

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor Woods

Absent:

Councillor LeFranc
C. Davidson (YR)

Guests:

Mike Bola
Kal Bains
Baljit Johal
Rick Hart
Ash Bains
Mike Kompter
Gary Vlieg

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation, Engineering
P. Lee, Manager, Rapid Transit & Strategic Projects,
Engineering
P. Bellefontaine, Manager, Transportation Planning,
Engineering
J. Robertson, Manager, Area Planning and
Development North, Planning & Development
D. Harkness, Manager, Parking Services
J. Rehal, Manager, By-Law Enforcement
J. Pang, Engineering Assistant, Trans. Planning Section
L. Luaifoa, Legislative Services

A. ADOPTION OF MINUTES

1. The adoption of minutes from the January 19 Transportation and Infrastructure Committee meeting was deferred to the March meeting.

B. DELEGATIONS

1. **Mike Kompter, Gary Vlieg and Rick Hart presented on the future proposed 81A Avenue road network as part of the Fleetwood Town Centre Plan (FTCP).**
 - The delegation noted that the road configuration is creating issues for development. Adjacent and neighbouring property owners to the site have no intention of developing their properties and other lots are too difficult to develop due to their shape. The property owners have no intent to develop in the near future and have stated they will not provide any rights-of-way, however, are in support of the development application.
 - The delegation expressed concerns to the Committee with constructing the 166 Street connection to the FTCP road network stating that, vehicles will likely shortcut through the neighbourhood to avoid the speed bumps at 80 Avenue and the 30 km school zone. In addition, the delegation noted that potential implementation of turn restrictions at the intersection of 80 Avenue and 168 Street will compound the shortcutting issue.
 - The delegation expressed interest in working with the City to develop a plan to establish pedestrian linkages in the area. The delegation noted that pedestrian connectivity is important, especially with the potential future Light Rail Transit (LRT) station coming to the area.

- The delegation noted that a road (81A Avenue) isn't necessary to provide access into the multi-family developments. An internal road network could be provided that connects up to a new 166 Street. The delegation noted that an internal network that is not the City's responsibility to maintain and operate with a connection to the new 166 Street will function well.
- The delegation is seeking alternative solutions to help facilitate movement in the area and noted that although the land is difficult to develop, there is a strong commitment to develop it.

2. **Mike Bola, President, Cloverdale Community Association (CCA), presented on parking concerns in Cloverdale.**

The following comments were made:

- The delegation noted that the CCA has experienced difficulties in achieving parking pads on development sites where the Zoning bylaw allows secondary suites, whether or not the developer is putting a second suite in.
- The delegation is requesting removal of the City bylaw which restricts three parking spots in a row (allowing a parking pad beside the driveway). The delegation noted that this amendment be made to help reduce the demand for people parking on the streets.
- The delegation noted that the current visitor parking ratio of 0.2 percent for townhouses is not adequate and requested that the percentage be reviewed.
- The Chair noted that several community association presidents have discussed the idea of placing covenants on homes restricting secondary suites unless a vehicle can be accommodated on site. The Chair requested that staff review the option of using restrictive covenants as a tool on homes that cannot accommodate a vehicle on site.

3. **Jeff Fisher, Vice President and Senior Policy Analyst, Urban Development Institute (UDI), presented on Tandem Parking in Surrey.**

The following comments were made:

- Townhouses are an important multi residential product for families. In some areas of Surrey, land prices are too high to make affordable single family homes for many consumers and apartments aren't as marketable in the outside areas of the city centre.
- UDI is concerned about a 50% cap being placed on tandem parking and it is the view of the UDI that if the policy for a 50% cap is implemented, it may undermine the townhouse format within the City.
- UDI recognizes there are serious parking issues in certain areas of the City, however, feel the solution is not to implement a city wide policy that applies to all areas including those that do not have parking problems.

- An increase in tandem parking capacity may be appropriate if the area around the site:
 - has a lower density;
 - is well served by transit; or
 - does not have a history of parking problems.
- Families purchase tandem units because they are more affordable. The average cost for a unit in a 70% tandem parking project is approximately \$414,000. With a cap of 50%, the price rises to \$443,000. In Surrey, projects may not move forward as the 50% hard cap affects affordability for consumers
- UDI questioned the need for a cap on tandem parking for apartments and expressed the potential impacts of the policy if additional parking levels have to be built.
- If Council implements a 50% cap on tandem parking, UDI requests that the City consider the following:
 - projects that have tandem parking garage with an additional spot on the parking apron be exempt;
 - implementation of a grandfather regime to protect in-stream applications;
 - flexibility in implementation of a cap for apartment buildings to avoid large costs to build a second level of parking;
 - being flexible and enabling developers to increase the cap for tandem parking with projects in areas where there are no history of parking problems; and
 - when re-evaluating tandem parking to review all parking policies when higher order transit moves into that area.

C. OUTSTANDING BUSINESS

1. Parking Update

File No. 5400-05

A) Tandem Parking

The Manager of Transportation provided an update on Tandem Parking.

