

Transportation and Infrastructure Committee Minutes

Present:

Chair - Councillor Gill
Councillor LeFranc
Councillor Woods

Absent:

C. Davidson (YR)
R. Dhaliwal (YR)

Staff Present:

F. Smith, General Manager, Engineering
J. Boan, Manager, Transportation
P. Bellefontaine, Transportation Planning
Manager, Engineering
P. Lee, Rapid Transit & Strategic Projects
Manager, Engineering
K. Tiede, Engineer, Transportation
Planning
S. Fillion, Manager, Financial Services
D. Harkness, Parking Services Manager
L. Luaifofo, Legislative Services

A. ADOPTION OF MINUTES

1. The adoption of the November Transportation and Infrastructure Committee minutes were deferred to January.

B. DELEGATIONS

The agenda was varied and the request for Ralph Berezan and Joe Dhaliwal to make a presentation to the Transportation and Infrastructure Committee was approved.

1. Highway 99 Corridor LAP – Road Network

Ralph Berezan and Joe Dhaliwal presented to the Transportation and Infrastructure Committee (TIC) on the Highway 99 Corridor LAP and the property at 2112 - 160 Street.

The following comments were made:

- The delegation has been working with City staff for 8 months to address the issue of a road that runs through the middle of the delegation's property at 2112 – 160 Street (newest address). Currently, the road divides the property into three parcels; A, B and C. The delegation is seeking a resolution that enables the property to remain as one piece.
- The two options for consideration are:

Option A:

Proposes to retain Croydon Drive running parallel with Highway 99 and continuing to 18 Avenue with an overpass built over Croydon Drive at 20 Avenue and further road network work completed.

Option B:

Proposes a new road alignment to the north of the property with the road shared between the delegation's property and the neighbouring property to the north.

- The delegation identified concerns with Option B with 2 hydro towers located on the property and the need to make road alignment modifications that would be required to achieve setbacks from the towers.

C. OUTSTANDING BUSINESS**D. NEW BUSINESS****1. Highway 99 Corridor LAP – Road Network Change Request**

The Manager, Transportation presented to the TIC on Highway 99 Corridor LAP – Road Network Change Request.

The following comments were made:

- The Highway 99 Corridor Local Area Plan (LAP) approved by Council in February, 2004 identified Croydon Drive as an important connector of commercial and industrial areas between 16 Avenue and 24 Avenue. One of the reasons for having a separate road network for residential connections was to keep industrial traffic out of the residential area.
- The Grandview Heights GLUP, east of the Highway 99 Corridor LAP, was approved in June, 2005. In 2008, a traffic modelling study was completed showing the need for a 20 Avenue overpass off of Highway 99 to provide traffic relief to 16 Avenue and 24 Avenue. Public consultation for the future overpass was undertaken in September, 2009 with Council approval following in November, 2009.
- **Croydon Drive Network Principles:**
 - The connection of Croydon Drive at 20 Avenue is critical.
 - This connection must provide full movement to access to Semiahmoo, Highway 99 Corridor and Sunnyside Heights NCP for full benefits.
 - Due to the need to maintain separation from the overpass of Highway 99 to the west and the 164 Street/20 Avenue intersection to the east, the location of the Croydon Drive/20 Avenue intersection is constrained.

- Staff dealt with the land holder to the south of 20 Avenue over an 18 month period in 2009 to 2010 involving extensive consultation with the TIC. The developer did not want the road to go through his property. The resolution was to install roundabouts at Croydon Drive and 164 Street on 20 Avenue which would enable traffic to continue along the corridor in a reasonably direct and efficient manner.
- The key item for consideration in the agreement at that time was to move the road over and any extra dedication required would come from the west side. Properties on the east side of 164 would not have additional land taken away from them.
- **Three Options North of 20 Avenue**
 - **Currently Approved Croydon Drive Alignment**

There is a current land development application approved which maintains the local residential connection at 21 Avenue and achieves the goal of providing the applicant with a larger footprint and minimizes road dedication.
 - **Croydon Drive Realignment Proposal from New Owner**

Issues with this option include connectivity to 20 Avenue and the alignment with the approved road network south of 20 Avenue. Other challenges include the uncertainty of the sewer corridor alignment and the environmental sensitive area. If a road is placed there, compensation would be needed elsewhere for the environmentally sensitive area.

