



City of Surrey

Council-in-Committee

Minutes

Council Chamber
City Hall
14245 - 56 Avenue
Surrey, B.C.
MONDAY, APRIL 10, 2006
Time: 3:45 p.m.

Present:

Chair: Councillor Higginbotham
Mayor Watts
Councillor Villeneuve
Councillor Steele
Councillor Gill
Councillor Martin
Councillor Hepner
Councillor Bose
Councillor Hunt

Absent:

Staff Present:

Acting City Manager
City Clerk
Acting General Manager, Planning & Development
City Solicitor
General Manager, Engineering
General Manager, Finance, Technology & HR
General Manager, Parks, Recreation & Culture

A. DELEGATIONS

The agenda order was varied.

2. **Brian Mills, Director of System Planning**
Amelia Shaw, Manager, Public Consultation & Govt. Relations
Peggy Hunt, Consultation & Community Outreach Consultant
TransLink
File: 0500-01; 0550-20-10

Brian Mills, Director of System Planning, Amelia Shaw, Manager, Public Consultation & Govt. Relations, Peggy Hunt, Consultation & Community Outreach Consultant, TransLink were in attendance regarding the South of Fraser transit Plan.

The following comments were provided relative to the South of Fraser Area Transit Plan:

- Within the greater Vancouver region, there has been a significant increase in population, and in the area south of the Fraser River, there has been an increase of over 300,000 people in the last decade.
- The population south of the Fraser River region has grown faster than the rest of the region, which is significant as input to the planning process.
- 150,000 people have moved into the newly developed Surrey and East Langley communities.
- Another significant change is that new jobs are within office parks in municipalities, outside the traditional urban core areas in communities south of the Fraser.
- A further significant change is the increasing share of the population aged 65 and over, who are aging in place and remaining in communities.
- Transportation needs will need to reflect where they live within regions.
- Travel patterns have changed significantly from the traditional pattern of employment largely in the city centre area of Vancouver.

- Today's travel patterns are more dispersed with a much higher percentage of travel beginning and ending in Surrey or neighbouring municipalities.
- During the period 1981 to 2001, there has been little change in the amount of travel within the City of Vancouver, but significant growth of travel between municipalities.
- The patterns of peak and off peak travel are changing and spreading throughout the day.
- Nearly 80% of trips that begin in Surrey / Delta/ White Rock also end within those communities.
- Trips to Vancouver only make up 5% of total trips that begin within Surrey / Delta/ White Rock areas.
- TransLink and the province have provided substantial funding to address transit issues, such as Golden Ears Bridge opening in 2009, investment in roads such as Fraser Highway, and participation in other regional projects.
- The GVRD has prepared a Regional Growth Strategy with transportation looking ahead to 2021 with companion pieces to 2031.
- Nested in those series of plans are specific transportation strategies, capital planning, and special action plans.
- Each plan addresses multiple transportation modes, transportation management, and goods movement, etc.
- Area transit plans are part of the planning process requested by municipalities in which we focus in on sub-regions on public transit to ensure each region's public transit system is refreshed on a regular basis.
- TransLink is involved in regional transit planning, recognizing each municipality has regional differences.
- The scope of plan is to link with land use integration to ensure reasonable alternatives, reduce SOV mode of travel, and support a regional growth management strategy.
- The plan is unique in that it is the first area transportation plan to be revised, to have a long range component, to use sub-regional planning areas, to consider areas outside the GVRD, integration of custom transit planning, and reviewing the existing network with a long term integration focus.
- They plan to bring HandyDART planning in to the scope.
- Under the GVTA, there will be a Steering Committee of senior managers, a Public Advisory Committee, and a Board Communications Committee comprised of Mayors of each municipality south of the Fraser River.
- There will also be GVRD, municipal and operating staff involved in technical working groups involved, as well as a significant community stakeholder process.
- Phases to the plan include identifying future transit strategies, second phase network review, draft plan, and a final plan for approval for summer of 2007.
- They will ensure the community is engaged as much as possible during the input process through public open houses and a further report would be provided to Council.

The original agenda order then resumed.

**1. Craig Langson, Advocate
Coalition of HandyDART Users (CHU)**

Craig Langson, Advocate, Coalition of HandyDART Users (CHU) was in attendance to discuss some of the issues that HandyDART users in Surrey are facing.

The following comments were provided:

- Mr. Langston wished to see better service for HandyDART consumers.
- There are many challenges with the HandyDART dispatch system, and the pick up and delivery of clients.
- He urged Council to support the integration of HandyDART into the larger transit system, especially with the growing numbers of aging demographics.
- There are more people relying on specialized service, and with an integrated system, there would be more individual use through a combination of transportation modes.
- He noted that he had to take two buses from the SkyTrain system to reach Surrey City Hall.
- He commented that bus service is not as frequent in suburban areas, especially during the evenings and weekends.
- There could be safety issues if people miss their bus connections.
- There are a number of municipalities on side supporting the integration of HandyDART into the larger transit system.
- He commented on correspondence from TransLink Chair, Malcolm Brodie, which states that the HandyDART system was among the first to recognize the role of primary users in how this system might be delivered and that they should be included in whatever restructuring might happen with HandyDART.

**3. Bob Oliver
On Behalf of Twenty-two (22) Residents of
146A Street & Woodside Place
File: 6140-20; 0550-20-10**

Bob Oliver, On Behalf of Twenty-two (22) Residents of 146A Street & Woodside Place was in attendance regarding the proposed Goldstone Parksite development and to express their opposition to the development.

The following comments were provided relative to the proposed Goldstone Park development:

- He noted a written submission submitted earlier to Mayor and Council.
- He identified a failure in the planning system and requested Council acknowledge this failure.
- Area residents were not provided with sufficient access to the design process.
- This error can be rectified by staff and residents working together to develop a workable park design.

- He noted concerns regarding responses from municipal officials relative to 146 Street and 58 Avenue.
- There is no difference in placing the access to the parking lot on 58 Avenue versus 146 Street.
- Due to a City planning oversight, the residents hired three consultants (Trevor Ward of Ward Consulting Group; Senga Lindsey of SLA Inc.; and L.B. Robertson of Aplin & Martin Consultants Ltd.), all serious park planners, with considerable park planning experience.
- The consultants noted the City's adherence to traffic principles but failed neighbourhood planning principles.
- The proposed neighbourhood concept plan has failed to integrate the new park successfully with the long established, low-density subdivision.
- Failures would occur with the proposed plan through increased traffic in and adjacent to their subdivision.
- The proposed plan would fail to provide adequate greenspace adjacent to their subdivision.
- The proposed plan situates the parking lot at the top of their street; an unfavourable visual effect.
- In March 2006, staff advised that the neighbours' concerns could not be resolved through the proposed plan.
- The residents' consultants devised a plan (referred to as Alternate Plan No. 4) and all residents' concerns were resolved within this plan.
- City staff provided six reasons for dismissing the residents' proposed plan, but their consultants have spoken to each of those six reasons and explained in detail how those concerns could be dealt with.
- The residents proposed that access to the parking lot could be from 146 Street (Alternate Plan No. 4).
- The Traffic Department had advised that the intersection of 58 Avenue and 146 Street would be raised.
- Their quiet little neighbourhood deserves better treatment; they need a safe place for children to play and families to stroll.
- There are no sidewalks in the area, and staff have ignored their concerns by suggesting speed bumps as a solution.
- Once the park is constructed, overflow parking will occur on the streets.
- The residents welcome new neighbours, but realize there will be much higher density and increased traffic.
- The residents would like to enjoy some greenspace, which Alternate Plan No. 4 would provide.
- The proposed 90 ft. buffers are not sufficient and staff should ensure the proposed park provides a minimum of disruption to the existing neighbourhood and that is conditional on preserving the character of the existing neighbourhood, which has been maturing for three decades.
- Everyone wants the park to be built as quickly as possible; their issues are the location of the parking lot access and fair distribution of greenspace.
- They requested Council approve Alternate Plan No. 4.
- The residents request staff refer to their own engineers' report, commissioned at their own expense.
- The residents request protection from traffic, more equitable distribution of greenspace, and more suitable parking lot location.

4. David Hamilton
File: 6140-20; 0550-20-10

David Hamilton was in attendance, on behalf of local Surrey residents, to voice their support for the development of Goldstone Park to proceed without any further delay.

The following comments were provided relative to Goldstone Park:

- There have been two open houses in their area regarding the proposed park.
- A petition was circulated in January 2006 receiving 100 signatures supporting the current plan for Goldstone Park.
- The proposed plan is the least intrusive to the neighbours.
- Traffic volumes will be the same along 58 Avenue and 146 Street, regardless of the plan.
- The proposed plan is the most natural and aesthetically pleasing.
- The alternate plan of shifting the parking lot to a location to 146 Street causes concern to pedestrians as it is too close to the intersection.
- Another proposal featured a long, narrow parking lot along 146 Street, which is unpleasing to the eye and not a viable alternative, in his opinion.
- Another plan is a parking lot location along the back fence of the residence located on 59 avenue, a major intrusion on the property owner's privacy.
- Parks, not streets, are a place for children to play.
- The residents on 146A Street request Council proceed with the development, without any further delay, of Goldstone Park as presented and approved by City Council in March of 2004.

Brad Rodica, 14650 – 59 Avenue, was in attendance and provided the following comments:

- He urged Council to approve the Goldstone Park draft plan approved after two public meetings in 2005.
- He is grateful to the City to provide his neighbourhood with greenspace and sports amenities through the proposed park.
- The proposed park will serve the community as a whole.
- Residents will face additional issues such as increased traffic and are willing to deal with that in the interest of having a park in the area.
- They have reviewed other draft plans, but the current plan is the one to go with for the following reasons: the parking lot on 58 Avenue would only affect one backyard; a buffer area and landscaped space would be provided.
- The other option of a parking lot on the west side bordering 146 Street is not aesthetically pleasing.

**5. Cathy Delaney, Director for BC
Canadian Youth Business Foundation (CYBF)**
File: 0250-20; 0550-20-10

Cathy Delaney, Director for BC, Canadian Youth Business Foundation (CYBF) was in attendance to inform Council of their program and the positive economic development it can have in Surrey.

The following comments were provided:

- CYBF is a nationally registered non-profit organization that provides start-up financing, mentoring and educational resources that empower young Canadians (18-34) to start and grow business, which contributes to sustainable economic development in communities across Canada.
- The average age of clients is 25.
- New businesses in Surrey are 67% successful, compared with 3% across Canada.
- The program provides educational resources over the entire length of the loan.
- Since 1996 CYBF has supported over 1,600 new entrepreneurs, generated \$173 million in gross sales with \$41 million in tax revenue; exports \$17.5 million; and created more than 8,800 jobs for the Canadian economy with only a \$15 million loan fund investment to date.
- Their unique loan program is offered through 73 community partners, reaching more than 1,115 Canadian communities.
- Surrey has a community partner - S.E.E.D.S. (Self Employment & Entrepreneur Development Society) and Surrey Chamber of Commerce.
- Five new businesses have been funded in Surrey.
- CYBF is financially supported by over 100 leading Canadian corporations and Industry Canada.
- CYBF partners with 1,088 volunteers who assist with program delivery.
- CYBF appreciates the City's support and would be interested in continuing with mentorship or funding opportunities.
- Referrals come from banking institutions and other organizations.
- CYBC is independent from HRDC.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Mayor Watts

Seconded by Councillor Hunt

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 4:59 p.m.


Margaret Jones, City Clerk


Chairperson