The following comments were made:

- The review process on tandem parking in Surrey has been extensive. As a result, the following recommendations were presented to the Transportation and Infrastructure Committee for consideration:
 - 50% cap on tandem parking for townhouse sites on applications that have not reached 3rd reading (excluding units with underground parking);

- 10% cap on tandem parking for apartment buildings and townhouse developments where underground parking is provided;
- maintain the visitor parking ratio of 0.2 spaces per unit; and
- Council to support a DVP for in-stream developments that have received 3rd reading or have a DVP already, subject to a period of time before acquiring a building permit.
- Current applications with the City include:
 - 10 applications – received 3rd reading with more than 50% tandem parking; and
 - 15 applications – final adoption with no building permit.
- The Manager of Transportation noted that Council will still have the ability to modify the cap through a DVP when necessary, even after adopting the recommended 50% cap.

The Committee made the following comments:

- The Chair questioned if staff considered amending the visitor parking ratio to a different rate for tandem parking vs. double parking. The Manager of Transportation replied that staff have not looked at visitor parking in this regard as when managed appropriately and used for visitors (typically the case), the tandem parking model does not affect visitor parking.
- The Manager of Area Planning and Development noted that visitors can use the apron behind parking spaces for the units which are more like the bonus parking spaces vs. counted as the required visitor parking.
- The Chair questioned if the apron is being utilized that only has a tandem garage, can a car park on an angle behind that apron if the apron is double car garaged. The Manager of Transportation replied that for side by side garages an apron can be created, making an extra parallel parking space. With tandem parking, a third car could be parked in tandem if there was sufficient space, but could not be parked in parallel.
- The Manager of Transportation noted that UDI has inquired with staff if a 3rd spot was provided as a bonus spot, would it affect the percentage of tandem parking overall being allowed. UDI has requested that the bonus spot be excluded from the total being considered as tandem parking.
- The Chair requested clarification from staff on what constitutes an apron in terms of size, width, depth etc.

It was Moved by Councillor Gill
Seconded by Councillor Woods
That the Transportation and

Infrastructure Committee endorse staff proceeding with a Corporate Report for Council's consideration of the following recommendations:

- 50% cap on tandem parking for townhouse sites on applications that have not reached 3rd reading (excluding units with underground parking);
- 10% cap on tandem parking for apartment buildings and townhouse developments where underground parking is provided;
- maintain the visitor parking ratio of 0.2 spaces per unit; and
- Council to support a DVP for in-stream developments that have received 3rd reading or have a DVP already, subject to a period of time before acquiring a building permit.

Carried

B) Newton Pay Parking

The Manager of Parking Services provided the following update:

- In response to the Business Improvement Association's concerns in October, the City de-activated 14 pay stations along 137 Street and 72 A and 72 Avenues. Parking was previously free for the first 15 minutes and 25 cents for each subsequent 15 minutes. In a follow-up survey with merchants, the feedback was positive and merchants were satisfied with the change.
- When the changes to pay parking were implemented in October, residents of the townhouse units along 72A Avenue expressed their concern with the changes. Due to the limited supply of parking within some of the townhouses, residents used 72A Avenue for overflow parking.
- Two residents representing multiple residents contacted City staff with petitions opposing the change to free parking. As a result, free parking was made applicable between the hours of 8:00 am to 4:30 pm and weekends. Residents were satisfied with the change.
- In December and January, residents of the townhouses contacted the constituency office of MLA Bains requesting a return of the option to park for \$2 a day. The residents claimed that the parking was being abused by commuters parking there all day.
- Staff recommended a revision that will respond to the concerns of residents adjacent to 72A Avenue and still address the merchants' request for free parking along 137 Street. The revision includes changing the meters in zones 9 and 11 (mid-block along 72A Avenue) to return to \$2 a day parking. Staff communicated the proposal to the resident representatives through MLA Bains office.

- Staff will be meeting with merchants along 72 Avenue to determine their views on the approximately 15 metered parking spaces east of 137 Street.

It was

Moved by Councillor Gill
Seconded by Councillor Woods
That the Transportation and

Infrastructure Advisory Committee endorse staff recommendations to change the meters in zones 9 and 11 (mid-block along 72A Avenue) to \$2 a day parking and discuss with the 72 Avenue merchants how they want to see the parking spaces configured.

Carried

C) **Parking Concerns at 6758 - 188 Street and Fraser Highway**

The Manager of Parking provided an update to the Transportation and Infrastructure Committee on parking concerns at 6758 - 188 Street and Fraser Highway.