This option achieves the developer's goal of providing a much larger single development footprint for the applicant and minimizes the impact of road dedication but results in limited access to 20 Avenue.
 - **Croydon Drive Alternative Proposal**

Staff supports this option as it achieves the principles of the Croydon Drive alignment and allows for a larger footprint area for the applicant. This option also provides local east-west road connectivity to allow the neighbourhood to access the commercial area without having to divert onto busier arterial roads.
- Staff noted that with this alignment, there was a broad level of equity in terms of road requirements with adjacent land owners.
- Based on the presentation from the delegation, staff was seeking direction from the Committee.

The Committee made the following comments:

- New road dedications are typically shared between all the benefitting properties and requested clarification that this was the case. The

Committee suggested that it would be helpful for staff to return with an update to the TIC on what some of the encumbrances of the property to the north would be and more details on the pros and cons of the options.

- The applicant has identified that he is being impacted quite significantly due to the road alignment.
- The Committee requested clarification on the sewer lines and inquired what the time line would be to put it together. Staff noted that the timeline is subject to the property owners and Mr. Dhaliwal owns all of the lands. Timing would be partially in his hands.
- The Committee requested additional information about the property to the north and any encumbrances there may be and in addition, seek some direction from BC Hydro on the viability of the Croydon Drive alternative alignment presented by staff.

Staff to report back to the TIC in January.

2. **Pattullo Bridge Related Road Improvements**

J. Boan, Manager, Transportation presented on the Pattullo Bridge related road improvements. The report was a follow-up from staff on a request from TIC to highlight the road works envisioned for Pattullo Bridge.

The following comments were made:

- The Key Road Network Connections were summarized as follows:
 - **South Fraser Perimeter Road (SFPR)/Pattullo Ramps**
 - Ramps will allow direct connection to the SFPR (if you are traveling northbound on the SFPR you will be able to take a direct ramp off and proceed westbound across Pattullo Bridge. If you are traveling eastbound on Pattullo Bridge you can take a ramp which will take you southbound on SFPR).
 - This will achieve integration of the regional road network with provincial network and will minimize demand on municipal roads.
 - Recommendation by consultant based on traffic modelling.
 - Current project scope is for a 4-lane bridge and excludes ramps at the South Fraser Perimeter Road. Staff is working with TransLink to have ramps included in the current project.

- **Old Yale Road and Industrial/Bridge Road**
 - When SFPR was built, a portion of the local road network, specifically the Industrial/Bridge Road connection to Old Yale Road, could not be fully reinstated due to uncertainty regarding the Pattullo Bridge project. There is a commitment from the Province to grade separate Old Yale Road at SFPR and a commitment to work with the City and TransLink to achieve the ultimate local road connectivity.
 - Future road alignment options for Industrial road and Bridge road will be challenging when trying to accommodate the Skytrain line and railway line. The province, City of Surrey and TransLink will coordinate those details in conjunction with the Pattullo project. There are a couple options in terms of a new road alignment which will create a two way industrial road connection adjacent to the SFPR and under the Pattullo Bridge.

- **124 Street**
 - Due to concerns about the introduction of industrial traffic to the local neighbourhood, the City along with TransLink and consultants has proposed creating side by side roads. 124 Street would be maintained as a residential street only and a new arterial connection that links SFPR to the King George Boulevard/Scott Road interchange be created parallel and immediately to the west
 - The City and TransLink will continue with consultations with the communities.

- **Bridgeview Drive**
 - Bridgeview Drive is the primary eastern connection to SFPR and Pattullo Bridge.
 - Federal funding has been secured to widen Bridgeview Drive to a 5 lane divided road cross section. Construction will commence in 2016. Staff is considering the question of timing of the project due to TransLink's work to rehabilitate the Pattullo Bridge. If the widening project is delayed, there is risk of losing the funding; therefore, the option of undertaking the project at the same time the bridge project occurs, is being considered.

- **128 Street**
 - Plans to address the missing link of 128 Street between 108 Avenue and King George Boulevard have been planned for a long time. Over a number of years, the City has been buying properties along the alignment and has 2 properties remaining to acquire. The intent is for this work to happen in conjunction with the Pattullo Bridge replacement project, but would be a municipal cost.
 - The new connection will also result in the need to widen the existing 128 Street to the south from 2-lanes to 4-lanes.
 - Due to the link to the Newton industrial area, truck traffic will be allowed, potentially with restricted hours given the residential nature of the road.
 - The Committee noted that the linkage is critical on 128 Street and it would be ideal to see 128 Street widened between Highway 10 and SFPR to achieve this important north to south network connection.

3. **R-91 Classification and Road Allowance Map Update**

K. Tiede, Engineer, Transportation Planning, presented an update to the TIC on the Surrey R-91 Classification Map and the Surrey Major Road Allowance Map.

The following comments were made:

- The Road Classification Map (R-91) is a key document in the planning and management of the road network including determining transit routes, the location of traffic calming, arterial road access management, on street parking and snow ploughing routes. It forms part of the Subdivision and Development By-Law.
- The Major Road Allowance Map is the “sister” map and this adds another level of detail by providing information on unique road widths and offset centre lines. This information is important for the development community as it guides the amount of road dedication required in new developments.
- These maps are updated through periodic housekeeping and when significant development applications or land use plans are considered by Council. As an example, an update to the maps will occur with Council approval of the City Centre Land Use Plan.

- Current updates to the map are as follows:
 - Housekeeping Updates (70%)
 - Minor road alignment changes based on conceptual designs and development applications
 - Recently constructed roads
 - Adding West Clayton NCP updates to the map (approved as part of NCP on July 27, 2015)
 - Reductions to road allowance widths where appropriate (12%)
 - Additions/deletions to the maps because of ongoing land use planning and major road projects (18%)
- The following amendments are planned:
 - **Reduction of road allowances:**
 - 176 Street (downtown Cloverdale) from 24 m to 20 m
 - 176A Street from 24 m to 20 m
 - 114 Avenue and 128 Street (Bridgeview) from 24 m to 20 m (redevelopment in this area is not anticipated and a collector road is not achievable due to the large ditches in the area)
 - **Ongoing land use planning:**
 - 17 Avenue in the Semiahmoo Town Centre
 - 196 Street (new future collector)
 - 192 Street extension of 192 Street diversion to 64 Avenue (new future collector road)
 - **Major Road Projects:**
 - Minor updates to the alignment (172 Street to 17800 block)
 - Identifying the newly constructed portions (18700 block, 189A to 192 Street)
 - De-classifying the connections that were replaced (54 Avenue from 184 to 188 Street, 52 Avenue from 189A Street to 192 Street)
- A Corporate Report will be forwarded to Council for approval of the aforementioned amendments.

It was

Moved by Councillor LeFranc

Seconded by Councillor Woods

That the Transportation and Infrastructure Committee endorse the amendments to the R-91 Classification Map and the Surrey Major Road Allowance Map, as presented.

Carried

4. Parking Rate Bylaw Update

The Transportation Planning Manager presented an update on the Parking Rate Bylaw.

The following comments were made:

- Staff has undertaken a comprehensive review of Part 5 (Off-Street Parking) of the Zoning Bylaw. The bylaw has not been reviewed since 1999; however, over the years informal updates have been provided.
- The review consisted of housekeeping work which included getting rid of unnecessary parts of the bylaw that may be ambiguous or confusing to make the bylaw understandable. The review also consisted of looking at parking space dimensions and parking rates and requirements.
- The Development Advisory Committee (DAC) has been consulted and provided positive feedback.
- Staff is seeking endorsement from the TIC today on proposed changes in advance of a Corporate Report to Council in 2016.
- **Parking Dimensions:** As part of the review, parking space dimensions were examined in other municipalities and ICBC data of the average size of vehicles registered in Surrey was reviewed also.

Staff recommendations for parking space dimensions, based on the findings were as follows:

- regular parking stall dimensions be maintained
- increase length from 4.9 m to 5.0 m of small car spaces to accommodate a greater range of vehicles
- increase small car space maximum from 25% to 35%
- increase vertical clearance from 2.0 m to 2.1 m to accommodate greater range of vehicles (trucks)
- **Parking Rates:** Through the review, 48 different land uses were identified in the bylaw. To make the document easier to read, the following rates were recommended for removal: Auction Houses, Bingo Halls, Rifle Ranges, Roller Skating Rinks, Waterslides and Bowling Greens. These uses are obsolete or obscure. Should an application be received for one of these land uses, staff would require a specific parking study to be undertaken.

Racquet Courts and Skating Rinks will be combined with other recreational facilities.

Proposed Changes to Rates are as follows:

- gasoline stations (housekeeping edits)
- farm-based wineries , automotive sales, golf courses, golf driving ranges, transportation industries (simplified requirements)
- care facilities, church (new rate structure via consultant review)
- offices, medical offices (reduced r ate via consultant review)

The Committee made the following comments:

- Vehicles are often taking up two parking stalls at the Bell Centre and suggested that staff take a further look at the width of the stalls to see if they meet our standards.
- The Committee requested that the proposed rate structures for churches be deferred until further assessment had been completed noting that these were a permitted use within industrial land zoning and the challenges of providing sufficient parking.
- Staff will draft an update on Part 5 of the Zoning Bylaw for Council's review in Spring of 2016. Ongoing parking reviews will continue in 2016 including looking at parking in the City Centre and adjustments to how shared parking is provided in new development with further presentations to the TIC.

