left turn bays on 16 Avenue.
- Potential interim signalization of 20 Avenue at 164 Street until planned roundabout can be achieved.
- Interim widening of 20 Avenue west of 164 Street and Croydon Drive North of 20 Avenue to a minimum 7.0 m paved width.

The applicant will be able to utilize a DWA and DCC Frontender in order to recover the front ending costs, including interest.

The Committee made the following comments:

- The recommendations do not include any comments in section 1 (the smaller properties). The smaller developers should be included in this recommendation to ensure that it goes forward to Council as a full package.
- The need to complete the road between 16 Ave and 20 Ave with any large development in the area is clearly necessary.
- The recommendations can be moved in principle to keep things moving. If land owners have any concerns or comments in terms of the recommendations, further discussion can occur.

Staff made the following additional comments:

- Rarely are these types of recommendations brought forward to the Committee. Typically these negotiations are done directly between staff and developers.
- There will be a formal petition process for the DWA that involves all affected properties and in order for it to proceed; a set level of support must be met.
- This is a fairly large application in an area with no servicing.

It was Moved by Councillor Hunt
 Seconded by Councillor Steele
 That the Transportation and Infrastructure
 Committee approve the recommendations in principle.
Carried

It was Moved by Councillor Hunt
 Seconded by Councillor Steele
 That the Transportation and Infrastructure
 Committee invite the owners of Section 1 and 2 to the Transportation and
 Infrastructure Committee meeting on Monday, March 12, to provide feedback on
 the proposed recommendations brought forward by staff.

2. Review of Taxi Concerns

There are a wide range of specific concerns from the taxi community. Staff provided a PowerPoint presentation outlining those concerns:

(a) Taxi Parking at Schools

- On-Street Parking Policies at schools “typically” dictate:
 - School side "No Parking 8am – 5pm" – allows pick-up and drop-off.
 - Opposite side "No Stopping 8am – 5pm" – reduces crossing risk to children.
- No special treatment for taxi parking:
 - Current school side treatment allows taxi usage for pick-up and drop-off.
 - High demand for curb space at schools thus could not reserve exclusive taxi area.
- Special Taxi Provisions on school property:
 - Outside the jurisdiction of the City.
 - Taxi association could pursue with the School District.

The Committee and staff made the following comments:

- Typically pick-up and drop-off spots are adjacent to sidewalks, but sometimes there are driveways or other conflict points that students must cross depending on the school. Being allowed to drop kids off at the staff parking area is likely the safest option.
- It was questioned whether or not parents use the staff parking lot to drop-off and pick-up their children and if not, it would seem logical to discuss this option with the School District. It may be up to the principal of each particular school to make that decision.
- There are a number of children who get to school by taxi. The dispatcher, at times, cannot guarantee the parent where exactly the driver will be dropping their child off at the school and hence the safety of the child.
- It would be unfortunate if a parent were told they cannot drop their child off in a safe place at the school because of parking limitations.

Staff will work with School District staff and discuss the option of utilizing the staff parking lot as a drop-off and pick-up spot for taxis.

(b) Chauffeur Permits

Taxi companies indicated that the annual renewal process for permits was time consuming and costly (fee \$125). In January 2012, the permits renewal process was changed and implemented to allow 2 year permit renewal, subject to a "good behavior" record. The screening process is managed by the RCMP that administers criminal/traffic violation checks to ensure public (users) safety.

The current by-law allows for 282 license permits but currently there are 320. The extra licenses were issued for the Olympics and have not been removed. The per capita for taxi numbers will be re-visited.

The Committee made the following comments:

- It was questioned how licenses get exchanged?
 - It is a licensees right to sell or lease the license to a third party, and the revenue gets divided between shareholders.

(c) Vehicle years of services

Taxi vehicles accumulate very high mileage. To ensure appropriate safety, reliability and vehicle condition, City policy dictates a life-span of 7 years. By-laws may allow an additional 8th year at the discretion of the By-law inspector.

Staff made the following comments:

- There is typically excessive mileage on vehicles older than 7 years; however, if a taxi is really well taken care of, it can sometimes go an eighth year.
- A lot of taxi vehicles are former police cars, which do not last as well.
- Ideal to move towards the use of hybrid vehicles given the benefits to the environment. If new and well taken care of they can last 8 years.

The Committee made the following comments:

- In Victoria, all taxi vehicles are Toyota Priuses. They look good and are in good condition. Find a positive way to encourage use of these alternate fuel vehicles.
- The current life-span of taxis is 7 years. Consideration should be given to decrease to 6 or 5 years for vehicles unless they are new hybrids.
- More dealers are coming out with longer warranties, such as 8 years. The year of the vehicle should be looked at, as opposed to the mileage.
- Would be good if staff could provide the TIC (future meeting) a memo of the current practices, what the criteria is that describes the discretion and create a checklist that would enable discretion with hybrids that have been purchased new for taxi use.

