

Present:

Councillor Nagra, Chair
Councillor Patton, Vice-Chair
Councillor Guerra
Ted Dawson
Nathan Hildebrand
Charan Sethi

Agency Representative:

Jeff Fisher, Urban Development
Institute (UDI)

Staff Present:

J. Arason, Acting General Manager, Planning
and Development
S. Lau, Manager, Land Development
D. McLeod, Transportation Planning Manager
R. Villareal, Manager, Transportation
L. Blake, Administrative Assistant

Regrets:

Diana Dilworth, Homebuilders Association
Vancouver (HAVAN)
Jay Chadha, Homebuilders Association
Vancouver (HAVAN)

A. ADOPTIONS

1. Adoption of the Agenda

It was Moved by C. Sethi
Seconded Councillor Guerra
That the Development Advisory Committee
meeting agenda of April 5, 2022, be adopted.
Carried

2. Adoption of the March 1, 2022 Meeting Minutes

It was Moved by Councillor Guerra
Seconded by C. Sethi
That the minutes of the Development
Advisory Committee meeting held March 1, 2022, be adopted.
Carried

B. DELEGATIONS

This section had no items to consider.

C. NEW BUSINESS

1. TransLink's Transport 2050 Update

Doug McLeod, Transportation Planning Manager, provided an update regarding TransLink's Transport 2050 and highlighted the following information:

- Transport 2050 is a Regional Transportation Strategy that is legislatively required to be updated every five years and is tied to an Investment Plan that is updated every three years. Transport 2050 is also tied to Metro Vancouver's Metro 2050, as well as the City's Transportation Plan and various land use plans.
- The vision for Transport 2050 is that by 2050, everyone can easily connect to the people, places, and opportunities that they need to thrive, because we all have real choices to we can count on, that we can afford, and that we can safely enjoy for generations to come. Our transportation system supports an inclusive, future-ready region that has meaningful advanced reconciliation.
- Transport 2050 will leverage technology, including digital access, shared mobility, urban aerial mobility (such as drones), electric vehicles and connected and automated vehicles. Additional challenges and opportunities include reconciliation, social equity, affordability, congestion and climate change.
- Transport 2050 has five goals, corresponding targets and actions:
 - **Convenient:** by 2050, active transportation and transit are competitive choices accounting for at least half of all passenger trips, with taxi, ride-hail, and carshare accounting for most of the remaining passenger trips.
 - **Reliable:** by 2050, people and goods are spending 20% less time stuck in congestion, compared to today.
 - **Affordable:** by 2050, none of use, but especially those with less ability to pay, will need to spend more than 45% of our household incomes on transport and housing combined.
 - **Safe & Comfortable:** we steadily reduce serious traffic injuries and fatalities by at least 5% annually until we reach zero by 2050. This goal aligns with the City's Vision Zero plan.
 - **Carbon-Free:** by 2030, we have lowered greenhouse gas (GHG) emissions from light-duty vehicles by 65% over 2010 levels; we have eliminated transportation GHG emissions altogether by 2050. This goal aligns with the City's Transportation Plan.
- There are 10 transformative actions:
 - Support walkable, complete and affordable communities. This is similar to the City's commitment to creating 15-minute communities.
 - Designing "People First" Streets.
 - Implementing traffic-protected bikeways within every Urban Centre and creating an 850 km Major Bikeway Network.
 - Delivering Frequent Local Transit Service within a five-minute walk of nearly all communities.

- Adding 300 km of rapid transit to a new Reliable and Fast Transit Network.
 - Prioritizing the movement of transit on roads.
 - Expanding shared mobility options.
 - Support the move to Automated Connected and Electric Vehicles.
 - Use the power of digital tools to support integrated trip planning and payment.
 - Commitment to Universal Basic Mobility (fare and fees).
- To achieve the goals of Transport 2050, there will be a significant increase to rapid and frequent transit in Surrey, including the Surrey-Langley SkyTrain and the implementation of rapid transit on a number of corridors, including 104 Avenue, 24 Avenue, Scott Road, 72 Avenue, 88 Avenue and 152 Street. Transport 2050 will also impact development, as there will be a focus on transit-oriented development in frequent transit growth corridors.
 - Transport 2050 aligns with many goals of the Surrey Transportation Bold Moves, including putting safety first, supporting 15-minute neighbourhoods, connecting communities with rapid transit and investing in green transportation choices.

In response to questions from the Committee, Mr. McLeod provided the following information:

- Examples of Transport 2050 reconciliation include working with First Nations to provide better service and transit access to First Nation lands and encouraging First Nations participation.
- TransLink has expressed two different networks for the King George Corridor: a concentrated, lower amount of kilometers grade-separated transit network or more at-grade Bus Rapid Transit (BRT) technology. Public feedback indicated more support for more BRT to serve more communities. TransLink has committed to evaluate the King George Corridor based on previous studies to determine if SkyTrain could be an option for that area and to what areas it could go.
- Rapid Transit is defined as rapid transit operating in an exclusive corridor and separated by traffic. It can include at-grade service such as buses or Light Rail Transit or grade-separated service such as SkyTrain or subway. In order to achieve the vast transit goals of Transport 2050 within budget, it is anticipated that at-grade rapid transit will be implemented in a majority of areas.
- The City's, residents' and businesses' main role with respect to transit is to advocate for more services. Prior to COVID-19, Surrey was experiencing double-digit increases to bus ridership three years in a row and Surrey has been leading ridership during the pandemic. While the data clearly shows the demand is there more transit services, it is also beneficial to advocate for more transit as well.

- The Scott Road Corridor is the busiest transit corridor south of the Fraser and the 319 bus is a top ten route, outpacing many buses in Vancouver. The Surrey Transportation Plan Phase 4 engagement will include draft actions for connecting communities with rapid transit to help identify priority corridors.
- The Surrey Transportation Plan sets a long-range transportation vision for the City with immediate actions to achieve long-term goals.

The Committee noted the following comments:

- While Transport 2050 has many lofty goals, it is also important to focus on efficiency of moving people around the region.
- BRT can be value engineered and different levels of BRT should be considered.
- Consideration should be provided to the Bill 16 amendments to BC's Transportation Act that would allow the Transportation Financial Authority to acquire land near transit stations and bus stations for building affordable housing, schools and other projects.
- There are examples of cities integrating technology into their design. City Centre could be designed as a drone city with pathways that do not impact buildings.
- Surrey is doing a great job at bringing housing online, but additional transit services are needed to support the population growth.

2. Neighbourhood Concept Plan Progress Report

Jeff Arason, Acting General Manager, Planning & Development, advised that at the March 28, Regular Council – Public Hearing meeting, Council approved the land use planning work programs as outlined in Corporate Report Ro61. The following information was highlighted:

- Surrey has 48 secondary Land Use Plan (LUP) areas that have been completed or received draft (Stage 1) Council approval, including the Redwood Heights Neighbourhood Concept Plan (NCP), Darts Hill NCP, Newton Town Centre Plan (TCP) and Semiahmoo TCP.
- There are several LUP processes to support strategic City building projects, including the Surrey-Langley SkyTrain extension, RapidBus service expansion and the continued growth of City Centre. Staff are currently working on the City Centre Plan update, Fleetwood Plan, Clayton Corridor Plan, Guildford Plan, Newton – King George Boulevard Plan and South Campbell Heights Plan.

- Staff propose future consideration of the Scott Road Corridor Plan, South Westminster NCP, East Cloverdale NCP and Grandview Area #5 East NCP. Staff have received two petitions related to the Grandview Area #5 East NCP and recommended that it be considered in Q3 of 2023, six months sooner than anticipated.
- There is approximately 200,000 units worth of development capacity in the remaining LUP and plans that are already underway, not including plans that have yet to be initiated.
- There are rural areas with no LUP in place. North Clayton and Port Kells are in the Metro Vancouver Urban Containment Boundary and in the Agricultural Land Reserve (ALR) and Hazelmere is within the Metro Vancouver Urban Containment Boundary but not in the ALR. There is currently no schedule for when a LUP will commence for these areas; however, it is anticipated that North Clayton will be the next area to have a LUP in the future.