It was

Moved by Councillor LeFranc
Seconded by Councillor Woods

That the Transportation and Infrastructure
Committee endorse the proposed changes to Part 5 of the Zoning Bylaw as
presented.

Carried

5. Transportation Lecture Program

This item was deferred.

6. Road Widening Project – 148 Street: 64 to 72 Avenue

D. McLeod, Project Engineer, Transportation Planning Section, presented on the 148 Street Road Widening Project (64 to 72 Avenue)

The following comments were made:

- The completion of the frontage work for this Collector road includes the new Operations Centre and TE Scott Elementary School and Park.

The project will improve safety and operations along the corridor and enhance the overall aesthetics.

- At a public information meeting held on November 25, 2015, business owners and residents in attendance expressed concerns with the loss of boulevard parking and truck turning movements on 66 Avenue.
- Residents were concerned that there were more business owners in attendance than residents and felt the lack of attendance may not reflect the community views. The neighbourhood has a high percentage of Punjabi speaking residents; therefore, staff is seeking endorsement to send a letter in Punjabi to residents advising of the design and changes for 148 Street.
- **66 Avenue** - The City's solution for the concerns with 66 Avenue was to create parking on the north side where there aren't as many driveways. This would allow curb space to have visitor, customer and staff parking. Staff are also looking at providing driveways slightly larger than the City's typical standards for large truck turning movements. Staff has also committed to monitor parking.
- **148 Street** - Most of 148 Street was developed to an older collector standard which provided for bike lanes, two travel lanes and parking on one side only. There is a high demand for evening and overnight on-street parking in select locations along the corridor. Concerns from residents were expressed about the loss of on-street parking on 148 Street.

The traffic signals at 66 Avenue and 68 Avenue require left turn bays to be provided due to the history of collisions. The installation of the left turn bays will impact on-street parking close to the intersection at 68 Avenue. At the south leg, through detailed design review, some 4 parking spaces will be retained. At the north leg on 148 Street, all 17 spaces of the on-street parking space will be removed with no ability to add spaces until future development adds 68A Avenue. The on street parking demand at this location was not high.

The bike lanes on 148 Street are considered important as they connect Highway 10 with 76 Avenue and Bear Creek Park.

- **TE Scott Park and Elementary School Improvements** – TE Scott Elementary School has been looking forward to improvements for several years and through the Safe & Active Routes to School Program, a lot of work is being done including traffic calming, a raised crosswalk at one end of the school and a crosswalk at the front entrance of the school.

Due to the new development and work done at the TE Scott Elementary School, a statutory right of way was secured for a sidewalk and the street will be widened to collector standard for parking on both sides of the street. As a result, some parking that was displaced south of TE Scott will be available north of TE Scott.

It was Moved by Councillor LeFranc
Seconded by Councillor Woods
That the Transportation and Infrastructure
Committee endorse:

1. 148 Street improvements project in order to:
 - a) Complete the frontage of TE Scott Park and Elementary School and the Central Works Yard;
 - b) Support cycling connections on 148 Street; and,
 - c) Enhance pedestrian and road aesthetics.
2. Contacting residents with a Punjabi letter and links to the design on the City’s website to advise residents of changes.

Carried

- The Committee requested a broader update be provided to the TIC on the impact of the increase of kids being dropped off at school and the issue of congestion.

E. CORRESPONDENCE

F. INFORMATION ITEMS

G. OTHER BUSINESS

1. 2016 Meeting Date Schedule

File: 0540-20 V

The Committee was requested to adopt the 2016 Meeting Date Schedule.

It was
Moved by Councillor LeFranc
Seconded by Councillor Woods
That the Transportation and Infrastructure
Committee adopt the 2016 Meeting Date Schedule.
Carried

H. NEXT MEETING

The next meeting of the Transportation and Infrastructure Committee is scheduled for **Monday, January 18 @ 2:30 pm** City Hall, 2E Community Room A.

I. ADJOURNMENT

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

The Transportation and Infrastructure Advisory Committee adjourned at 5:15 pm.

Jane Sullivan, City Clerk

Councillor Gill, Chair