



Transportation and Infrastructure Committee Minutes

2E - Committee Room B
City Hall
13450 -104 Avenue
Surrey, B.C.
MONDAY, JULY 14, 2014
Time: 1:30 p.m.

Present:

Chair - Councillor Gill
Councillor Rasode
Seniors Liaison: Councillor Steele
C. Davidson (YR)
A. Jain (YR)

Absent:

Staff Present:

J. Boan, Transportation Manager
P. Bellefontaine, Transportation Planning Manager
G. McKinnon, Acting General Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects Manager
J. Rehal, Bylaws and Licensing Manager
A. Afridi, Traffic Engineer
T. Uhrich, Park Planning Research and Design
Manager
R. Sidhu, Traffic Management Coordinator
K. Grewal, Financial Reporting Manager
M. Fitzgerald, Transportation Planner
P. Ng, Transportation Planner
J. Robertson, Area Planning & Development (North)
Manager
J. Gallinger, Legislative Services

A. ADOPTION OF MINUTES

1. The Committee is requested to pass a motion adopting the minutes of June 16, 2014.

It was Moved by Councillor Rasode
Seconded by Councillor Gil
That the minutes of the Transportation and
Infrastructure Committee meeting held on June 16, 2014 be adopted.
Carried

B. DELEGATIONS

1. **Request to appear as a delegation** – the request by Daryl Dela Cruz, received July 10, 2014, to appear before TIC to present on "Vibrant Communities, Productive Citizens: Surrey Rapid Transit Vision" was received. The request was discussed and the delegation will be invited to the September 15, 2014 meeting.

It was Moved by Councillor Rasode
Seconded by Councillor Steele
That an invitation be extended to Daryl Dela
Cruz to appear before the Committee at September 15, 2014 meeting.
Carried

C. OUTSTANDING BUSINESS**1. Pattullo Bridge Update**

File No. 5400-05

The Rapid Transit & Strategic Projects Manager provided a verbal update on the Pattullo Bridge and made the following comments:

- The TransLink Mayors' Council supports a new 4-lane bridge with accommodation for 6 lanes in the future. The capital financing of the project will need to rely on toll revenues, TransLink anticipates region-wide mobility pricing will likely be in effect when the bridge is built.

In response to questions from the Committee:

- Staff are contacting provincial authorities to establish administrative and project costs for current tolling operations. The Manager of Transportation stated that they have had trouble getting the information on this, but would continue to pursue it and bring a report as quickly as possible.
- The Manager of Transportation reported that TransLink will close the bridge for three weekends this summer for maintenance. TransLink are communicating widely about the closure.

2. Rapid Transit Update

File No. 8630-01

The Rapid Transit & Strategic Projects Manager provided an update on Light Rapid Transit (LRT) and made the following comments:

- In November 2013, Council passed a resolution to apply for federal funding for Surrey's LRT project. Staff made an application to the Public-Private Partnerships (P3s) Canada Fund after the LRT project was endorsed by the TransLink Mayors' Council. The City consulted TransLink and the Province on the application and have their support.
- It is necessary to proceed with design work in order to be considered for federal funding. Staff are in discussion with TransLink to initiate preliminary design for LRT as part of Phase 3 of the Surrey Rapid Transit Study. TransLink will be funding the design work.
- TransLink is also looking for municipal contributions to the project. Staff are in discussion regarding contributions.

The Committee made the following comments:

- In response to a question regarding the status of property acquisition for LRT, the Rapid Transit & Strategic Projects Manager stated the City has been dedicating property along LRT corridors but property acquisition will likely be required to secure the full right of way. Property will also be required for a train maintenance yard.

