

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

Chair - Councillor Gill  
Councillor LeFranc  
Councillor Woods  
C. Davidson (YR)  
R. Dhaliwal (YR)

**Absent:****Staff Present:**

F. Smith, General Manager, Engineering  
J. Boan, Manager, Transportation, Engineering  
P. Lee, Rapid Transit & Strategic Projects  
Manager, Engineering  
P. Bellefontaine, Transportation Planning,  
Manager Engineering  
J. Rehal, Manager, By-Law Enforcement  
S. Fillion, Manager, Financial Services  
J. Robertson, Area Planning & Development  
Manager - North  
R. Costanzo, Operations Manager  
D. Harkness, Parking Services Manager  
J. Arason, Utilities Manager  
L. Luaifoa, Legislative Services

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**A. ADOPTION OF MINUTES**

1. The Committee was requested to pass a motion adopting the minutes of March 30, 2015.

It was

Moved by Councillor LeFranc

Seconded by Councillor Woods

and Infrastructure Committee meeting held on March 30, 2015 be adopted.

Carried

**B. DELEGATIONS**

There were no delegations.

**C. OUTSTANDING BUSINESS**

1. **Transit Update**  
File: 8310-01

The Transportation Manager provided the following verbal update:

TransLink and the City of Surrey will be making a funding application for round 7 to PPP Canada for the LRT project which is required to be submitted by June 12, 2015. The City will continue to work with TransLink on design work that would lead to a business case that is required by PPP Canada and must be submitted by March 31, 2016.

## 2. East Clayton Parking Update

The Parking Services Manager provided the following updates:

### Follow-up to East Clayton Queuing Street Survey

- A survey was distributed to 6,542 East Clayton residences asking each household's opinion about the proposed change in on-street parking restrictions.
- The overall response rate of the survey was 8.86% with 59.3% opposing queuing streets and 40.6% in support. Of those directly affected, 47% responded with 33.3% opposed and 13.7% in support.
- The responses of residents from the 8 potential queuing streets were broken down street by street with residents of 192A Street from 65 Ave to 66 Ave in support of the change. The City of Surrey will proceed with reconfiguring 192A.
- In February, a survey was distributed to residents who live on streets with queuing already in place. The majority of residents answered yes that traffic speeds are lower on queuing streets, that drivers are generally respectful and considerate in pulling over to give the right-of-way to oncoming traffic and that there is value having the on-street parking that is provided by a queuing street.

### Update on 72 Avenue Widening Project

- This project is 40% complete. As an interim measure, additional parking was provided in response to resident's concerns that there would not be sufficient, temporary space in place.
- 46 new permanent spaces will be provided and 5 portions of 72 Avenue were configured to provide 175 replacement parallel spaces to fulfill peak demand measures.
- Minimal feedback has been received from residents.

The following comments were made:

- M. Bola of the Cloverdale Community Association (CCA) was invited to comment and noted that the CCA was not part of the original discussion about the plans for the project. Although the CCA wasn't part of the initial consultation, the concerns were brought forward directly to the City by residents and it was communicated to the CCA that the City was working on their concerns.
- The Transportation Manager clarified that staff met with community representatives to develop a plan that they could endorse. The General Manager commented that the new parking changes are interim measures only. The road will eventually be widened to 4 lanes with no parking on 72 Avenue.
- The Chair questioned how it was determined that the bike lanes be situated on the inside of the street. The Transportation Manager replied that it is the City's standard on arterial and collector roads have bike lanes on the inside with parking against the curb.

- On 192 Street, parking is being permitted on an interim basis until such time traffic volumes are such that the road will operate as a standard four lane arterial road with bike lanes against the curb. During the interim period, placing of the bicycle lanes adjacent to the curb with parking beside moving traffic was implemented as a pilot based on practices in some European cities. Mixed feedback has been received with some cyclists reporting they were not comfortable and residents finding parking awkward.
- The Chair requested that the topic of bicycle lanes be brought forward at a future meeting to look at the City's approach to bicycle lanes.

3. **Cloverdale Community Association (CCA) Delegation Follow-up on Restricted Left-Turn Median Design and Visitor Parking – Townhouses.**

### **Restricted Left-Turn Median Design**

The Transportation Planning Manager presented on Restricted Left-Turn Median Design.

The following comments were provided:

- The CCA brought forward the issue of illegal left turns on 64 Avenue between 168 Street to 172 Street.
- As part of staff's review, the following was identified:
  - the area is characterized by having an adjacent road network which is incomplete with poor connectivity
  - there is no collision history with ICBC
  - there are opportunities to improve the design of the left turn facilities.
- There are two objectives when going through the process of looking at the left-turn design. The first objective is to discourage illegal turns while at the same time meeting the second objective of maintaining emergency service vehicle access.
- The proposed solution is to overlap medians slightly.
- Staff confirmed that changes to the medians on 64 Avenue would be undertaken later this year, that the new design would be incorporated into the city's Supplementary Standard Drawings and that an assessment of other locations would be undertaken to identify needed improvements based on safety, traffic volume and connectivity considerations. In addition a rolling program of improvements would be undertaken as part of other capital projects such as road widening.

### **Visitor Parking in Townhouses**

- Early reviews of tandem parking in 1998 and 1999 included, visitor parking but no changes were made at that time.
- As part of the more recent assessment of tandem parking, visitor parking ratios were looked at again for completeness. An assessment of the

on street and off street parking at 13 sites in the city was undertaken which included visitor parking.

- The surveys showed visitor parking utilization varied by area and site. The average occupancy was 40% and only 3 out of the 13 sites had more than 50% occupancy.
- It was considered that 0.2 spaces per unit (provided in the by-law) is adequate, does not contribute to on street parking demands and was not identified as a concern in the City's consultation with residents and community associations.
- The Chair clarified that visitor parking is controlled and enforced by strata councils.

## D. NEW BUSINESS

### 1. Terms of Reference

The General Manager of Engineering provided the following comments:

- Staff have re-drafted the terms of reference for the Committee's review and discussion.
- The current terms of reference under the title, "purpose" is focused on transportation. Staff sees value in bringing strategic plans and policies on broader items such as strategies on sanitary sewer, water, drainage, district energy and even operations and maintenance to the Committee's focus.
- The first part of the draft terms of reference defines the kind of scope staff is thinking of in regards to traditional transportation such as traffic operations, parking, active transit and as well as to infrastructure such as, sewer water drainage etc.
- The second part is related to purpose and in addition to the existing document noting to advise council on issues related to Transportation, the new TOR would include receiving presentations from other stakeholders, review broad policies/objectives related and provide feedback to staff.
- It was noted that the Committee focus has been not to talk about specific applications but rather broader issues.

The Committee made the following comments:

- The Committee noted that the preference is for the Chair, along with staff, to have the ability to decide who appears as an external delegation before the Committee.
- The Chair noted that there are 3 Councillors on the Committee and the terms require 4 Councillors. The Committee will review this at the next meeting.
- The Committee wanted to ensure that there was the ability to bring forward other items as recommended by the Chair and staff.
- The Chair also noted that the youth representatives need to be identified. Youth representatives are non-voting members.
- The Chair noted that this item be deferred to the next TIC meeting to provide the Committee an opportunity to review the proposed terms of reference before it is sent to Council for approval.

## 2. Single Family Residential Parking Review

The Community Planning Manager provided the following update:

- Most single family lots have 3 or more off street parking spaces, typically located in a garage as well as outside on a driveway or parking pad.
- Zoning regulations such as setbacks and limits on paved areas are used to retain landscaping, tree canopy, natural drainage and useable yard space.
- Off-street parking issues on single family lots are often related to houses with secondary suites. Tenants are often not permitted by landlords to park on the driveway and are parking on the street.
- In some cases, there has been unauthorized expansion of paved areas created in front of the homes of RF lots which are accommodating parking for up to 10 cars. These unauthorized expansion areas create drainage issues and tree canopy can also be affected by excessive paving of front yards.
- The following are recent changes to Lane Accessed Small Lots:
  - The new RF-10 Zone was introduced with larger lot and a more usable garage (width increase from 5.7 m to 6.1 m and area increased from 37 m<sup>2</sup> to 39 m<sup>2</sup>)
  - Larger RF-10 lot also allows for a wider parking pad (side setback to garage increased from 2.8 m to 3.0 m)
  - New Type IV RF-10 lots (the great lot depth of 36 m allows for 4 off-street parking spaces and adequate storage area for garbage and recycling carts)
- The following policy options were considered by staff:
  1. All single family zones – increase the number of required parking spaces from 2 to 3 spaces, regardless of whether the lot includes a secondary suite
  2. RF Zone – modify driveway and outdoor parking restrictions to allow a larger paved area
  3. RF-12 Zone – increase setbacks to the attached garage on lane served lots to allow a driveway apron
  4. RF-10 and RF-9 Zones – eliminate narrow Type II lots
- Staff made the following recommendations:
  1. All single family lots – increase the minimum number of required on-site parking spaces from 2 to 3, regardless of whether a lot includes a home with a secondary suite.
  2. RF Zone standard lot – no changes recommended due to impacts on drainage and reduce the loss of on-street parking.
  3. RF Zone cul-de-sac lot – consider increase in number of cars permitted on outdoor parking spaces from 2 to 4 (after consultation with the Development Advisory Committee (DAC) and house designers)
  4. RF-12 Zone front accessed lot – no changes recommended.

5. RF-12 Zone lane accessed lot – consider increased setback from the lane to the garage (after consultation with DAC)
6. RF-10 Zone – eliminate Type II lots.
7. Recommend Council to continue informal policy of not supporting developments with coach houses at this time.

It was Moved by Councillor LeFranc  
Seconded by Councillor Woods  
That the Transportation Infrastructure Committee recommends that the Development Advisory Committee (DAC) review the 7 recommendations provided by staff and provide context in regards to site coverage as it relates to paper stones to address the drainage issue to the Transportation and Infrastructure Committee prior to Council's review.

Carried

#### **E. CORRESPONDENCE**

There was no correspondence.

#### **F. INFORMATION ITEMS**

There were no information items.

#### **G. OTHER BUSINESS**

##### **1. Fleetwood Development Update – Future proposed 81A Avenue Road Network**

As a result of enquiries associated with proposed development within Fleetwood, the General Manager of Engineering commented that staff recommended that proposed changes/road network options in the vicinity of 166 Street within the Fleetwood Town Centre Plan be the subject of a public consultation. This process would be led by the Planning Department and would be anticipated to take place in June 2015.

##### **2. Traffic Calming**

The Chair requested that staff bring forward information about traffic calming to a future Committee meeting including the minimum and maximum speed hump height standards, impact on speeds and standards that are used in other municipalities.

#### **H. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Tuesday, May 19 @ 2:30 pm** City Hall, 2E Community Room A.

**I. ADJOURNMENT**

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

The Transportation and Infrastructure Advisory Committee adjourned at 4:32 pm.

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Jane Sullivan, City Clerk

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Councillor Gill, Chair