

# *Transportation and Infrastructure Committee Minutes*

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**Present:**

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

**Absent:**

R. Dhaliwal (YR)

**Staff Present:**

J. Boan, Manager, Transportation  
P. Bellefontaine, Manager, Transportation  
Planning, Engineering  
P. Lee, Manager, Rapid Transit & Strategic  
Projects, Engineering  
S. Fillion, Manager, Financial Services  
J. Arason, Manager, Utilities  
J. Owen, Manager, District Energy  
D. Luymes, Manager, Community Planning  
H. Chan, Senior Planner, Community Planning  
J. Robertson, Manager, Area Planning & Dev.  
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 the October 5, 2015 Transportation and Infrastructure (TIC) meeting.

It was

Moved by Councillor LeFranc

Seconded by Councillor Woods

That the minutes of the Transportation and  
Infrastructure Committee meeting held on October 5, 2015 be adopted.

Carried

**B. DELEGATIONS**

1. **Water Meter Project**  
File: 8630-01

Suzanne Fillion, Manager of Financial Services provided a brief description of the City of Surrey, Emerging Leaders Program (ELP) and introduced the team to the Committee.

The following comments were made:

- As part of the ELP, the participants chose to research water conservation in Surrey. The objective of the project was to provide recommendations for improvements for water conservation in Surrey, with a focus on single family homes.

- A few of the challenges of water conservation were noted as follows:
  - **Climate Change**

Scientists have projected that warmer temperatures will result in an increase in water usage. Drier summers can mean a decrease to the water supply.
  - **Population Growth**

Metro Vancouver's population will grow by 1 million by 2041. Surrey is expected to grow by 10,000 people each year. These increases will add additional pressure to the region's water supply and an increased strain on Surrey's water and sewer infrastructure.
  - **Wasteful Consumption**

In 2013, Surrey citizens were recorded consuming 363 litres of water per day per person.
  
- The common themes of water conservation were categorized as follows:
  - **Metering**

Universal metering is a transition of non-metered homes to a universal metering system. It begins with a volunteer metering program which moves into a semi-mandatory metering (new construction, renovations, homes with swimming pools or secondary suites).

Advanced Metering Infrastructure (AMI) is a radio signal to a home base network. With an AMI system, leaks could be detected earlier. 70% of residents have a meter in Surrey. \$28 million has been spent to date on metering.
  - **Water Loss Management**

Unaccountable water loss can occur through leaks, theft, fire services, water use during construction and unknown connections. It has been estimated that Surrey loses 15% to 16% of the water purchased from Metro Vancouver before it reaches Surrey customers.

Best practices include regular audits, pressure management (decreasing pressure), leakage management, meter accuracy and enforcement against unauthorized consumptions.
  - **Billing**

Currently, the City of Surrey bills for water and sewer. 80% of the cost is sewer. Flat rate customers are billed on an annual basis and over the last 10 years, that rate has increased incrementally; whereas, customers on meters are billed 3 times a year.

Since the project started, the City incorporated a graph that shows meter customers what their consumption has been over the last six billing periods. This enables customers the ability to monitor their water practices.

Best practices include billing more frequently. Customers can use their bills to monitor their water consumption and to try and reduce water consumption.

All best practices would require universal metering and AMI in order to achieve full benefit.

- **Education & Awareness**

It is important to educate residents on how to reduce water consumption. The more residents are aware of their usage, the more they can reduce their consumption and support water conservation.

Surrey was part of a pilot program called Operation Save H<sub>2</sub>O. This program was successful in utilizing community based, social marketing practices. The program was delivered to schools, community events and also door to door, educating residents about how their actions can make a difference and lower consumption.

- **Case Studies**

As part of the project, the group reviewed case studies from Richmond, Abbotsford/Mission and the City of Waterloo. The following was highlighted:

- Richmond reached 70% of participants through the volunteer meter program and decided to switch to mandatory metering.
- Abbotsford has universal meters and AMI and has seen a significant reduction in annual consumption. Mission does not have universal meters or AMI.
- Waterloo purchases its water, similar to the City of Surrey and has universal metering. Waterloo is looking at introducing AMI.

- **Recommendations from the ELP:**

1. Make firm commitments to universal meters for all customers
2. Introduce the AMI
3. Commit to support education and awareness programs

The Committee made the following comments:

- Appreciation was expressed to the delegation for the presentation. The Committee inquired about the process of implementing universal metering and if an estimated cost is available. Staff noted that a bylaw would be required to implement universal metering and a timeline would need to be established. For example, the City of Richmond implemented a bylaw that stated all buildings would have to comply with the universal metering system by 2018. The detailed work in terms of costs has not been completed yet. A report will be forthcoming and forwarded to Council which will outline the difference of water consumed by Surrey and other communities, pre and post universal meter implementation.
- Timelines and education are very important during the implementation phase and must be considered when developing a strategy. Staff reported that part of the ELP recommendations is to look at what would be practical for the implementation of universal metering for Surrey residents. Since Surrey currently services different types of customers, the plan may include implementation with one specific type of customer first.
- The BC Hydro smart meter program received a big blow back when it was introduced and questioned if the City has researched other cities that implemented the use of smart meters. Staff noted that the group did research other cities and further noted that the AMI is similar to the hydro meter. The AMI is an advanced system that consists of a radio antenna with a network that enables customers to read their real usage of consumption, which can be instrumental in detecting leaks sooner. Currently, a metered customer receives their bill every 4 months which means a leak can be undetected for months.

## C. OUTSTANDING BUSINESS

### 1. Pattullo Bridge

File: 5400-05

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

The following comments were made:

- The Pattullo Bridge project entails two separate parts: deck rehabilitation of the existing bridge and the replacement of the bridge. The rehabilitation work is scheduled to commence in May 2016 and is scheduled to last five months. The replacement of the bridge is to take place within the next 6 to 10 years.
- Staff is working with TransLink to review the traffic management and the details and scheduling of the rehabilitation work. The work is scheduled to take place 24 hours a day and staff is working with Bylaws to restrict some of the noisy activities, such as jack hammering during the nighttime

hours. Staff will report back on the outcome of the restriction in the coming meetings.

- The Committee inquired about the funding for the rebuild of the bridge. Staff responded that \$100 million was originally budgeted for the rehabilitation of the bridge; however, the scope of the work has since been reduced to \$10 million. The savings will be redirected towards the replacement of the bridge. It was further noted that staff have been working with TransLink to develop guiding principles for the replacement project and the execution of a Memorandum of Understanding that could include items such as triggers for expansion of the bridge from 4-lanes to 6-lanes and to clarify the role of the City when participating in the project.

## 2. Transit Update

File: 8310-01

The Manager of Rapid Transit & Strategic Projects provided a verbal update on the bus service and Light Rail Transit project to the TIC.

The following comments were made:

- **Bus Service**

TransLink is reviewing all the bus routes in the region to determine how these routes are performing and to identify where the demand is growing. TransLink has no new revenue to increase bus hours and will be reallocating hours to those routes in need.

An online survey conducted by TransLink concluded last week and it was reported to have received nearly 1200 responses from South Surrey residents regarding service change concerns.

The City is waiting to hear from TransLink on the public input of the online survey and will provide the TIC an update when that information has been received.

- **Light Rail Transit (LRT)**

Surrey LRT has been screened in by the federal government for the P3 Canada Fund. The current application round for federal funding was made directly by TransLink with the City listed as a partner.

Current project works include: environmental assessment, geotechnical investigation, and the formulation of a communication plan in anticipation of funding approval and project start.

In response to a Committee inquiry regarding the funding gap of the project, staff reported that the City has met with the new Liberal MP's and presented on the Surrey LRT project. The indication is that the Liberal government supports the project.

Staff further noted that the Mayors' Council is working with the Province and will be meeting with Minister Fassbender to address the funding gap. The meeting will have representation from the Province, TransLink, Mayors' Council and Metro Vancouver.

The agenda was varied.