3. Parking

File No. 5480-01

a. Truck Parking Update

The Manager of Transportation provided an update and made the following comments:

- Work on Agriculture Land Reserve (ALR) enforcement continues, with 59% of properties in compliance, 29% of sites with reports submitted and reports still in process for 12% of the sites.
- Staff are in the process of identifying and compiling a list of unauthorized sites on industrial/commercial land and developing an enforcement strategy.
- Truck washing facilities are an amenity sought by truckers. Currently mobile truck washing businesses provide the service, but the problem is that the dirty water along with potential containments goes into the City's storm drain system. Staff are working on zoning adjustments that would allow truck washing pads on truck park sites where there is suitable gravity sanitary connection and are planning to map the locations for trucks to better identify where truck parking sites would be best located.
Insurance Corporation of British Columbia (ICBC) was contacted for data and has yet to respond to the request. This assessment would be based on the assumption that trucks will want to park on sites close to their registered addresses.
- BC Hydro's site at 128 Street and 87 Avenue has been considered as a location for truck parking. Previously BC Hydro was willing to lease the site to the City; however, BC Hydro has yet to confirm whether the site would still be available.
- Langley and Delta have not undertaken any specific initiatives in regards to truck parking and have indicated that it is not an issue in their municipalities. Abbotsford has been pro-actively enforcing truck parking on ALR Lands and the City has seen an increase in Industrial Rezoning Applications for truck parking. Abbotsford believes this is a result of the enforcement.
- The Abbotsford Mayor's Task Force Report, on commercial truck parking, concluded that the cost would be prohibitive and not within the mandate of the City to acquire industrial land to develop a parking facility. The Ministry of Transportation and Infrastructure (MoTI) has retained a consultant to review the truck parking issues. City staff has met with and are working with the consultant.
- Staff recommend that the City continue to identify potential truck parking locations working with MoTI, develop enforcement strategies, and enforce truck parking in the ALR.

The Committee made the following comments:

- The Committee stated that, while Temporary Use Permits (TUPs) are useful, it would be preferable to develop a permanent solution

for truck parking. The Manager of Transportation noted that the cost to construct a permanent site is higher than that for TUP and as such there has been limited interest in permanent truck parking sites to-date.

- It was noted that the City needs to work with the Province toward a permanent truck parking area. It was acknowledged that trucks play an important role in regional goods movement and that there is a need for a permanent truck parking location.
- It was noted that truck washing pads would be an asset on permanent truck parks, but the committee did not think they would be suitable for TUP sites.

b. East Clayton Parking Update

The Manager of Transportation provided an update and made the following comments:

- The Cloverdale Community Association supports the proposed queuing streets.
- Brochures have been prepared and are planned for distribution to residences in September/October 2014.

4. Tandem Parking Study

The Transportation Planning Manager provided an update on the Tandem Parking Study and made the following comments:

- The number of development applications with tandem parking has generally been increasing since 2009. One of the potential impacts is higher on-street parking demands.
- Parking becomes a “liveability” issue when demand for on-street parking nears or exceeds supply.
- Staff have undertaken an extensive review process, including:
 - Research on tandem parking in neighbouring municipalities;
 - On-street and on-site parking study;
 - A City Speaks survey to collect feedback from resident who live in tandem units; and
 - Consultation with Development Advisory Committee (DAC), Urban Development Institute (UDI), and Community Associations.
- Possible outcomes of the review include:
 - Limiting number of tandem spaces in new developments;
 - Re-introducing Development Permits (DVP) requirements based on existing issues and transit availability;
 - Increasing visitor parking; and
 - Eliminating tandem parking for multi-story apartments.

- The development community is generally supportive of re-introducing a DVP for developments proposing over 50% tandem parking, but considered visitor parking to be a strata issue. DAC and UDI also commented on the need to balance housing affordability with availability of parking, as housing with tandem parking may be the only affordable option for some buyers.
- The development community was also supportive of limitations on tandem parking for apartment/condo developments, but noted that some is needed in certain cases to utilize the underground parking space most efficiently and/or to avoid needing an additional level of parking. Staff are proposing a maximum of 10% tandem parking without a DVP.
- Next steps include:
 - further assessment of the relationship between tandem parking and on-street parking issues, density, transit availability, etc.;
 - a Corporate Report outlining criteria to guide DVP requirement; and
 - a Zoning Bylaw update.