(d) Incentive programs for (Taxi) Clean Energy Vehicles

Staff researched incentive programs for Clean Energy Vehicles and found:

- The Passenger Transportation Board (PTB) has no incentive programs. PTB policies that define a broad range of "eco-friendly" vehicles and costs. Initial vehicle costs are expected to be recouped through fuel saving.
- The Provincial government has grants of \$2,500 to \$5,000 per vehicle till March 31, 2013 (*LiveSmart BC: Clean Energy Vehicles for BC*).
- The Federal government focuses on education and "efficiency" awareness programs.
- No municipal incentive programs were found.

(e) Complaints – New Westminister taxis

Complaints have been received that New Westminister taxis are "picking-up" patrons in Surrey.

Staff provided the following information:

- Royal City Taxis Ltd. (New Westminister) has been contracted by CN Rail to transport staff between the Coast Hotel (NW) to CN facilities near 116 Avenue and 136 Street and from Union Hall (Tannery Road) to Surrey Fraser Docks.
- From staff's review, this pick-ups and drop-offs are legal, as long as Royal City does not do any other pick-ups.
- The Passenger Transportation Board (PTB) is aware of the situation.
- The City continues to receive monthly complaints; however, the City usually receives these complaints after the fact, and not when the alleged pick-ups and drop-offs are taking place. This makes the issue very difficult to deal with and to be able to exercise any enforcement.

The Committee made the following comments:

- It was questioned whether or not the taxis were picking up people from the skytrain at Scott Road station as well.
Staff confirmed that taxis were allowed at the Scott Road station, but not Royal City Taxis.
- It was suggested that By-law enforcement swing by the various pick-up locations (such as Scott Road station) to get a visual of which taxis are at the locations.
Staff replied that commercial vehicle enforcement would be able to do random visits.
- Staff was requested to send a reminder letter to Royal City Taxis of the arrangement, noting that complaints have been received and the issue has been reviewed by the TIC.

(f) RCMP processing of video after "No Pay" incidents

The Delta Police process includes cabs being coordinated through local police by appointment which is about a 20 minute process. Surrey taxi drivers have indicated that Surrey RCMP do not review tapes.

- The Surrey RCMP feedback:
 - Tapes are reviewed when provided and "stills" circulated to detachments.
 - Based on October-November, 2011 sampling:
 - 27% of cabs are gone by the time RCMP attend.
 - 36% of the cab driver not being able to describe the passenger(s).

- 37% are miscellaneous; multiple charges (+assault), collateral obtained facilitate payment (civil) and prior arrangement made for payment (civil).
- Challenges:
 - High demands from other higher priority needs.
 - Drivers not willing to attend court for low monetary value issue.
 - Crown will not pursue a single isolated low value case.

The Committee made the following comments:

- The process in Surrey should be that taxi drivers are able to make an appointment to go to headquarters and have their videos processed.
- Staff to follow-up with the RCMP.

(g) Taxi Driver Safety

The PTB rule established the mandatory BC Taxi Camera Program [Passenger Transportation Act section 28 (2)] to facilitate a safer working environment.

Staff provided the following comments:

- Taxi driver safety is an issue that is typically addressed by the cab companies. Some cab companies do not want to pay the extra costs for security measures such as installing plexi-glass barriers.
- If the company feels they need extra security measures in place, it is at the discretion of the company/person who owns the cab.

(h) Taxi Parking at City Centre

Taxi parking is available at two locations:

1. 102 Avenue at SFU Tower/Blenz Coffee
 - Parking restrictions necessary to preserve Fire Department access to tower dry-risers.
 - Fire Department has agreed to "No Parking" which will allow drop-off/pick-up and hence use by taxis.
 - Taxi (and other) drivers are required to remain with the vehicle in case the Fire Department needs access to the dry-risers.
 - Allows up to 6 additional spaces for taxis.
2. City Parkway at Surrey Central Skytrain Station
 - City Parkway is a high demand area for curb space. It is a very congested location with significant transit needs.
 - Current taxi stalls must be converted to a bus stop for the B-Line service beginning in September.
 - One hour parking for public will be eliminated and converted to taxi stalls. There is no loss of taxi spaces.

- The new "Rapid Bus" service to Langley commences April 2013 and will have additional lay over needs yet to be identified by CMBC.

3. Transportation Demand Management (TDM)

Staff provided a Power Point presentation with the following information:

- TDM is a range of policies, programs and services to influence whether, why, when, where and how people travel thereby reducing need to provide additional transportation infrastructure.
- Surrey TDM Work to date:
 - TDM identified within the Transportation Strategic Plan including:
 - Intelligent Transportation Systems (ITS) initiatives – management of the road network
 - Surrey has resurrected working group with TransLink
 - Showcasing TDM – new City Hall
 - Working with other car share organizations such as "car2go" and "Modo" that are interested in working with City
 - Working with TransLink for Discounted Transit Pass improvements and compass card opportunities for new residential developments
 - TDM Webpage
 - On and off street parking management
- The current location of City Hall has very limited opportunities to do TDM; however, at the new hall there will be huge opportunities for change. A staff survey showed that there will be an increase from 3% to 30% of staff using transit and an increase in other modes such as car pooling.
- Land Use Planning
 - Strategic Level
 - Transit oriented communities
 - Rapid transit development corridors – OCP
 - Transit supportive land use mixes and densities integrating with surface transit
 - Implementation Level
 - Detailed design – walking and cycling friendly
 - Car co-ops – City Centre examples
 - City centre 20% parking relaxation
 - Cash in lieu for parking relaxations
- Cash in Lieu for Parking

Cash in Lieu of parking is where a relaxation is given on a developer's requirement for off-street parking, in return for a cash payment.
- Existing practice in:
 - Cloverdale, Parking By-Law – SCDC Canadian Legion
 - Development (Land Value based model)
 - City Centre – informal/negotiated
- Necessary Conditions:
 - Transportation choice - especially transit
 - Walkable communities
 - Density – "urban"

- Candidate Locations:
 - Sites in or in close proximity to City Centre and Town Centres
 - Future Rapid Transit Corridors
- Cash in Lieu Positives

A “win-win-win” for developers, the City and the community

 - City
 - Less parking supply – transit, walking and cycling supportive
 - Less demand on transportation infrastructure
 - Attracts a broad residential demographic to Surrey
 - New funding to invest in transportation in these areas
 - Developer
 - Parking construction savings
 - Marketing
- Cash in Lieu Uses
 - Investment in Transportation options (Transit, walking and cycling)
 - Local neighbourhood parking management/mitigation
 - Community Improvements
 - Investing in and maintaining high quality street environment
 - Supply of managed, convenient parking
 - Public parking - on-street and off-street – Parking Authority
- Proposed cash in lieu model

Fee of \$20,000 per stall reduction

 - Approximately 50% the cost of providing underground parking
 - Maintain City Centre 20% relaxation “free”
 - Allow additional parking relaxation with CIL

If developer offers a broader TDM package, City would consider an additional reduction per stall based on negotiation. TDM examples could include:

 - Transit Passes
 - Enhanced Bicycle Parking
 - Car Shares/car co-op
 - EV Plug-ins
- Periodic review and updates to the TIC:
 - New process thus will regularly update TIC
 - Staff will consult with DAC (March/April 2012) and report back to TIC
- Consultation to date:
 - City working group – Reality, Planning, Land Development
 - SCDC
 - Downtown Surrey BIA
 - Developers active in City Centre
 - Development community has been receptive to this idea
- Recommendations:
 - That Committee support in principle \$20k cash-in-lieu per stall.

- That CIL apply to applications within City Centre and Town Centres initially.
- That CIL apply to applications with future Rapid Transit Development Corridors.
- That staff consult with DAC and report back to TIC.

The Committee provided the following comments:

- Surrey is doing a plan for seniors/disabled; there is a need to coordinate these initiatives.
- March 9 is the Seniors Strategic Planning session. (Engineering staff will be in attendance).
- There are greenhouse benefits to District Energy. Perhaps considerations for parking relaxations could be also tied to this.

It was Moved by Councillor Hunt
Seconded by Councillor Steele
That the Transportation and Infrastructure
 Committee approve the recommendations in principle.
Carried

4. Pattullo Bridge Project Update

TransLink is proceeding with consultation on this project, but New Westminster has opted out of the process and intends to review it in conjunction with their Transportation Plan.

Surrey’s position continues to be for a 6-lane facility that recognizes the multi-modal needs and tolls should not be used to fund the bridge unless they are part of an equitable regional strategy

5. Pay Parking Update

This item was deferred to the next meeting in March, 2012.

6. Rapid Transit Update

Staff made the following comments:

- TransLink narrowed options down to four alternatives which entail BRT, LRT and SkyTrain options for Fraser Highway –BRT for KGB and BRT and LRT for 104 Avenue.
- Their study indicates there is not enough ridership on KGB to warrant LRT.
- Surrey’s staff position is that LRT on all three corridors should be considered for the next study phase.
- The number of people taking transit on Fraser Highway is currently and projected to be higher than KGB.

The Committee made the following comments:

- If considering skytrain from City centre to Langley or LRT on KGB, 104 Ave and Fraser Highway; the benefits of three lines versus one are clear.
- Surrey’s vision for the future is LRT.

D. NEW BUSINESS

1. Intergovernmental Committee Request

The Committee reviewed the request from the Intergovernmental Committee. Staff will update previous papers and bring forward any new topics/issues.

E. ITEMS REFERRED BY COUNCIL

F. CORRESPONDENCE

G. INFORMATION

H. OTHER BUSINESS

I. NEXT MEETING DATE

The next Transportation and Infrastructure Committee will be held on Monday, March 12, 2012 with the time and location to be determined.

J. ADJOURNMENT

It was

Moved by Councillor Hunt
Seconded by Councillor Rasode
That the Transportation and Infrastructure

Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Committee meeting adjourned at 4:20 p.m.

Jane Sullivan, City Clerk

Councillor Gill, Chair