

Present:

Chairperson – Councillor Rasode
Councillor Hayne
Councillor Hepner
Councillor Hunt
Councillor Martin
Councillor Villeneuve
Mayor Watts

Absent:

Councillor Steele
Councillor Gill

Staff Present:

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

A. DELEGATIONS**1. Patricia Lucy, Program Manager, Transportation Demand Management**

File: 8310-01; 0550-20-10

In attendance before Council to provide information regarding TransLink's TravelSmart, program.

The following comments were made:

- TravelSmart is a knowledge based application compiled with TransLink data that has been collected since 1999 through a series of consumer based transit ridership programs.
- The key elements of the program involve leveraging resources to do something regarding Transportation Demand Management (TDM) and creating a more efficient delivery method and better managing the resources available for travel infrastructure.
- The TravelSmart program takes into consideration policies, culture, and consumer behavioural changes which previously have not been underfunded. The scope of the information collected is bigger than any one entity; and TransLink is working with private industry to change the way that people are travelling and the way they think about travelling.
- The delegation explained that small individual changes can add up to big impacts. Surrey has been progressive in working with urban densities, with the communities, doing walkabouts and showing people how they can travel differently and investing in cycling training for all the elementary schools.
- TravelSmart has been working in partnership with the City of Surrey in hosting a series of school workshops. The workshops, teach children about why travel is important, and provide transportation options, have children do research, create their own TravelSmart campaigns, and execute programs in their schools and communities.

- TravelSmart also has a business outreach program geared to sit down with business decision makers to understand the way their employees get to work is important and work toward breaking down barriers of why people are not using transit.
- The delegation explained that partnering with TravelSmart as a business sponsor means sharing resources. There are excellent branding and online resources available which can be used as a central information hub for programs on teaching people how to change their behaviours relative to utilizing transit options. Participants in TravelSmart can take a pledge on reducing one car trip per week; there is also a tracker tool to allow businesses, schools, and partners to run their own commuter challenges. There are also online trip planning tools and neighbourhood maps with an ability to create dedicated information portals for participating municipalities.
- To address residents who do not have access to computers, there are direct mail pieces that can be sent out to households to provide the information to consumers and outline cycling and walking paths.
- The TravelSmart program was launched in 2011 and partners were brought in on 2012. The program has realized a lot of success; at this stage, TransLink would like to move forward to see if there is an opportunity to further explore a relationship with the City of Surrey so that more TravelSmart resources can be diverted to Surrey.

Councillor Hayne noted that the delegation raised some interesting points about engagement and that other transportation systems around the world are using smartphone "apps" in a unique way by having bus GPS signals available so that riders can tell exactly when the bus will be at their stop. Councillor Hayne added that one of the biggest things that would make people get on a bus and stay on a bus is wireless (Wi-Fi); and that it makes a huge difference and would help to foster more people through using smart technologies to get people out of their cars. In response, the delegation noted that suggestions such as this can help people to change their travel behaviours.

Councillor Villeneuve noted that there is difficulty determining the TransLink bus schedule on the computer and that it needs to be user friendly. She suggested that TravelSmart explore how the information for the customer is provided and used and noted not all people are computer literate; therefore, the information should be made as easy to access and to understand as possible.

Councillor Hepner noted it is difficult to embrace moving from a vehicle to a mode of transportation that currently does not exist in Surrey and that it is unclear of where the partnership will take the residents of Surrey. In response the delegation noted that the intent is to work with the City of Surrey to understand what the current climate is in Surrey and that in all communities, it might not be possible to give up the car; however, the TravelSmart program is not about giving up the car; it is about using and highlighting what is available currently.

Councillor Hepner suggested that TransLink should consider allowing more than one stroller on buses and making transit more affordable for low income riders. Councillor Rasode noted that not all go-cards are made available to alternate school attendees, including that demographic in the TravelSmart program would encourage more ridership.

2. Don Luymes, Manager, Community Planning

File: 6520-20 (Fleetwood Enclave); 0550-20-10

Note: See Corporate Report R049 of Regular Council Public Hearing

In attendance before Council to provide an update on the Fleetwood Enclave Infill Area Concept Plan.

The following comments were made:

- Staff provided information on the Fleetwood Enclave Infill Area Concept Plan and noted the area is 65 acres in size and is currently subdivided into rural residential properties and that the subject area is located just west of Fleetwood Park along the ALR boundary just along Surrey Lake Park with established neighbourhoods to the north.
- One of the key features of the development is that access is somewhat restrained and that 156 Street provides the key point of access to the site. The plan was initiated by a Development Variance Permit (DVP) for 24 lots along the southern edge of the plan and responds to a number of issues, vehicular connections/pedestrian, and greenway requirements. The plan also balances densities, allows for tree protection, and provides a sympathetic interface to adjacent neighbourhoods.
- In producing the design concept, a consultant was hired and a number of public information hearings were held. Following the data collection, an initial plan was compiled by staff and presented to the public, advisory committees including the Agriculture, Food Security Advisory Committee (AFSAC). Out of those meetings, specific planning principles were developed to guide the plan. The proposal is an attempt to knit the area into the areas around it in a seamless manner.
- The houses are single density homes with a density of 4 – 5 units per acre. It was felt that the area was not appropriate to higher densities. If built out to the proposed plan, there will be 220 homes with secondary suites permitted.
- The plan created a good habitat value for the Fleetwood Park and provides an east/west greenway connection. The green areas on the east and west side of the plan are embedded to create a unique greenway section. The unique greenway was done in collaboration with Transportation Engineering and the Parks Recreation and Culture Departments creating an environment where there are fewer intersections to cross. Key considerations included transitions to the established neighbourhoods and the parks into the plan area.

- Key interfaces designed include housing to face greenspace and Fleetwood Park. There is a 15-metre buffer added along the edge to add to the park value. Trails were embedded to create an attractive edge and are viewed as a placemaking element for the neighbourhood. Additional planting will occur to create a sympathetic element and connection to the neighbourhood.
- The traffic impact assessment confirmed that traffic volumes generated will not hinder the available transportation network; there is capacity in local schools to accommodate the school age children. The traffic impact assessment also recommended that a longer term connection be pursued; the timing of the connection is contingent on the development of the Coyote Creek Golf Course. It is considered a long-term goal of the City to achieve the important linkage.
- Staff noted that if Corporate Report R049 is approved a servicing strategy and engineering study will be delivered in short order.

Councillor Villeneuve noted that consideration should be given to address the secondary suite parking. Staff in response did a very conservative estimate that 100% of the homes would have a secondary suite, and in terms of school, capacity was considered. There is adequate space on the lots to accommodate vehicles associated with secondary suites.

Councillor Hunt noted that the Coyote Creek Golf Course is on the ALR. Staff in response clarified that 30% of the land is not associated with the ALR and that the ALR boundary cuts diagonally. Everything to the North is not ALR and may, in the future, be the subject of a redevelopment proposal. Staff noted that there is a road allowance along 76 Avenue and there is an existing allowances east/west. Staff noted that it is the only other acceptable location as it is signaled already and is a good way to service the area.

Councillor Hunt requested clarification regarding the proposed greenway corridor and asked if the corridor would be a charge on every one of the lots. In response, staff noted that the way the greenspace will be achieved is a gross density zone; everyone is contributing 13% of their property to the green buffer on either side of the scheme, if their land is not on the buffer than it will be 13% in lieu.

Councillor Hayne noted that the Environmental Advisory Committee (EAC) was supportive of the measures staff took regarding the wild-life corridors but asked for detail regarding the buffer from the driving range and the new development and if anything has been done to mitigate that. In response, staff clarified there is a 15-metre wooded buffer and the subject housing development would be located on a slight hill that is 10-metres above the driving range.

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 Councillor Villeneuve
Seconded by Councillor Hepner
That the Council-in-Committee meeting do

Carried

The Council-in-Committee adjourned at 5:24 p.m.



Jane Sullivan, City Clerk



Councillor Rasode, Chairperson