The following comments were made:

- Staff met with the 8 merchants in the area of 6758 - 188 Street and Fraser Highway to discuss the parking concerns that were brought forward to the Transportation and Infrastructure Committee in January by a neighbouring commercial retail tenant (Meat Man Specialty Meats at # 104, 6758 - 188 Street). The consensus of the merchants was that the area is well served by parking and parking enforcement is diligent.
- Staff noted that there is a need for a turnover within the parking spaces; however, it is difficult for Bylaws to satisfy the full time monitoring expectations of every business in the City.
- As part of the standard petition process to change parking regulations, 67% of businesses and residents would be required to support a petition for a particular change. Of the 8 businesses surveyed by staff:
 - 3 supported an increase to 2 hour parking; and
 - 5 preferred the existing 1 hour parking and 3 of the 5 supported a change to the 15 minute zone to 30 minutes.
- The position of most merchants was essentially contrary to the wishes of the tenant at # 104. Staff recommended that the 1 hour parking be retained with an amendment to the 15 minute zone changed to 30 minutes.
- The Manager of Parking Services noted that pay parking within a portion of one zone or another is an option to consider. Pay parking is the best means to ensure turnover and facilitates accurate enforcement and monitoring. This position was also supported by Bylaw Services.

- The Manager of Bylaw Enforcement noted that since Friday, February 13, parking enforcement was increased in the area and 7 tickets were issued. 3 tickets were issued in the 15 minute zone and 4 tickets were issued in the 1 hour zone. Bylaws staff were instructed to increase enforcement in the area. The Chair recommended that any changes to parking regulations be deferred, given the wishes of the majority of neighbouring commercial tenants, and requested staff consult with the buildings' Strata Council regarding ensuring that underground parking in the complex is available to customers in addition to the on street, monitored spaces.

It was
 Moved by Councillor Gill
 Seconded by Councillor Woods
 That the Transportation and
 Infrastructure Committee recommends that any changes to on-street regulations be deferred and that staff communicate with the Strata Council of 6758 - 188 Street regarding availability of underground parking for commercial customers in the complex.

Carried

2. Pattullo Bridge Update

File No. 5400-05

The Rapid Transit & Strategic Projects Manager provided a verbal update on the Pattullo Bridge.

The following comments were made:

- Two issues with Pattullo Bridge include:

Deck Rehabilitation

- Immediate issue
- Timeline for planning and design completed in 2015
- Construction will begin early 2016
- Cost for planning and design is \$25 million dollars and rehabilitation is \$75 million, totaling \$100 million to be expended by TransLink

Construction of New Bridge

- Longer term issue
- Timeline to be built is 7 - 10 years
- Cost is close to \$1 billion dollars

- In January, staff attended meetings with TransLink and options for the lane closures were discussed. One of the options is a full closure of the bridge for an extensive period of time. Staff rejected the full closure option as it is too drastic to implement. TransLink are exploring the option of keeping 2 lanes open at all times during the rehabilitation construction. Further

analysis will take place to determine if the 2 lanes open will be 2 directions or 1 direction at different times of the day, etc.

- The Mayor's Council required a partnership agreement with TransLink, New Westminster and Surrey to be able to deal with the expansion of a 4-lane bridge to the 6-lane bridge.
- Staff will meet with TransLink in March and report back to the Committee.

3. Transit Update

File No. 8310-01

The Manager of Transportation provided a verbal update on the upcoming transit referendum:

- In preparation for the transit referendum, staff have been working on the following:
 - creating public awareness on the benefits of a yes vote in Surrey with information booths;
 - presentations to community associations and business associations that are interested in information about the vote;
 - utilization of social media such as Twitter and Facebook to share information on how to register for the vote and the benefits of voting yes; and
 - posting display boards and digital media signs around Surrey.
- The General Manager of Engineering noted that Mike Buda, Executive Director to the Secretariat of the Mayor's Council, will be presenting to Council at the February 23 meeting.

The Rapid Transit & Strategic Projects Manager provided a verbal update on the Light Rail Transit (LRT):

- More design work is required on the LRT project to be able to determine the cost that will be used for the P3 business case. TransLink will be awarding a contract to a group of consultants to carry out that work. Staff will participate on the kick off work.
- During the week of February 23, P3 Canada representatives will be in town conducting meetings. February 24 will be devoted to Surrey's LRT project. In the morning, Surrey staff and TransLink will take the P3 representatives for a tour of the three corridors. Meetings will take place for the rest of the day and staff will be presenting Surrey's case showing the City has full support of the project.

D. NEW BUSINESS

There was no new business.

E. CORRESPONDENCE

There was no correspondence.

F. INFORMATION ITEMS

There were no information items.

G. OTHER BUSINESS

The Chair recommended that a meeting be set up with the Province to discuss the truck parking portion of the Transportation Plan scheduled to be released at the end of February. Staff will make contact with the Province and schedule a meeting or presentation to the Committee in March.

H. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, March 16, 2015, at 2:30 pm**, City Hall, 2E Community Room A.

Some members noted that due to the Spring Break holiday, they will not be available to attend the March 16 meeting. The Administrative Assistant will provide other possible meeting dates.

I. ADJOURNMENT

It was

Moved by Councillor Woods
Seconded by Councillor Gill
That the Transportation and Infrastructure

Advisory Committee meeting do now adjourn.

Carried

The Transportation and Infrastructure Advisory Committee adjourned at 4:25 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair