

**Present:**

Chairperson - Councillor Gill  
Councillor Hayne  
Councillor Hepner  
Councillor Hunt  
Councillor Martin  
Councillor Rasode  
Councillor Steele

**Absent:**

Mayor Watts  
Councillor Villeneuve

**Staff Present:**

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

**A. DELEGATIONS****1. Chris Boyd, Co-Founder, Original Ugly Christmas Sweater Party**

File: 0630-02; 0550-20-10

**Note:** It is in order for the Mayor to read the proclamation regarding "Ugly Christmas Sweater Day".

In attendance before Council to introduce and discuss "Ugly Christmas Sweater Day" and why it is important for the community.

The following comments were made:

- 2013 marks the 8th year of the program, after the first few years of running the event as strictly a fun Christmas party, it was changed to also become a charitable event.

The campaign is comprised of three initiatives:

1. The Ugly Sweater Run Series was kicked off in Coquitlam
  2. Ugly Sweater Day
  3. Vancouver Party
- The Children's Wish Foundation was selected as this year's charity due to the untimely passing of a personal family friend (Ashlyn) who was stricken with cancer. In the final months of her cancer treatment, the team donated funds collected through the Ugly Sweater Day Campaign to help send Ashlyn and her young family to Disneyland. At Ashlyn's memorial service her husband thanked the Ugly Sweater Day Campaign organizers and said that the trip gave the family a sense of normalcy during what was a very difficult period; the positive impact trip had on Ashlyn's family served as the catalyst toward defining Children's Wish Foundation as this year's charity.
  - The delegation shared their core value statement as follows:
    - Be ugly;
    - Do good;
    - Connect;

- Reconnect;
  - Be kind; and
  - Give.
- The Ugly Sweater Day Campaign sells buttons for \$5 each with proceeds going directly to Children's Wish Foundation.
  - The delegation noted that it is important for the City of Surrey to be a part of the party to help continue to build on the campaign and to reach local communities.

Councillor Martin congratulated the delegation on the Ugly Sweater Day Campaign and noted they are doing good work for the community.

The Chair noted the proclamation will be read this evening at the Regular Council - Public Hearing meeting.

2. **Don Luymes, Manager, Community Planning**

File: 6520-20 (West Clayton)

**Note:** See Corporate Report R254 of Regular Council - Public Hearing Agenda.

In attendance before Council to provide an overview of the West Clayton Neighbourhood Concept Plan (NCP) Area #1 and Area #2 - Stage 1 Draft Land Use Concept.

The following comments were made:

- The initiation of the West Clayton NCP Planning Process was approved by Council on July 26, 2010.
- On February 28, 2011 Council approved the NCP process for NCP 1 and 2.
- On June 25, 2012 the original boundaries of the West Clayton NCP were extended to the east of 188 St. up to 194A St. and south of 74 Ave. up to the north boundary of East Clayton.
- The plan was prepared in consultation with the Citizen Advisory Committee comprising representatives of property owners from different parts of West Clayton, neighbourhood associations (Cloverdale, East Clayton, Port Kells), agriculture community and 2 at-large citizens.
- Public Open Houses were held:
  - May 12, 2011 first open house saw the plan initiation
  - June 20, 2012 second open house worked up draft options
  - October 23, 2013 third open house revealed the preferred plan with 75% of attendees expressing support.
- In terms of Stage 1 approval, highlights of the proposed draft land use concept were provided as follows:
  - The buffer between the urban development and the Agricultural Land Reserve (ALR) was carefully considered and ranges in depth from 30 m to 80 m in some areas and will be accomplished through a density transfer.
  - The plan is around a transit orientated centre at the intersection of 184th Street and Fraser Highway.



- The City has been working closely with the School District to ensure that there will be sufficient schools in good locations to accommodate the growth within the area.
- There are a number of strategies to increase parks and recreation facilities in the plan, such as the expansion of Clayton Park and a number of parks along the ALR edge affording great views over the ALR and towards the north shore mountains.
- The plan also accommodates environmental areas.
- There is an interconnected modified street network that is tied into the East Clayton neighbourhood and Fraser Highway is seen as a rapid transit corridor with a proposed LRT station at 184th Street.
- The most difficult aspect of this plan is the connection of 72nd Avenue to Fraser Highway. Two studies were conducted to establish the need and best configuration for the connection.
- Accompanying the plan is a proposal to establish an Energy Bonus for developers who volunteer to build in a higher energy standard than the Building Code.

The Manager of Community Planning noted that the full build out of the plan, at the maximum, is approximately 6,000 units with approximately 1/3 being single family development, 1/2 would be townhouse developments of various densities and with an estimated 1,000 apartment units with a population density of approximately of 16,000 with the remainder 1/6 being green space.

The Utility Manager, spoke regarding the limited water infrastructure in the area and made the following comments:

- Distribution and feeder mains as well as pressure reducing stations are required to service the NCP area.
- Due to the topography, two pressure zones are to be established.
- There is no municipal sanitary sewer infrastructure in the area at this time. A network of gravity sewers, to service the NCP area, is required.
- There is a small pocket of land that was planned to drain south through the existing sanitary sewer system constructed to support the development of the North Cloverdale West NCP area.
- The NCP area is currently serviced by a rural/agricultural system comprised of open ditches and culverts for stormwater management.
- A stormwater management servicing plan has been developed to protect downstream lands from prolonged flooding, protect receiving watercourses from erosion, maintain base flows in creeks and maintain water quality in creeks, ditches and storm systems, to safely convey runoff to large river systems and to protect the natural environment adjacent to watercourses.
- The primary measure of the stormwater management system is to satisfy the stormwater objectives developed for the NCP area through two stormwater management ponds.
- The transportation strategy is supported by a grid of road networks, modified for land use type and density, topography and environment features. Special road cross-sections and alignments to achieve increased connectivity to adjacent arterial roads have been planned.
- Walking will be promoted with sidewalks on all local, collector and arterial roads and bike lanes will be provided.

- Multi-use paths will connect schools and parks with the future LRT station at Fraser Highway and 184th Street.

The Utility Manager noted that the Financial Analysis for the project indicates that estimated Development Cost Charges (DCC) revenues would result in a significant funding shortfall that could be addressed in two ways: Development Works Agreements and Area Specific DCCs. Staff will be making recommendations on a preferred approach as part of the Stage 2 process in regards to funding.

Council made the following comments/queries:

- Questioned as to what the commercial area at 184th and 74th is?  
The Manager of Community Planning responded that the commercial area is intended to be a corner store.
- At the foot of 74th, there is an historic subdivision, on the map the area is a different colour of green, what is that area designated for?  
The Manager of Community Planning responded that the area is within the ALR and owned by the City and is an existing undeveloped park that was created within the subdivision.
- What is the Provincial Government's response to the allocation of new schools within the area?  
The Manager of Community Planning responded that the proposed secondary school is intended to take the pressure off Clayton Heights and Lord Tweedsmuir Secondary Schools.  
The three areas, shown on this plan, for elementary schools are intended to serve the children of the neighbourhoods and it is not the School District's intention to realign catchments. Funding to expand the schools to meet the demands south of the Fraser Highway will be sought. The School District's preference is to purchase sites where the elementary and secondary schools are co-located. The School District is actively researching areas where schools will be required to accommodate the children in the various neighbourhoods.
- In response to a question about parking, the Manager of Community Planning responded that parking issues would be addressed by encouraging residents to use their parking garages to allow more on-street parking.
- Council asked which type of zoning in Clayton would provide more on street parking RF-10 or RF-9. The Manager of Community Planning responded that the RF-10 zoning would provide more on street parking.

2.. **Don Luymes, Manager, Community Planning**

File: 3900-20-18020

**Note:** See Corporate Report R252 of Regular Council - Public Hearing Agenda.

In attendance before Council to provide an overview of the New Official Community Plan (OCP) and Regional Context Statement.



The following comments were made:

- This presentation accompanies a Corporate Report which will seek approval of the content of a New Official Community Plan (OCP) for the City and a Bylaw for first and second readings to initiate the process of adopting the new OCP for the City.
- This work culminates several years of efforts and extensive community consultation.
- The OCP is a keystone document for the City, setting out the overall plan for the development of the community over the next 30 years or so.
- The OCP is a completely new document and new bylaw incorporating many new studies, strategies and plans that Council has approved over the last number of years including the transportation strategic plan, walking plan and cycling plan.
- The Major Themes of the new OCP include:
  - Transit-supported development;
  - Stronger City and Town Centres; and
  - A Greener City.
- The five key challenges of the OCP structure are:
  - Managing continued growth and population;
  - Job growth to match population growth;
  - Moving away from dependence on private motor vehicles by diversification of transportation choices;
  - Climate change and being able to meet and address the challenges and uncertainties; and
  - Demographic changes such as the increasing growing senior population and demographic changes already evident in the OCP.
- The OCP is structured within the framework of the Sustainability Charter and includes nine inter-dependent building blocks. There are a number of changes in the new OCP including higher density in city centres, transit support and increasing the vitality of the centres.
- Planning around Transit Corridors including Rapid Transit LRT on three corridors linking urban centres and the City Centre and advocate for continual expansion of frequent transit service corridors.
- Once the OCP has been approved by Council, staff is proposing to turn attention towards a refresh of Town Centre plans as well as an ambitious process of transit corridor planning over the next number of years.
- There are six Policy Themes each of which includes a number of specific objectives and are structured into two groups Urban Structure and Sustainability.
- Regional Context Statements (RCS) will require a minor amendment.
- The next steps include the first reading and second of the new OCP Bylaw by Council, a public hearing on the OCP in February 2014, submission of the RCS to Metro Vancouver in February 2014, acceptance of the RCS by Metro Vancouver and the third reading and final adoption of the OCP by Surrey Council in Spring 2014 at which the old OCP would be repealed.

Council made the following comments:

- The OCP is much cleaner, neater, simpler and easier to read than the 1986 OCP and is much more focused on the livability and sustainability aspects of the Community. He commended the work that was done in producing this OCP.
- The OCP has evolved to where the City is in a position where transit and environmental development are key factors.
- The plan will provide the City, the community and the development community with more direction, clarity and certainty in a variety of areas, especially adding the new suburban with future urban reserve areas but also in designating suburban areas in perpetuity and giving confidence to residents in the affected areas. There is a good blend of looking after our economy, environment and the social well-being of the community.

**B. ITEMS REFERRED BY COUNCIL**

**C. CORPORATE REPORTS**

**D. DELEGATION REQUESTS**

**E. COUNCILLORS' REPORTS**

**F. OTHER COMPETENT BUSINESS**

**G. ADJOURNMENT**

It was

Moved by Councillor Martin


Seconded by Councillor Steele

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 5:40 p.m.

  
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Jane Sullivan, City Clerk

  
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Councillor Gill, Chairperson