



City of Surrey

Council-in-Committee

Minutes

Council Chamber
City Hall
14245 - 56 Avenue
Surrey, B.C.
MONDAY, JUNE 7, 2004
Time: 3:30 p.m.

Present:

Chair: Councillor Bose
Mayor McCallum
Councillor Villeneuve
Councillor Tymoschuk
Councillor Steele
Councillor Priddy
Councillor Watts
Councillor Higginbotham

Absent:

Councillor Hunt

Staff Present:

City Manager
City Clerk
General Manager, Planning & Development
City Solicitor
General Manager, Engineering
General Manager, Finance, Technology & HR
Manager, Long Range Planning & Policy
Development

A. DELEGATIONS

1. Shirley Stonier, Coordinator Surrey Association of Sustainable Communities (SASC) File: 0250-20; 0550-20-10

Shirley Stonier, Coordinator, Surrey Association of Sustainable Communities (SASC) and Rob Langford, Fraser Heights Community Association were in attendance to speak to citywide traffic issues.

Shirley Stonier provided the following comments:

- The SASC was formed in November 2002 to act as a coordinating body for Surrey's community based, resident and property owners' associations.
- The SASC provides opportunities for local community groups to share experiences in all parts of the City of Surrey, identify common issues, seek solutions that support community-building initiatives, and present mutual concerns to Council.
- The SASC's guiding principle is from "On Equilibrium" by John Ralston Saul: "Democracy is an expression of calm, long term relationships between people. It is the expression of shared knowledge."
- The SASC has working representatives from Bridgeview, Guildford, Serpentine, Port Kells, Anniedale, Beaver Creek, Whalley, Newton, Elgin Park, Semiahmoo, and Crescent Beach areas.
- SASC's work is funded by the United Way for the distribution of information, website, and workshops designed to strengthen leadership and community building.
- Traffic problem research is gathered at the community level to find common themes, determine what the city does, and compare with other jurisdictions.
- The most common traffic concern is speeding, especially in park and school areas, wide roads that encourage speeding, lack of pedestrian crossings, unsynchronized traffic lights, and hazardous roads lined with water-filled ditches.
- Surrey's current policy does not address the community's needs as presented by individual community groups.

- SASC has heard frustration from these individual community groups on the lack of response to documented concerns.
- The Surrey Official Community Plan has guidelines that require implementation of traffic impact reduction measures such as landscaping, narrower roads, traffic calming, and better bike movement, and the city is expected to make these guidelines work.

Rob Langford then provided the following comments:

- Traffic calming receives consistent attention in Canadian municipalities and a report was published in 1998 entitled "The Canadian Guide to Neighbourhood Traffic Calming" which addressed mainly physical measures to reduce the physical effects of vehicle use.
- The purpose of traffic calming is to restore streets to their intended function.
- Traffic calming has potential benefits including increased road safety, comfort and mobility for non-motorized traffic, reduction of environmental impact, increased neighbourhood interaction, increased property values, and reduced speed resulting in reduced road maintenance costs which is beneficial to pedestrians, bicyclists, and residents.
- Surrey's policy and practices indicate that Surrey has spent less and lacks vision in community traffic calming in comparison to other municipalities and that it is time for Surrey to develop better traffic calming policy and implementation plans.
- The current plan for traffic calming has criteria setting the bar too high in that many roads do not meet the requirements, do not warrant action, and the matter of long waiting lists is not addressed.
- Surrey budgets \$100,000 per year for traffic calming and an increase is needed to address urgent community needs.
- Compared with other jurisdictions' annual budgets, Delta budgets \$300,000, New Westminster \$100,000 to \$300,000, and Vancouver \$4.8 million.
- Saanich funds traffic calming through general revenues.
- Surrey has a traffic calming policy but senior staff have indicated there are no fixed plans for these measures and the matter is handled on a reactive basis only.
- Within North America, there is a shift to proactive traffic calming measures.
- That a specific plan and realistic workable budget is required to address traffic calming throughout Surrey to address concerns raised.
- Council is requested to direct traffic calming concerns to staff to work with area residents in revamping current policy.
- Resident and community associations need to be included to develop new criteria for eligibility and ranking for traffic calming applications, mandating that new development include traffic calming at the time of construction via DCC's and Servicing Agreements.
- There are other funding sources available such as DCC's, ICBC, GVTA, provincial and federal governments, and Surrey's unallocated surpluses.

It was Moved by Councillor Villeneuve
Seconded by Councillor Steele
That the information package provided by
Shirley Stonier be received.

Carried

Shirley Stonier thanked Council for the opportunity to speak to this issue and then introduced community association members in attendance.

2. Shelley Wells, Executive Director

Quest Outreach Society

File: 0250-20; 0550-20-10

Shelley Wells, Executive Director, Quest Outreach Society was in attendance to make a presentation on their organization and to discuss ideas to improve the City's food security for at-risk citizens.

Shelley Wells was in attendance and provided the following comments:

- Quest Outreach Society services extend throughout the Greater Vancouver Regional District and includes Surrey.
- Quest's mandate is to rescue food from ending up in landfills and redistributing to people in need.
- Quest recovered \$5.06 million of food, from 110 suppliers throughout the GVRD, for distribution to over 40,000 people per month in the last fiscal year.
- This figure represents less than 0.5% of food available that ends up in landfills.
- Quest requests Council's assistance to divert food from ending up in landfills to provide to people in need and to get the word out to food suppliers for donations.
- Quest collects and redistributes \$12.83 worth of food for every \$1.00 received in cash.
- 400,000 tons of good food is discarded each year in the City of Vancouver landfill because they are close to their expiry dates, market wars, etc.
- The Lower Mainland has the second largest poverty rate of all Canadian metropolitan areas.
- Approximately 20% of the population cannot obtain enough and appropriate foods to maintain a healthy diet, which creates barriers to staying healthy, learning, working and supporting their families.
- There has been a 2.4% increase in emergency grocery program use in B.C. in the last two years, an increase of 22.9% since 1997.
- It is believed that Surrey and Quest can work together to do more for the community.

B. ITEMS REFERRED BY COUNCIL

- (a) amend the last paragraph of Section 3.3, Descriptions of Land Use Designations, Multiple Residential (RM) Designation, by replacing the word "Commercial designation through" with the words "Multiple Residential designation subject to" so that the paragraph reads, "Selected business zones may be permitted in the Multiple Residential designation subject to compliance with the performance criteria and standards";
- (b) amend Section 3.7, Land Use Designations and Permitted Zones, and Figure 7, List of Zones, to include the newly-created IB-1 Zone as a permitted zone within the "Business" and the "Industrial" Land Use Designations;
- (c) Figure 13, Truck Route Network and Dangerous Goods Routes Map, to reflect the status of 32 Avenue as a truck route from 176 Street to King George Highway;
- (d) amend the table within Section 3.6, Land Use Designations: Allowable Density, by adding a new row with the words "Multiple residential uses in the City Centre" in the Designation column and the number "2.5" in the Allowable Floor Area Ratio column;
- (e) amend Section 6.3, Designated Development Permit Areas and Guidelines, and Schedule 3, Development Permit Area Guidelines, by revising the last sentence in this Section to read:
- "The term 'major road' used in this section means a 'Provincial Highway or a City Arterial Road';
- (f) amend Schedule C, Development Permit Area Guidelines in the Section entitled "Designated Development Permit Areas" by deleting the current wording for points 1, 2 and 3 and replacing it with the following:
- "The following areas of the City are designated as Development Permit Areas:
1. All properties outside of the Agricultural designation that are abutting Agricultural designated land are a Development Permit Area for the purpose of protecting farming. All lands located within 300 metres (984 feet) of, but not directly abutting Agricultural designated lands, will be defined as farm-sensitive lands for planning and engineering purposes, but will not necessarily require a Development Permit.
 2. All parcels of land within the City are designated as a Development Permit Area for the purpose of controlling the

form and character of multiple residential, commercial and industrial development except for:

- (a) the lands illustrated in Figure C-1 – "Areas not Designated as Development Permit Areas in Schedule C"; or
 - (b) in the case of industrial development, parcels of land located more than 100 metres (328 feet) from all Provincial Highways or Arterial Roads and not located in a business/industrial park or not abutting land in a Suburban, Urban, Multiple Residential, City Centre, Town Centre, Commercial, Rural, Agricultural, Conservation, Indian Reserve or other non-Industrial OCP designation.
3. Notwithstanding 2(b), the entire South Westminster Secondary Plan area is a Development Permit Area.
 4. For the purposes of clarity, a Development Permit is not required under clause 2 or 3 where the development project does not contain multiple residential, commercial or industrial development";

The Chair then noted that the following portion of the motion was before Council:

3. Deny OCP amendment Application No. 7903-0225-00 that seeks to amend the Land Use Designation Map from Suburban to Urban for six properties located in the east Fleetwood area, as documented in Section 3.1 of this report.

Carried

It was

Moved by Mayor McCallum
Seconded by Councillor Watts
That Recommendation No. 3 which states

that Council:

"Deny OCP amendment Application No. 7903-0225-00 that seeks to amend the Land Use Designation Map from Suburban to Urban for six properties located in the east Fleetwood area, as documented in Section 3.1 of this report";

be referred to staff to process the application to a Regular Council Land Use meeting.

Carried

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Mayor McCallum

Seconded by Councillor Watts

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 4:55 p.m.

Margaret Jones, City Clerk

Chairperson