The Committee made the following comments:

- In response to whether there was greater utilization of visitor parking in developments with tandem parking, the Manager of Transportation responded that the study showed that visitor parking was usually adequate.
- The Committee asked whether a Bylaw update could be made in the Fall. The Manager of Transportation responded that this would be possible, and that staff would work toward that.

5. Crescent Beach Rail Crossing Update

File No. 8710-01

The Manager of Transportation provided an update and made the following comments:

- The City examined options for a direct vehicular connection to Crescent Beach in 2010, in response to concerns over emergency vehicle access to the community in the event of stopped trains. Analysis found that an underpass would require relocating trunk sanitary mains, resulting in project costs of \$8-9M. In 2012, TIC concluded that sufficient work had been undertaken on the grade separation along with emergency response measures and planning. If the Crescent Beach Property Owners Association (CBPOA) wanted to continue to pursue grade separated access it would need to be done through the Local Area Service program.
- A pedestrian underpass was recently suggested by the CBPOA. This would not address all of the original concerns and objectives of the grade separation study and a preliminary assessment indicates that an underpass would have potential safety/personal security issues. Staff recommended against pursuing the pedestrian underpass.

Rail Safety Update

- As no other government or railway agencies were interested in pursuing relocation of the BNSF line, the City of Surrey has begun to look more closely at improving safety along the existing rail line.
- The City of White Rock held a community dialogue on rail issues on July 7, 2014. Those in attendance included MLA Marvin Hunt, White Rock Mayor Baldwin, Hugh Ellenwood, Archives Manager at White Rock Museum, Rail Safety Consultant, Mary-Jane Bennett and White Rock Councillor Grant Meyer. The purpose of the dialogue was to review crossing improvements and explore federal funding opportunities. To keep informed about the issue, City of Surrey staff attended the event. BNSF was represented by Benjamin Marx, Superintendent Greater Seattle Terminal and Tim Vanpopta, Train Master but of note there was no senior representative from BNSF or Transport Canada (TC) attending.
- A detailed Corporate Report on Rail Safety Initiatives Update will be brought to Council on July 23, 2014.

6. **Planned Median Restrictions - 64 Avenue at 132 Street and 32 Avenue at 176 Street**

File No. 5460-10

The Transportation Planning Manager provided information on planned median restrictions and changes to existing access movements at 64 Avenue and 132 Street and at 32 Avenue and 176 Street and made the following comments:

- 64 Avenue at 132 Street:
 - The affected properties are at the northwest and southwest corner of the intersection and are in close proximity to Panorama Ridge Secondary. The accesses existed before the 64 Avenue widening and are well below the current bylaw and design criteria standards.
 - There are operational issues with left turn movements which require restriction with median construction. The access will now become right-in/right-out. Owners of the affected properties have been consulted and understand the need for a median.
- 32 Avenue at Highway 15:
 - There is already a restrictive covenant on the affected property restricting access to right-in and right-out movement only. A median was planned but not constructed as further widening was anticipated.
 - For those wishing to access Highway 15, a turnaround on 32 Avenue west of the affected property has been provided. The owner of the affected property has been consulted and understands the need for the median.

D. NEW BUSINESS**1. Street Naming Policy**

File No. 5480-01

The Transportation Planning Manager provided an update on the City's Street Naming Policy and made the following comments:

- Over the last few months, staff have taken a comprehensive look at street signage.
- The current policy for commemorative, heritage markers and district signage is vague or non-existent.
- Staff propose several distinctive policies:
 - **Official Street Naming Policy:** To maintain numbered avenues/streets and provide guidelines for named streets; to be jointly managed and approved by the Planning & Development and Engineering Departments.
 - **Commemorative Street Naming Policy:** To recognize historical or cultural figure, group, place or event significant to the City; would require community consultation and Council approval by resolution.
 - **Proposed Heritage Road Marker Policy:** To recognize a road that existed before 1957; would require a recommendation from SHAC to Council for approval.
 - **Proposed District Signs Policy:** To recognize discrete historical, cultural or unique districts, ie. Whalley's Corner, Central Newton Cultural Commercial District or Hospital District/Innovation Boulevard; would be City led by Engineering and Planning & Development through a land use planning process.

