

**Present:**

Chairperson - Councillor Martin  
Councillor Gill  
Councillor LeFranc  
Councillor Starchuk  
Councillor Steele  
Councillor Villeneuve  
Councillor Woods  
Mayor Hepner

**Absent:**

Councillor Hayne

**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. Bert Hick, President, Rising Tide Consultants Ltd.**

File: 4320-50; 0550-20-10

In attendance before Council to discuss the policy addressing City of Surrey hours of operation for Liquor Primary licensed establishments to commence at 9:00 a.m. instead of 11:00 a.m.

The following comments were made:

- The delegation is requesting that Council direct staff to review current City of Surrey policy with respect to hours of service of liquor for liquor primary license establishments, particularly as it pertains to establishments that have both food primary license and liquor primary license, such as hotels and golf courses.
- Current policy has hours of liquor service starting at 11:00 a.m. for liquor primary license establishments. However, food primary license establishments are automatically granted a license for service to begin at 9:00 a.m.
- Within the City of Surrey there are some grandfathered licenses such as the Northview Golf and Country Club that does commence liquor service at 9:00 a.m. under the liquor primary license. This is helpful for golf tournaments which may open with a champagne reception. Other golf courses such as Hazelmere and Morgan Creek cannot start serving liquor until 11:00 a.m. This creates a competitive disadvantage.
- Throughout the Province more and more golf courses are approaching municipalities requesting permission to serve liquor at 9:00 a.m.

**2. Ellen Niemer and Amanda Luu, Surrey Blue Dot Movement**

File: 5280-01; 0550-20-10

In attendance before Council to present the Surrey Blue Dot Movement's proposal for the right to a healthy environment.

The following comments were made:

- The David Suzuki Foundation's Blue Dot Movement is about protecting the right of people to live in communities with fresh air, clean water and healthy food. There are more than 1,000 Blue Dot supporters living in Surrey who signed the Blue Dot petition.
- More than 110 countries around the world have enshrined the right to a healthy environment within their constitutions. The City of Richmond was the first municipality in Canada to pass such a declaration, in October 2014. Since then, the total number of Canadian municipalities to pass a declaration has risen to 73; that is more than 6.7 million Canadians who now live in communities where their right to a healthy environment is recognized and protected.
- The David Suzuki Foundation hopes to change the Canadian Charter of Rights and Freedoms to include the right to a healthy environment. Polls show that 85% of Canadians feel this should be a basic right, yet the Conference Board of Canada rated our country 15th out of 17 nations for standards on air pollution, climate change, water and other environmental factors. The World Health Organization (WHO) reports that more than 36,000 Canadians die premature deaths each year as a result of exposure to environmental hazards.
- Changing the Charter will require further work at the Provincial and Federal levels, but adopting a declaration at the municipal level will provide a high level, non-binding framework that complements the Sustainability Charter adopted by the City of Surrey in 2008.
- On behalf of the Surrey Blue Dot Movement and the people of Surrey, the delegation requests Council pass a declaration ensuring the right of the citizens of Surrey to a healthy environment.

**Discussion**

- In response to an inquiry from Council, the delegation stated that the ultimate goal of the David Suzuki Foundation is to change the Charter of Rights to include the right to a healthy environment. The Foundation is also very interested in climate change. For the time being, however, their goals are more broad-based in terms of an overall healthy environment.
- The objective is to have municipalities pass their own declarations, then work up to the Provincial level; it is understood there will be some discussion at the UBCM.

3. **Anna Mathewson, Sustainability Manager**

File: 0640-01; 0550-20-10

**Note:** See Corporate Report R151 of the Regular Council – Public Hearing Agenda

In attendance before Council to provide an update on the 2014 Sustainability Annual Report.

The following comments were made:

- The Sustainability Charter created in 2008 directs that sustainability indicators and targets be developed to monitor the City's progress. In 2009, a community-based task force was created and, along with significant staff input, worked to develop a suite of 80 sustainability indicators. The Sustainability Dashboard was launched in 2012.
- The dashboard looks ahead to a 50-year vision of sustainability, looking at broad community outcomes. The dashboard was grouped into three pillars of sustainability:
  - Economic Pillar
  - Environmental Pillar
  - Socio-Cultural Pillar
- After three years, the dashboard has seen moderate usage. A sample month from earlier this year saw a little more than 500 users; 65% were from within Canada, and a little over half of those were from within the City of Surrey. Efforts have been made to align indicators and targets into things like the five-year financial plan and in other key City plans and strategies. The indicators are useful to monitor those broad trends and to inform whether our efforts are making a difference.
- In 2014, of the 77 measures, 50 have a target attached, 36 of which are stable, 10 are off target, and four measures have insufficient data; 27 have no target, but can still identify a trend.
- Some success stories across the three pillars include:
  - density on transit corridors
  - transit accessibility
  - community waste diversion
  - water consumption
  - high school graduation rate
  - cultural space provided by the City
- Some of the challenges across the three pillars include:
  - commercial vacancy rates
  - proximity to farmers markets
  - GHG emissions for City fleet
  - environmental programs
  - facilities that offer City programs
  - participation in youth cultural events

- Key reasons for indicators being off target include the fact that indicators are proving unsuitable for measuring the core issue. These indicators will be reviewed as part of the Sustainability Charter Update.
- Next Steps
  - Full Annual Report will go to Council
  - Report will be posted online and shared via social media
  - Dashboard will be updated with 2014 data
  - Update Sustainability Charter
  - In 2016, update dashboard to reflect new themes and indicators, and make it a responsive website.

4. **Don Luymes, Manager, Community Planning and  
Jeff Arason, Manager, Utilities**

File: 6520-01; 0550-20-10

**Note:** See Corporate Report R168 of the Regular Council – Public Hearing Agenda

In attendance before Council to provide an update on the West Clayton Neighbourhood Concept Plan (NCP).

The following comments were made:

- The West Clayton Neighbourhood Concept Plan is built on a number of key planning objectives:

**Village and Neighbourhood Centre**

Includes a future recreation and cultural centre, library, major park, and a local shopping area.

**Transit Oriented and Walkable Neighbourhoods**

Kids can walk to school, it is easy to cycle, traffic is well distributed, and densities are sufficient to support the increase in transit service, and to support the future light rail transit system along Fraser Highway.

**Natural and Riparian Areas**

Create a green space network connecting to the larger context of the agricultural land reserve and some significant green areas and biodiversity conservation networks in adjacent areas outside of the NCP.

- The heart of the neighbourhood would be developed around the corner of 72 Avenue and 188 Street. A site has been selected adjacent to Clayton Park for a future recreation and cultural centre and library. These will feed into the heart of the neighbourhood that joins West Clayton and East Clayton.
- Future light rail rapid transit will be available at the corner of 184 Street and Fraser Highway and along Fraser Highway itself. Higher density apartments and mixed use shops and residences will support this major

investment in transit. The density gradient from southeast to northwest as you move further away from transit oriented areas and the village centre will see densities in the NCP drop. Densities drop in relation to a higher proportion of green space and natural areas.

- There are two significant parks in this NCP that serve both West Clayton and East Clayton. The first is Clayton Park to which this plan adds significant land; the second is a proposed park that is adjacent to the existing Clayton Elementary School and adjacent to the ALR. These parks and others are joined by a system of greenways and corridors that links the parks, allowing people to walk between them and allowing for the passage of wildlife. Each quadrant of the neighbourhood has a park, allowing kids and families easy access without crossing any busy streets.
- Residential land use in the NCP is varied and includes a range of housing types in either a single family or townhouse form. There are also clustered residential uses with a similar housing form but on sites where there are significant tree retention or green space opportunities. Acreage devoted to this form of cluster housing is quite significant in this NCP; it is an area with significant trees and natural landscapes that must be protected.
- Commercial land uses are neighbourhood commercial and a higher density mixed use commercial/residential designation. These areas will provide commercial services and shops to serve the communities of West Clayton and East Clayton.
- A heritage study identified a number of assets including Clayton United Church, which is the home of the Surrey Little Theatre. It is a heritage registered building but is not currently protected. This NCP includes policies that will ensure the protection of this building through the assembly and comprehensive developments of the adjacent properties.
- This NCP pays particular attention to energy efficiency. A policy included in this NCP provides for bonus density of approximately 10-15% in exchange for building higher efficiency and healthier buildings.
- Based on full build-out over 10 to 15 years, it is estimated that the LUP will include approximately 6,200 homes. These numbers are taken into account in planning for parks, commercial areas and particularly schools.
- Working with School District staff, the need has been identified for two to three new elementary schools in this NCP and directly adjacent to this NCP, along with expansion of the existing Clayton Elementary School. In addition, there is need for one secondary school, for which the property has already been acquired by the School District; design is underway, and opening is anticipated to be 2017.
- For ease of walking and cycling, the Plan calls for a fully connected network of on-street and off-street cycle routes, including on-street bike lanes on arterial and collector roads, as well as off-street multi-use pathways that allow both walking and cycling. All local streets will have

sidewalks on both sides, collector and arterials will have wider sidewalks on both sides. It is a fully connected and integrated system leading to shopping, parks and transit.

- The area is not currently well-served by transit; it is expected this will improve as the area develops. The South of the Fraser transit plan calls for 72 Avenue and 184 Street to be future transit routes.
- The most significant challenge in planning this NCP was the reconnection of 72 Avenue to Fraser Highway, made necessary not only by the growth in Surrey but also in Langley. This traffic artery is very important to regional movements and work was done to develop a strategy for both the shorter term connection of 72 Avenue to Fraser Highway, as well as projecting for a connection at the base of the hill in the deeper future.
- Only one development within the NCP area has sanitary sewer service by the City; the remainder have on-site septic systems. As such, the existing system downstream of the West Clayton NCP area has limited capacity to support growth. Staff recommend the extension of the North Cloverdale Trunk Sewer which will be sized to support future development of North Clayton. Gravity and low pressure sewers will be constructed to convey flows to the Trunk Sewer extension as the NCP area develops.
- There are a number of downstream constraints to the south of the NCP area. Staff recommend first that the City construct a diversion sewer referred to as the 180 Street sewer. This conveys existing flows away from the North Cloverdale pump station, freeing up capacity within that station to support initial development of the NCP area. As the NCP area develops there will be subsequent improvements to both the pump station and other works.
- Existing residences are serviced by ground water wells or the City's existing water system, which has limited ability to support growth in the NCP area. Staff recommend extending feeder mains along 72 Avenue and reconfiguring some of the pressure reducing valves. This would allow construction of a local distribution network to support growth in the NCP area. The Clayton Booster Station will also need improvements as the NCP area develops.
- The storm water system is a natural system made up of roadside ditches and culverts draining to high valued fisheries water courses. All of these water courses drain down into the Serpentine lowlands for eventual conveyance to the Serpentine River via Fry's Corner pump station at Fraser Highway and 176 Street. This natural drainage system is insufficient to support growth and it is recommended to construct two detention ponds, and from those ponds an extension of trunk and local sewer system to support development.
- In addition, staff recommend a number of Storm Water Best Management Practices, primarily provision of top soil in order to promote infiltration and retention of storm water.

- Development cost charges to be collected from the NCP area are sufficient to support the works needed for the water and transportation or roads components. However, there is a revenue shortfall on both sanitary sewer and storm water drainage components. Mechanisms to address the shortfall include the establishment of an area-specific Development Cost Charge (DCC) whereby the City revises its DCC rates to recover the full costs of the works; or the establishment of a Development Works Agreement (DWA) whereby developers initiate a charge to the benefiting area through a petition process to recover the funding shortfall on the infrastructure they install.
- In reviewing these options, staff recommend that an area specific DCC be introduced to address the shortfall for the sewer and water components; this would be the simplest and clearest approach. A DWA would be administratively onerous for both the developer and the City.
- In addition to development cost charges, the City also has an established process for ensuring that community amenities are provided as the neighbourhood builds out. Development cost charges go towards purchasing park land; the community amenity charge goes to develop that park land.
- This NCP totals about \$2,000 per dwelling unit which will generate just over \$12.6 million for community amenities at full build-out. In addition, a small charge is levied to recover the cost of the various studies that benefit this development at \$74 per unit.

#### Discussion

- In response to a query from Council regarding the Energy Efficiency Policy, staff noted that the particulars are unique to Surrey. If the developer agrees to hold future builders to a standard of creating a more efficient dwelling unit, then they are granted additional density, resulting in a few more units per acre.
- Council noted that the challenges in the first sustainable project in the Clayton area consisted of lack of transit and having to deal with parking issues. Staff noted that this NCP area is closer to planned transit improvements along the Fraser Highway; and there have been significant improvements in bus transit on Fraser Highway already. The kind of single family housing that is being proposed in West Clayton is somewhat less dense than in East Clayton. The lots are larger and there is more parking available on-site and coach houses have not been included in this NCP.

## **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 Steele  
That the Council-in-Committee meeting do

Carried

The Council-in-Committee adjourned at 5:29 p.m.

  
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Jane Sullivan, City Clerk

  
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Councillor Martin, Chairperson