

Present:

Chairperson - Mayor Watts
Councillor Villeneuve
Councillor Steele
Councillor Gill
Councillor Martin
Councillor Rasode
Councillor Bose
Councillor Hepner

Absent:

Councillor Hunt

Staff Present:

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

A. DELEGATIONS**1. Jaime Boan, Transportation Manager, Engineering**

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

Jaime Boan, Transportation Manager, Engineering was in attendance before Council to make a presentation regarding Achieving New Road Network Connections.

- The City of Surrey Engineering Department has been working with the Transportation Committee to achieve a balanced road network.
- Surrey is one of the fastest growing subdivisions in the country, which is creating more density and increased congestion where traffic is concerned.
- The Engineering Department has come up with a number of strategies to keep the traffic flowing.
- Primarily a finer grid network needs to be completed. That can be achieved by fixing the missing links and implementing further improvements.
- In the City of Surrey there are more roads today than there were 60 years ago; today's focus is on the challenges of increasing the network grid.
- One challenge is resistance from existing neighborhoods; the other is resistance from developers.
- Regarding the developers, there is a "loss of site yield" that developers are not pleased with. There are high infrastructure costs where roads are concerned and some have the belief it is Surrey's responsibility to provide the road infrastructure.
- Unfortunately, most developers are concerned with the immediate need and not with issues concerning congestion and complaints received from residents that come years down the road.
- In terms of existing neighbourhoods, there is resistance to densification, noise, safety and traffic volumes. There are also issues of property value affects.
- Engineering has to look at a broader scheme in terms of how to limit congestion on major roads and also need to look at connectivity and network efficiency.

- The other issue that has to be considered is that there are limited opportunities in achieving the proper networks.
- Fundamentally, the increased density that developers are looking for have to be road adequacies as well.
- All road funding is done through the DCC process. We have to make sure those rates are not too high; we need to include those into the performas that we prepare.
- Engineering touched on some examples of successes and failures over the past number of years.
 - KGH and 26th. There was a frontage road identified at the location.
 - One of the thoughts in future is that we need to look at dedications to provide clarity of what the future brings.
 - 64th and 136 Street. There was an NCP that identified a road through this area; it is something that should have been maintained instead of going to a private system.
 - In terms of lost connections, 72A and Newton Town Centre. This area was in poor condition at the time. The development that came forward proposed significant improvement however it was not consistent with what we were hoping to achieve in the area. We have lost that opportunity. When we lose connections it sets precedent for other developments.
 - Creates private streets or gated communities without public access. Creates divided communities when we are trying to create a cohesive neighborhood.
 - Another area where we have lost and gained. 94th and 64A, changed approach which links in commercial to create network grid.
 - 185 A and Fraser was successful. By working with the developer and providing options on how to density the site.
 - Another option was 70 A/B in Newton Town Centre. Early on it was identified a need for east/west density. Are working on with the developer and have received agreement for the road.
 - Another success was 107 Avenue off of 140 Street. It was not on any of the concept plans but future densification would be considered to the east. There is support from Council and the community on the project and hope to continue to make progress.
 - 98B in City Centre. The developer has concerns, have achieved through the west to the Holland Pointe development. There will be connectivity for all modes of travel.
- We can provide more certainty for developers with having updated plan and at the early stage of discussions before developers have invested in the properties. Some ways that we have been doing that is:
 - Taking an innovative approach to cross sections.
 - Assuming financial risk of road construction.
 - Keeping flexible but keeping the big picture in mind to achieve the integrity of the road network.
 - Better messaging to the public and the developers can be achieved.
 - City Centre Land Use Plan (LUP). Mapping of base network of future road and lane connections. Provides context, i.e., one small link contributing to the wider vision.
- The City will still have issues regarding networks and will need to deal with developers in terms of creating the full network. One way this can be achieved

is by updating concept plans at a higher level to provide a better indication of what may be required. Changes will be required depending upon development, and updated concept plans will not always provide certainty for all developers.

- Given that densification necessitates road capacity there are two options:
 - Option A) to continue to develop the road links, over the long term, which will result in a better network.
 - Option B) to be more accepting of the status quo. Could mean more costly upgrades and challenges.
- In terms of next steps.
 - Engineering will look at updating the City plans and address the concerns of residents.
 - Will continue to provide information on the benefits of the roads.
- With respect to identifying costs, Engineering shared that the higher density sites involve Performa. Performa were based on higher density sites on a broad scale. Broad analysis showed that the requirements were fairly equal. Each individual's sites are difficult to determine. If you compare the end density wanted without the road, the Performa will be different.
- Council deals with the consequence of their decisions every two weeks. Newton went from an RN15 to an RN30 and it was made to work. We have lost some significant connections that will be difficult to resolve. It is one of the most disappointing outcomes of the public process. We should anticipate that there could be a problem in the future and Council must dig in on it, we cannot afford to make missteps. There are going to be situations where development applications present challenges.
- It was discussed that for success, the developers need to collaborate with the City.
- The next phase is that Engineering will be returning to the Transportation Committee with discussion on the roads that we are having issues on. The next time the Committee will be regarding the insoluble connections.
- A map of the City's road network was displayed and the GM of Engineering explained that the order of roads were highlighted in different colours as missing links and that from a transportation and land use perspective, we need to know what is required; the best laid out plans need to keep flexibility. We need to put our best foot forward and have a higher density but be flexible to a certain degree.
- There was a discussion regarding the R91 map adopted by by-law; the map outlines the major classification of different roads and the widths required. It will be updated regularly and will keep the system more flexible.
- The Transportation Committee adopted a resolution to go with Option A, outlined in the Achieving New Road Network Connections PowerPoint presented at the October 29, 2009 meeting, File #: 5250-20-17.

2. **Megan Blaker, Coordinator, Sport Ventures and Athletic Events
Parks, Recreation & Culture
Steve Edlund, Co-chair, National Women's U18 Hockey Championship
Organizing Committee
File: 0250-20; 0550-20-10**

Megan Blaker, Coordinator, Sport Ventures and Athletic Events Parks, Recreation & Culture and Steve Edlund, Co-chair, National Women's U18 Hockey Championship Organizing Committee were in attendance before Council regarding the 2009 National Women's Under 18 Hockey Championship, hosted in the South Surrey Arena from November 4 to 8. Organized in partnership with the Surrey Female Hockey Association, this event showcased the highest level of amateur women's hockey in Canada with more than 160 female hockey players representing their province or region. The 18-game tournament saw over 8,000 spectators attend including more than 1,000 fans at the Gold Medal game which was also televised nationally on TSN2.

- There were 12 – 14 full time organizers to deal with the event and they were thanked for their time and efforts. Sponsorship, logos, and all the support required was unbelievable.
- In order to host the event, essentially, the organizers had to make over the Eagles Venue to a Hockey Canada venue.
- The event will be broadcast on Hockey Canada and will be rebroadcast on to other occasions.
- Council members attended many of the events and the support was appreciated.
- The competitors were able to go to the Surrey Schools and all the athletes went out to meet the kids.
- Steve Edlund presented Mayor and Council with a jersey and requested that it be displayed in City Hall to recognize the event.
- The Mayor accepted the jersey on behalf of the City and stated that hopefully there is some future Olympians in the woman's hockey.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

1. The Corporate Reports, under date of December 14, 2009, were considered and dealt with as follows:

Item No. Coo7 OCP 2010 - Official Community Plan Phase 2 -
Policy Proposals
File: 6440-20-2008

The General Manager, Planning and Development submitted a report to:

- Advise Council of a number of proposed policy directions that are being considered for inclusion in the revised Official Community Plan ("OCP"). These policy issues are matters that must be addressed in the OCP Update or have arisen through the OCP 2010 consultation process; and
- Seek Council's authorization to present these policy directions at public open houses for public input, prior to reporting back to Council with a draft revised OCP.

The Following Comments were made:

- Councillor Bose would like to see some reference to the Community Rail project up in the Valley; it should be up in the Community Plan.
- FAR in City Centre was discussed and the intent is for us to get rid of the 3.5 cap and up it. The question is by how much.
- Council said it is worthwhile to look into what the urban centres have as FAR.
- Density bonusing would start after 1.5 without an amendment to a plan.
- It was suggested there could be another stage in the development approval process that should be at the development zoning approval process and not at OCP.
- It was discussed that we need to consider how commercial development works with neighbourhood commercial centres. We need to encourage walk-ability.
- The wording in the plan needs to be improved.
- Staff was requested to provide a comparison of other cities in Canada and stated that we need to have livable and workable communities.
- In the new City Centre Plan, Stage 1, some mixed use designations have been added.
- Areas within the ALR, allow 5 acre lot size. Would protect the area south of Campbell Heights pending future study.
- Looking at changes to the Agricultural Edge Policy and want to roll into the official community plan policy.
- Look at cluster development where topography and vegetation makes it a good thing to do.
- There is a section in the OCP regarding parks and also an opportunity to explore strategic destination parks. A discussion ensued and staff were requested to return with a presentation outlining where larger parcels of land are being acquired and which parks are in our current inventory.
- The OCP will have a better explanation of the role of NCPs to the plan. We will have policies talking about our land use policy and Surrey's intention.

RECOMMENDATION

It was

Moved by Councillor Steele
Seconded by Councillor Hepner

That Corporate Report Item No. Coo7, OCP 2010 - Official Community Plan Phase 2 - Policy Proposals, File: 6440-20-2008, be move to a shirt sleeve session, at the next Council Meeting scheduled on Monday, January 11, 2010.

Carried

Item No. Coo8

Newton Town Centre Land Use, Urban Design & Transportation Study - Stage 1 Land Use Concept Plan File: 8630-01 (Newton Town Centre Study)

The following comments were made:

- Mayor Watts stated that at this time, making a decision regarding Corporate Report Coo8 would be premature.
- It was proposed to move the review of Coo8 to a shirt sleeve session for discussion purposes.

RECOMMENDATION

It was

Moved by Councillor Hepner
Seconded by Councillor Martin

That Corporate Report Item No. Coo8, Item No. Coo8, Newton Town Centre Land Use, Urban Design & Transportation Study - Stage 1 Land Use Concept Plan File: 8630-01 (Newton Town Centre Study) be moved to a short sleeve session for discussion purposes.

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT


It was

Moved by Councillor Rasode
Seconded by Councillor Steele
That the Council-in-Committee meeting do

now adjourn.

Carried

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



Jane Sullivan, City Clerk



Mayor Watts, Chairperson