



City of Surrey

Council-in-Committee

Minutes

Council Chamber
City Hall
14245 - 56 Avenue
Surrey, B.C.
MONDAY, JANUARY 14, 2008
Time: 5:13 p.m.

Present:

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

Absent:

Staff Present:

City Manager
City Clerk
City Solicitor
General Manager, Planning & Development
General Manager, Engineering
General Manager, Finance & Technology
General Manager, Parks, Recreation & Culture
General Manager, Human Resources

A. DELEGATIONS

1. James MacKay, Community Developer Pacific Community Resources (PCRS) File: 6520-01; 0550-20-10

Representatives of the Bridgeview Community Association and other resident groups were in attendance, together with James MacKay, Community Developer, Pacific Community Resources (PCRS), to provide a presentation addressing various concerns with respect to revitalization in the Bridgeview area. Photographs to support their concerns were included in the presentation and the following comments were made:

- Priority concerns:
 - Zoning:
 - Residential core surrounded by industrial – without clear delineation.
 - Without a clear plan for traffic flow, residential and industrial overlap in a way that doesn't work for either purpose; mixed lots are becoming increasingly "industrial".
 - 124 Street is a prime example of the challenges of a mixed zone. Properties with I-4 behind them have no choice but to use residential zones to access the lots behind (although weight limits are clearly posted).
 - Roadways:
 - Truck traffic routinely uses residential streets not designed for their size and weight; trucks are challenged to navigate the narrow streets and cause damage.
 - Street congestion backs up traffic from King George for 7 or 8 blocks, making it impossible at times for residents to get out of their driveways when taking kids to school, etc.
 - Narrow streets with ditches, together with cars speeding through residential, park and school areas, pose safety concerns for both pedestrians (lack of safe walkways) and emergency vehicle access.

- Ditches and drainage:
 - Challenge of maintenance – notably deeper ditches become overgrown and difficult to maintain by residents, which increases the potential for flooding.
 - Safety for residents walking beside.
 - Problems of flooding due to pre-loading.
 - Properties lower than the road are susceptible to flooding (especially if the ditches aren't cleared).
 - Full ditches are often filled with stagnant water (health risk).
 - Residents often find oil and other environmentally unsafe materials in ditches.
- Sidewalks (e.g. pedestrians are required to use streets as sidewalks)
- Bylaw enforcement:
 - Unauthorized pre-loading/fill.
 - Illegal truck parking.
 - Unused/abandoned properties that become dumping grounds and prime for squatters and drug activity.
- General safety and policing
 - People renovating or building homes need to hire security firms to prevent theft (mostly of wire which is sold to scrap businesses due to Bridgeview's proximity to scrap yards).
- Green space development (e.g. community gardens)
- With SFPR and Gateway projects (and the congestion that is already being seen) underway, many questions still remain unanswered with regard to access points, twinning of the Pattullo Bridge, increased noise and air pollution, etc.
- Residents have been making an effort to beautify their neighbourhood by way of monthly (resident-driven) clean-ups, seasonal (shoreline and Earth Day) clean-ups, trash can art projects, proposed community gardens, etc.
- Many of the residents' initiatives need City collaboration to support sustainable, meaningful progress and improvements that benefit all in Bridgeview; Residents have been meeting with City departments to begin working on solutions.
- A recommendation is made to create an updated NCP (of 1976) that will accommodate the needs of both residents and industry with mutually beneficial/workable zoning and infrastructure planning to:
 - address mixed zoning challenges;
 - preserve residential zones;
 - plan for effective traffic patterns:
 - resident only traffic areas (heavy truck access only possible through road systems outside of residential perimeter);
 - reduced speed zones and effective traffic calming solutions;
 - improve drainage;
 - replace the existing sewer system;
 - provide safety and crime prevention strategies;
 - improve green spaces for quality of living (i.e. community gardens to enhance and provide community pride); and
 - provide anti-dumping initiatives.

Council thanked the delegation their detailed presentation and recommendations and noted that Staff will be preparing a report addressing their concerns, including information about truck parking that was discussed at a previous meeting, and will advise the delegation when the report is completed.

**2. Richard Marion, President
Alliance for Equality of Blind Canadians (AEBC)
Lower Mainland Chapter
File: 2640-01; 0550-20-10**

Richard Marion, President, Alliance for Equality of Blind Canadians (AEBC), Lower Mainland Chapter, was in attendance regarding hybrid vehicles. The following comments were made:

- The AEBC is an organization of people who are blind, partially sighted or deaf-blind who joined together to improve public awareness of issues they are faced.
- Electric powered vehicles have been produced to mitigate the affect on the environment etc., however, as the hybrid car comes into being, the AEBC have started voicing an increased concern that hybrid vehicles, when running on electric power, run virtually silent.
- Hybrid cars make no noise at low speed and when idling, which greatly increases the hazards to blind pedestrians, further reducing their safety on all streets; the sound of a vehicle's engine is the primary cue for when it is safe to cross a road.
- Gaps in traffic are also more difficult to hear unless there is wet pavement, in which case the tires can be heard rolling on the ground.
- There is no argument that the use of hybrid cars definitely is a way to reduce the carbon footprint, however hybrid cars should produce sound (e.g. cooling fan, etc.) at all times, for the safety of everyone.
- Three potential solutions that the AEBC would like considered are:
 1. The vehicle and the sight impaired pedestrian would both have some sort of transmitter device that is triggered when in close proximity of each other;
 2. The driver of the vehicle to determine when necessary to indicate their presence (horn, etc.); or
 3. The vehicle being equipped with something that creates a noise when it falls below a certain speed (which is the preferred solution).
- The AEBC is seeking the support of Council:
 - in their lobbying efforts by writing to Transport Canada (regulate of vehicle imports) and other regulators encouraging the need for auto manufacturers to ensure that a non-intrusive noise generator is installed on all hybrid vehicles; and
 - by using purchasing power to ask if a noise generator can be installed on all future hybrid and/or electric vehicles that the City may be purchasing.

**3. Charanjit Hayre
Universal Mixed Martial Arts
File: 8200-20; 0550-20-10**

Charanjit Hayre, Universal Mixed Martial Arts was not in attendance with respect to a mixed martial arts event that they are seeking approval to host at the Cloverdale Rodeo and Exhibition. The delegation has been rescheduled to appear at the January 28, 2008 Council-in-Committee meeting.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

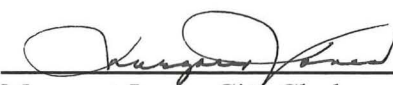
It was

now adjourn.

Moved by
Seconded by
That the Council-in-Committee meeting do

Carried

The Council-in-Committee adjourned at 5:48 p.m.



Margaret Jones, City Clerk



Chairperson