## D. NEW BUSINESS

### 2. Fleetwood Town Centre Plan Update

File: 8630-01

D. Luymes, Community Planning Division Manager, provided an update on the Fleetwood Town Centre Plan.

The following comments were made:

- In 2014, the new Official Community Plan (OCP) was adopted by Council. The updated plan included an adjustment to the densities in the core area from 1.5 Floor Area Ratio (FAR) to 2.5 FAR. The Fleetwood Town Centre Plan is now looking at the potential of going beyond that densification and increasing the density to encourage redevelopment of the properties in that area.
- Some of the objectives of the plan are to be able to create the kind of town centre that is supportive of rapid transit (LRT) and one that delivers the kind of mixed commercial and residential development that will help make sidewalks lively, to provide upgrade of public facilities and incorporate street furniture to make it a thriving environment.

H. Chan, Planner was introduced and provided the following comments:

- The Fleetwood Town Centre plan covers 156 to 168 Street and 80 to 88 Avenue; however, the focus has been more around the 160 Street and Fraser Highway area. The two options for consideration for the proposed Land Use Plan (LUP) are as follows:
  - **Option #1**
    - The existing plan designates the area for commercial and residential use, with an emphasis on mixed use development. The proposal is to extend the area to the east for mixed use and provide a density of 2.5 FAR and a 6-storey maximum height.

- The height maximum of the existing plan is 4-storeys. The proposed change is to increase the height maximum to allow more viable development and an increase in density.
- A commercial market study was conducted and it was advised that Fleetwood is a moderately growing relatively stable community. The potential for population growth is somewhat limited and the area cannot be blanketed as commercial.
- **Option #2** is the preferred option.
  - Major change from Option 1 is the street network land uses and density at Fruiticana Plaza and Fleetwood Park Village (160 Street and Fraser Highway) which is within 400m of the proposed LRT station. The two successful malls are not expected to redevelop anytime soon; however, the City would like to provide for appropriate density when rapid transit is implemented.
  - This area indicates mixed use, there are options for residential buildings on the back side of lots, where it is not fronting the highway, where cross hatches are; residential apartments can be developed.
  - The City would like to respond to residents that have voiced they want a lively, more noticeable Fleetwood centre. This is achievable by requiring retail frontage on Fraser Highway (FH).
  - The park will be fronted on three sides of the street and will accommodate the growth of the area.
  - Place making features such as public plazas are envisioned. For example, when 184 is re-aligned, the existing connection of 162 Street to FH will be closed which provides an opportunity for a public plaza.
  - Properties of significant heritage value to note are the Surrey Chinese Baptist Church formerly Surrey Memorial United Church which was built in the 1950's and was added to the Heritage registrar in 2000. The Fleetwood Community Centre was built in the 1930's and is not the best use of the corner lot; however, the City highlights these properties for public consultations.
  - Propose to incorporate a multiuse pathway along the entire south side of Fraser Highway.
  - Propose to add a number of local roads to provide better access and connectivity to the businesses in the Town Centre. These roads can be achieved with redevelopment of these sites to higher density.
  - One significant change is creating a new connection between the existing signalized intersection of 84 Avenue at Fraser Highway and 162 Street to the north. Transportation staff has reviewed this

extensively and there are no other options as the existing connection of 162 Street at Fraser Highway already is experiencing issues and will have to be closed with implementation of LRT on Fraser Highway.

- Propose 12 m green lanes that function as a hybrid of a road and a lane. These lanes include sidewalks, parking, two-way traffic and street lights. The green lane is not as wide as a road, and functions both as a service lane for businesses and as an attractive pedestrian connection.
  - Propose a full local road from Venture Way to Fraser Highway and a green lane connecting to 160 Street.
  - Residents indicated through the public consultations that there is no connectivity of the businesses in the Fleetwood town centre. The plan tries to respond to those comments of residents.
- Whichever option is selected, the City recognizes that a lot of these properties will not re-develop in the medium term.
  - Staff will continue to conduct consultations with the public including the Fleetwood Community Association (FCA). Staff anticipates engaging the public on the City's proposals through City speaks and a public information meeting.

The next step is to hold a design workshop with the members of the FCA and the public. A smaller meeting will also be held with property owners around 160 Street and Fraser Highway.

- Staff will seek Council's approval for the land use concept in early 2016.

The Committee made the following comments:

- The community loves the Fleetwood area and requested clarification on the City's approach with the plan if LRT has not been confirmed. Staff noted that Option 2 illustrates that the City of Surrey supports LRT and shows that the long term vision is for LRT in Surrey.
- Staff further commented that Option 1 was developed as a result of community feedback. Option 1 signals to the market that this area, east of 160 Street is the intended focus.
- In further discussions internally, it was deemed valuable to show the alternate to Option 1. Option 2 was created and allows for higher density in the area. Option 2 does not propose high towers or massive densification. Option 2 proposes enough densification to allow properties to redevelop and in return, the community gets new sidewalks and streetlights etc. This option is a longer term idea which is based on planning principles that an appropriate, finer road network is important to support higher density development.

**1. 16 Avenue Corridor Study**

File: 8630-20

The Transportation Planning Manager presented an update to the TIC on the 16 Avenue Corridor Study.

The following comments were made:

- The 16 Avenue Corridor Study was initiated last year following a joint meeting of the Surrey and Township of Langley (TOL) Councils. The TOL raised a number of concerns about the corridor that they had been hearing from their residents regarding safety. It was agreed that TransLink would lead the study since it is a Major Road Network (MRN) road.
- 16 Avenue is an important east-west connector for traffic and for the movement of goods. Last Spring, 16 Avenue was connected to Highway 99 and within Abbotsford the planning work for a future connection to Highway 1 via King Road has commenced. The City of Abbotsford held a public open house about the connection and the project is a work in progress with no defined timeline of when that connection will occur.
- It is important that if improvements are being made that they are consistent along the corridor through the different municipalities. The improvements should undertake measures that do not negate or prevent any future or strategic upgrades along the corridor.
- The study team conducted an assessment of the current conditions which included looking at aspects of the corridor including road profiles, cross sections and also looking at intersection operation and safety.
- A comprehensive Safety Study undertaken for the corridor identified that rear-end collisions were most common. Access management and intersection upgrades were the recommended improvements. Other issues and improvements were identified and outlined in the study in the short, medium and longer terms.
- Staff is seeking guidance from the TIC as a number of concerns have been identified in the draft of the study.
- Significant costs have been identified but no clarity on funding sources has been provided. As an MRN road, the assumption within the report is that the local municipalities and TransLink would be responsible for the improvements.
- Given the corridor currently intersects and connects three Provincial Highways (Highways 99, 15 and 11, all of which are US Border crossings) and in the future is expected to connect to a fourth (Highway 1), there is a strong argument that the corridor should be looked at as a future Provincial Highway and as such the MoTI and/or the Federal Government should have a funding stake in any improvements.

- The study timeline for future widening to 4 lanes is unrealistic as it indicates that this would not be required for over 15 years.
- Staff noted that although the short to medium term improvements of the study are broadly supported by staff, additional work is required before moving forward. The study needs to properly recognize the regional importance of the road, clarify and identify the funding partners for the proposed improvements and better define the timing and /or trigger points for the widening to 4 lanes as 2031 is unrealistic.

It was Moved by Councillor Woods  
Seconded by Councillor LeFranc  
That the Transportation and Infrastructure  
Committee endorse the short term and medium term improvements presented  
and outlined in the 16 Avenue Corridor Study and that the Committee support  
staff working further with the project team to ensure the study:

- a) Identifies the current and future regional transportation role of the corridor
- b) Confirms the funding partners for the proposed improvements
- c) Defines the timelines and/or trigger points for widening of the road to 4 lanes.

Carried

**E. CORRESPONDENCE**

**F. INFORMATION ITEMS**

**G. OTHER BUSINESS**

**H. NEXT MEETING**

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, December 7 @ 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 4:30 pm.