- **Woodward Way – Commemorative Street Name**

The developer and the Woodward family have asked that 55 Avenue (144A Street to 146 Street) receive the commemorative name "Woodward Way". The land was originally settled by the Woodward family in 1874 and a heritage marker on King George Boulevard at 144A Street identifies this.

- **Recommendations:**

Endorse the proposed Surrey Street Naming Policy including the Commemorative Street Naming Policy and District Signs Policy.

It was

Moved by Councillor Steele
Seconded by Councillor Rasode
That the Transportation and

Infrastructure Committee endorse the proposed Surrey Street Naming Policy including the Commemorative Street Naming Policy and District Signs Policy.

Carried

- Endorse the commemorative name “Woodward Way” for 55 Avenue in honour of Woodward family.

It was

Moved by Councillor Rasode
Seconded by Councillor Steele
That the Transportation and

Infrastructure Committee endorse the commemorative name “Woodward Way” for 55 Avenue in honour of Woodward family.

Carried

- **Next Steps:**

- Meet with the Surrey Heritage Advisory Committee (SHAC) for endorsement of the Heritage Road Markers Policy;
- Undertake signage design process for Heritage Road Markers and District signs; and
- Submit Corporate Report to Council for approval of the Surrey Street Naming Policy and begin district sign project(s).

2. **Median Landscaping Guideline**

File No. 0890-01

The Park Planning Research and Design Manager, Parks, Recreation and Culture, provided information on the City's Median Landscaping Guideline and made the following comments:

- Design improvements for the safety of staff and the general public along with defined setbacks are being implemented on installation of new medians. Highlights include increased distances for sightlines, defined treatment for pedestrian refuge areas, increased splash/maintenance strips on either side of planted area, increased plant density and increased mulch depths to reduce the use of herbicides.

The Committee made the following comments:

- In response to a question around medians and jaywalking, the Park Planning Research and Design Manager stated that research was being conducted to find solutions to the problems.
- The Acting General Manager of Engineering stated that residents are responsible for cutting back plants to keep sightlines and sidewalks clear.

3. **Traffic Signal Improvements along King George Boulevard (KGB) from 60 Avenue to 84 Avenue**

File No. 5460-40

The Traffic Engineer provided information on the planned traffic signal improvements along KGB and made the following comments:

- Improved signal timing and coordination has been made to the traffic signals along KGB corridor between 60 Avenue and 84 Avenue.
- Concerns include poor operations during peak hours, significant amount of pedestrian traffic, including seniors in Newton area, queuing in peak direction of travel ie. 76 Avenue and KGB which creates a bottleneck.

- The changes have significantly reduced queuing and delays along this section of the corridor, which was verified through pre and post implementation queuing and travel speed assessments. The improvements had an excellent cost-benefit ratio and will reduce the number of collisions.

E. ITEMS REFERRED BY COUNCIL

No items referred by Council.

F. CORRESPONDENCE

No correspondence to be received.

G. INFORMATION ITEMS

There were no information items.

H. MOTION TO CLOSE MEETING

It is in order for the Transportation & Infrastructure Committee members to pass a resolution to close the meeting to the public pursuant to Section 90 (1)(d) and (e) of the *Community Charter*, which states:

“A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- (d) the security of the property of the municipality;
- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

and 90 (2)(b) of the *Community Charter*, which states

- (b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.”

I. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, September 15 @ 2:30 pm** City Hall, 2E Community Room B.

J. ADJOURNMENT

It was Moved by Councillor Steele
Seconded by Councillor Rasode
That the Transportation and Infrastructure
Advisory Committee meeting do now adjourn.
Carried

The Transportation and Infrastructure Advisory Committee adjourned at 3:13 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair