



City of Surrey

Council-in-Committee

Minutes

Council Chamber
City Hall
14245 - 56 Avenue
Surrey, B.C.
MONDAY, JUNE 12, 2006
Time: 4:03 p.m.

Present:

Mayor Watts
Councillor Steele
Councillor Gill
Councillor Martin
Councillor Hepner
Councillor Bose
Councillor Hunt
Councillor Higginbotham

Absent:

Councillor Villeneuve

Staff Present:

Acting City Manager
Deputy City Clerk
Acting City Manager
Acting General Manager, Planning & Development
General Manager, Engineering
General Manager, Finance, Technology & HR
City Solicitor
Manager, Utilities and Transportation
Budget & Reporting Manager

A. DELEGATIONS

1. Genesa M. Wheaton, Campaign Director Surrey Memorial Hospital Foundation File: 1850-20; 0550-20-10

Mr. Bruce McAuliffe, Volunteer Chair for the Surrey Memorial Hospital (SMH) Foundation introduced the delegation as follows: Dr. Anne Clark, Chief, Emergency, Surrey Memorial Hospital; Mr. George Garrett, Director, Foundation Board; Dr. Urbain Ip, Medical Director, Surrey Memorial Hospital; Ms. Kat Ludlam, Director, Major Gifts, SMH Foundation; Mr. Chris Midmore, Chair of the Emergency Centre Campaign; Mr. Norman Stowe, Director, Foundation Board; Loretta Solomon, Executive Director, Surrey Memorial Hospital; Laurie Tetarenko, Acting President & CEO, SMH Foundation; Ms. Genesa Wheaton, Campaign Director, Surrey Memorial Hospital; and also Honourable Herb Dhaliwal, Honourary Campaign Chair, has sent his regrets.

The delegation provided the following comments:

- Timely access to emergency care is what the emergency centre campaign wants to make a reality.
- SMH is rapidly becoming the second largest hospital in British Columbia.
- Since 2001, 15 state-of-the-art operating rooms have been built at SMH, and approximately 15,000 surgeries are done per year. SMH surgery program is considered to be one of the premium programs in the province.
- SMH has leading edge medical equipment and an exceptional cardiac care program and provides medical information into the University of Massachusetts on a monthly basis and receives reports back on a quarterly basis. SMH is measured against other hospitals in Canada and in the world and SMH excels other programs in cardiac care.
- SMH has the largest single room maternity care program in western Canada and do just under 4,000 births a year. SMH now specializes in neonatal care and in the future we will be moving high-risk obstetrics and neonatal care.
- SMH specializes in retinal surgery and corneal transplants.

- SMH specializes in reconstructive surgery, in particular reconstructive breast surgery, as the cancer agency is located at the Surrey site. SMH specializes in head and neck cancer surgery, adolescent psychiatry, children cancer care, and a number of other children's services are now located on the Surrey site.
- On the Surrey site there are a number of services offered in multiple languages. The receptionist can have an interpreter on the three way line in a 100 different languages, and there are interpreters in the ER 12 hours a day.
- The Surrey site has also been designated as the regional site for the care of patients with infectious diseases and also in the case of pandemic outbreaks, and SMH was designated the centre for the care of patients with SARS at the time that was an issue.
- Surrey is the busiest ER in western Canada; it's one of the top three busiest ERs in Canada. Surrey sees approximately 70,000 visits per year, Vancouver General Hospital approximately 55,000, and RCH approximately 45,000.
- SMH sees 200 patients on an average day, 33% percent more than the Vancouver Hospital. 40% of patients are Indo-Canadian and SMH would like to provide better care for that population.
- SMH treats more heart patients than the Vancouver General and the St. Paul's Hospitals together. SMH treats almost as many children in Surrey's ER as the Children Hospital does, which is an outstanding figure.
- In December 2005 the Province of BC announce over \$200 million in funding for health care expansion by the year 2010. The funding commitment includes \$88 million for new infrastructure at SMH and also includes a new state-of-the-art emergency department; in addition to the ER there would be ambulatory care facility, new critical care beds, acute beds, renal beds, and the new neonatal unit as well.
- There is a need in Surrey for this new emergency department as it will handle the volume, and will allow SMH to have the best practices, and specialized care for pediatrics and geriatrics.
- Mental health is a challenge for the emergency department at this time, with dual (mental and drug) diagnoses coming in. There is not an area that provides the best care for this type patient. There are hopes to have a behavioral unit that will specialize to treat these patients in a dignified way.
- The ambulatory care centre construction will start in 2007, for a 150,000 square feet facility, and will be the prototype ambulatory care facility. Construction will complete in 2009. The emergency department construction will have a completion date of early 2010.
- In the past 14 years, the SMH Foundation has served the community raising over \$45 million dollars for state-of-the-art medical equipment, innovative programs and research at the hospital. A major accomplishment was the successful \$10 million dollar campaign for the children's health centre, which opened its doors in 2005.
- The foundation is excited about our emergency centre campaign, as the emergency department will be the front door to SMH and will give SMH the recognition it deserves as one of the finest health care centers of its size in the country.
- The SMH Foundation fundraising goal will be 50% higher than any fundraising of the past and the foundation is confident that they can achieve the fundraising goal. SMH Foundation is at the initial stages of on-going

solicitation of pace setting gifts and has received pace setting gifts from the Firefighters; RBC Royal Bank, Coast Capital, and the Surrey Leader.

- By 2009 the population of Surrey should grow beyond 500,000 and it is the Foundation's duty to equip SMH to meet those challenges; the foundation needs the support of the entire community to do this.
- Many economic benefits will result from the expansion of SMH, resulting from construction, the revitalized hospital facility will provide the impetus for businesses being drawn into the community by exceptional community services, the increase in commercial assessments and property taxes will benefit the City for years to come, and the revitalized SMH will continue the momentum currently highlighted in Canada as one of the most livable city.
- The SMH Foundation is asking for support from the City Council. With Council's support over the next couple months, Council would be telling everyone else in Surrey that giving to this project is a big part of the future of Surrey and this project has the backing of City Council.
- Asking for support in any form, donation of anything, i.e. waiving building permit fees or DCCs.
- The SMH Foundation is asking that Council have the Foundation work with City staff and come back with a partnership between the Foundation and the City by September 2006.

2. Pierre Rovtar
On Behalf of the Fraser Valley Conservation Coalition and
Other Neighbourhood & Conservation Groups

File: 8310-01; 0550-20-10

Pierre Rovtar, on behalf of the Fraser Valley Conservation Coalition and other neighbourhood & conservation groups was in attendance regarding the Golden Ears Bridge and proponents of the Gateway infrastructure program.

It was

Moved by Councillor Steele

Seconded by Mayor Watts

That Mr. Pierre Rovtar's speaking notes be

received.

Carried

Pierre Rovtar provided the following comments during his presentation:

- Council should be provided with an alternate viewpoint to the Gateway project presentation.
- There is a shift in the global environment that is already underway. Many people are concerned about the loss of the natural processes that will impact their lives on earth, such as the global warming impacting the return of salmon to our coast and the pine beetle that has impacted the interior because winters are no longer cold enough, the increased wildfires and now there is an increase in the importation of costly coal to generate electric, because BC Hydro reservoirs hold less water.

- The peak oil production that is rapidly approaching. The Alberta tar sands are not a sustainable source of oil, as there are costs involved to extract the oil and the cost of water taken from the Athabasca River, which exceed the amount of water used by the City of Calgary. Alberta is suffering from the global warming and the drying up of the landscape, there are greenhouse gas issues and the Province of BC is building more roads.
- In 100m of a major highway there are toxic levels of carcinogens from trucks being driven on the highway. Air pollution from trucks accounts for 650 deaths per year in the Lower Mainland.
- The delegate provided other quotes regarding car dependency, air quality and air pollution caused by the construction of roads, obesity due to car dependency, and the threats to quality of life.
- The agricultural value in the Lower Fraser Valley is worth 1.5 billion per year, and studies show that 25% of agriculture is being affected by ground level ozone and nitrous oxides.
- Highway expansion will cause local roads to experience induced congestion and this will hinder people that work locally. Based on Gateway's own projections congestion is expected at 152 Street, 108 Avenue, 104 Avenue and King George Highway.
- Tolling will not reduce the congestion on the bridge.
- The original TransLink plan called for 1800 buses and there are only 1200. Even after the completion of the RAV lines 75% of transit users still need bus riders.
- The Translink plans need to be accelerated, in as little as 2 years and for \$500 million many of the Translink plans can be implemented. Some examples of implementation are the King George Busway, and the Port Mann congestion bypass.
- There are miles of railway in Surrey that are virtually unused; they could be used to reintroduce the LRT service on the old interurban line. This would link Vancouver to Chilliwack, it was viable in 1958 and it is now viable again.
- There should be investment into railway infrastructure and not in highways.
- 70% of the containers brought into the Port of Vancouver are destined for out of province and bulk goods that are shipped out are brought in by rail. Rail is four times efficient than highways. Because most of the business is destined for Asia, the logical place for expansion is Prince Rupert, which brings the sailing time closer to Japan, China and the Far East. The Prince Rupert port is virtually unused and the rail line is virtually unused.

3. **Ronald G. Cox**

File: 5400-80-02400; 0550-20-10

Ronald G. Cox was in attendance to express concerns with respect to traffic issues and the negative impact it is having on businesses in the vicinity of 152 Street and Highway 99. During his PowerPoint presentation he commented:

- A Buck or Two is a retail store in Peninsula Village at 15355 – 24 Avenue; employing 11 people; and operate a warehouse facility at 15531 – 24 Avenue.

- This retail store is an active participant in the community supporting local organizations and schools. This type of retail store is not a destination store, most customer are impulse buyers and need to be in the mall.
- The changes in the area include: concrete median along 24 Avenue, between 152 and 156 Street; no longer able to exit Peninsula Village in easterly direction; exit on King George Highway (KGH) is unsafe to cut across traffic to make left run at 24 Avenue to go east; and there is no pedestrian crossing between 152 and 154.
- Proposed changes: widening to four lanes and installing a concrete median on KGH will not allow customers to exit north on KGH. Ability to turn east at 24 Avenue will be eliminated; in less than 100 feet one would have to cross two lanes of traffic to access the left turn lane at an extremely busy intersection.
- The impact to business of eliminating the eastbound exit to 24 Avenue; drop in customers frequenting the mall; inability to conveniently return home; customer dissatisfaction; direct competitive disadvantage compared to other malls of similar size in the area.
- The impact of the solid median on 24 Avenue was that large delivery vehicles could no longer deliver product to the warehouse facility.
- A review of entrances and exits of Semiahmoo shopping centre, Southpoint Exchange Mall, and Alder Crossing Mall, was done in comparison to Peninsula Village Mall.
- Solutions to the impacts: install traffic lights at main entrance to Peninsula Village Mall; provide the ability for customers to return to where they came from conveniently; provide the ability to turn into 15531-24 Avenue to perform deliveries; and provide a pedestrian crossing into Peninsula Village.
- The benefits: Reduction of accidents at the mall entrance as there would not be the need to turn left into oncoming traffic; accident reduction of people cutting across traffic in 100 feet turn at KGH and 24 Avenue; elimination of requirement for tractor trailers going through park and residential areas; addition of a crosswalk (at light) into Peninsula Village improving pedestrian safety; ability of customers to come and go in either direction; and level the competitive nature of the mall in the area.
- Have talked to others in the Mall and we are prepared to come with 100 people if need be.

4. Traffic Safety Initiative - Engineering Department

File: 5460-90; 0550-20-10

Councillor Higginbotham left the meeting at 5:00 p.m.

The staff of the Engineering Department provided a presentation regarding Traffic Safety Initiatives, highlighting raised medians; the sidewalk program, pedestrian crossing measure; and school crosswalks. Following are some of the comments made during the presentation:

- Raised medians are used for vehicular safety as they reduce head on collision and left turn collisions; they provide median refuge for pedestrians; improve traffic flow and provide beautification.

- ICBC contributes funding to median projects based on the collision reduction. Arterial roads typically progress from 2 lanes to 3 lanes to a divided 4 lane as volumes increase. Studies generally conclude that raised medians are beneficial to safety, but particularly with volumes over 20,000 vehicles per day.
- The significant issue with raised median is that they limit access to businesses. Staff now take the following approach: obtain collision history; review with business owners alternate routes; evaluate opportunities for shared left in lanes, and consider opportunities for u-turn facilities.
- The design criteria for raised median are being revised to ensure consistent treatment and clear understanding for developers and property owners. Driveways are restricted to right-in/right-out only. If determined safe, left in access from an arterial road may be considered for: Multi-family site of 200 units or more; commercial site of 150,000 sq. ft (GFA) or more; industrial site of 10 ha or more; shared driveway of three or more properties; or operation of the surrounding road network is benefited.
- The Sidewalk Program: In 1997 the pedestrian master plan was completed and defined: sidewalk needs; design standards, prioritization practices and inventory assessment.
- The subdivision bylaw requires sidewalks on both sides of most roads. To meet standards – over 3,300 kms of sidewalks; however, Surrey is: over 1,500 km of sidewalks; cost of build missing sidewalks over \$600 million.
- About 10% of the existing sidewalks are in urgent need of replacement, and a detailed evaluation is underway. Sidewalk funding comes from DCCs and General Revenues; annual budget of \$1.3M (\$.6M for local roads, i.e. 1000 years to complete).
- In February 2006, a study on the pedestrian crossing measure was initiated that includes three phases: 1. literature review; 2. evaluate specific surrey crossing types; and, 3. develop guidelines and criteria. Different crosswalk treatments would have different warrant levels and methodology has to be developed to guide prioritization for new installations – cost/benefit based on available budget.
- The top issue at the Traffic Safety Committee is school crossing issues. Upon completion of the crossing criteria, consultant will evaluate all elementary schools in Surrey. A multi-year program of improvements will be developed with prioritization and cost for budgeting. For all future crossing requests, the City will have the tools to effectively evaluate and implement improvements.

Councillor Higginbotham returned to the meeting at 5:04 p.m.

Mayor Watts left the meeting at 5:06 p.m.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

Mayor Watts returned to the meeting at 5:09 p.m.

1. The Corporate Reports, under date of June 12, 2006, were considered and dealt with as follows:

Item No. C009 Closure of 156 Street South of 40 Avenue, Rosemary Heights Central NCP
File: 7903-0444-00; 5400-80 (15600)

The General Manager, Engineering submitted a report to provide Council with background on the status of 156 Street south of 40 Avenue, the results of community consultation, and additional Engineering evaluation.

The General Manager, Engineering was recommending approval of the recommendations outlined in his report.

COMMITTEE RECOMMENDATION

It was Moved by Councillor Higginbotham
Seconded by Councillor Steele
That Council authorize the permanent closure of 156 Street south of 40 Avenue in accordance with the Rosemary Heights Central NCP but that such physical closure not be implemented until house construction in the subdivision at 156 Street/39A Avenue is substantially complete.

Carried

Item No. C010 Serious Complaints Policy
File: 0340-00 (WB)

The City Solicitor, and the General Manager, Finance, Technology & Human Resources submitted a report to advise that the implementation of the subject policy (also known as a "whistler-blower" policy) will bring the City into conformity with generally accepted corporate governance, accounting and auditing standards. This Policy is recommended by the City's auditors.

The City Solicitor and the General Manager, Finance, Technology & Human Resources was recommending approval of the recommendations outlined in their report.

COMMITTEE RECOMMENDATION

It was Moved by Councillor Gill
Seconded by Councillor Steele
That Council approve the Serious
Complaints ("the policy") attached as Appendix "A" to Corporate Report C010.
Carried

Item No. C011 Manufactured Home Park Redevelopment and Strata
Conversion Policy - City Policy No. O-34A
File: 0340-05

The Acting General Manager, Planning & Development submitted a report to:

- Review the City's existing policy related to the redevelopment or strata conversion of manufactured home parks;
- Compare the City's current policy with similar policies from other jurisdictions; and
- Recommend modifications to the current policy that address pending and future development or strata conversion proposal issues.

The Acting General Manager, Planning & Development was recommending approval of the recommendations outlined in his report.

It was Moved by Councillor Bose
Seconded by Councillor Gill
That Corporate Report C011 be referred to
staff for further consideration of the comments provided by Council.
Carried

Note: See Notice of Motion, Item K.1 of the Regular Council - Public Hearing agenda.

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Mayor Watts

Seconded by Councillor Steele

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 5:55 p.m.

Susan Palmer, Deputy City Clerk

Councillor Hunt, Chairperson
Council-in-Committee