In response to questions from the Committee, Mr. Arason provided the following information:

- There are significant challenges related to implementing sanitary sewer and infrastructure in Hazelmere. The water network in that area is at a lower elevation and does not have the pressure required to support development or provide appropriate fire flow and significant upgrades to the water infrastructure would be required. In addition, the City would have to work with Metro Vancouver to have Hazelmere added to the Fraser Sewage Area and removed from the Urban Containment Boundary. All of these requirements would result in delays in South Campbell Heights.
- The 200,000 unit development capacity is adequate to support Surrey's predicated population growth.
- Grandview Area #5 is comprised of three areas: north, south and west. The two petitions received were for the north and south area. However, it is most efficient to plan for the entire Grandview Area #5 at one time.
- BC Hydro is a stakeholder and involved in the development the City's plans so they are aware of electricity requirements. The School Board is also an active participant during land use plans so they can prepare and make business cases to the province for investment.

The Committee requested that staff investigate the possibility of upgrading sewer services in South Campbell Heights to potentially service Hazelmere in the future, without delaying development in South Campbell Heights.

3. Upcoming Initiatives

Jeff Arason, Acting General Manager, Planning & Development, provided a presentation regarding upcoming initiatives and highlighted the following information:

Breweries/Distilleries – Tasting Room

There are currently no provisions in the City's Zoning Bylaw with respect to brewery and distillery tasting rooms. Staff will be bringing forward recommendations for Council's consideration at the April 25, 2022, Regular Council - Public Hearing meeting.

Single Family Residential FAR Review

Upon review of the Single-Family Residential Floor Area Ratio (FAR), staff have identified an anomaly between the RA Zone Half-Acre Zone and the RQ Quarter-Acre Zone. Staff will be bringing forward recommendations for Council's consideration to address the anomaly at a future Council meeting.

Bill 26

Bill 26 received royal assent on November 25, 2021 and removes the requirement for local governments to hold a public hearing for Zoning Bylaw amendments that are consistent with the Official Community Plan (OCP) and allows local governments to delegate decisions regarding minor Development Variance Permits (DVP) to staff. At the January 17, 2022, Regular Council – Public Hearing meeting, Council approved Corporate Report Ro10, directing staff to prepare the necessary bylaw amendments related to the new requirements as outlined in Bill 26. Staff are currently working on identifying minor DVP and what the dispute process would be should an applicant wish to dispute staff decisions related to approving or denying minor DVP. It is anticipated that the proposed bylaw amendments will be brought forward for Council's considering in May 2022.

In response to questions from the Committee, Mr. Arason provided the following information:

- It is anticipated that the minor DVP process amendments will result in the most time saved for applicants. As very few rezoning applications include OCP amendments, are for five or fewer new single family residential lots, and rezoning applications would still be required to receive four bylaw readings from Council, it is unclear how much time the Public Hearing process amendments will save applicants.
- The rationale behind Bill 26 is to help with housing affordability and supply by potentially reducing application processing time.

Mr. Arason advised that he can report back at a future meeting regarding the rationale to limit to waive a Public Hearing for Zoning Bylaw amendments intended to facilitate a subdivision creating five or fewer new single family residential lots that are either consistent with an approved Secondary Plan, and/or consistent with the existing zoning and lot pattern in the immediate surrounding neighbourhood, and if wineries were considered as part of the distillery and brewing tasting room provisions.

The Committee noted that Council, staff and residents provide a lot of time and effort to develop Neighbourhood Concept Plans and OCP, so there should be very few concerns if a project is consistent with both documents. The Committee suggested that the City reconsider the Public Hearing requirements so that larger projects could also potentially benefit.

4. **City Centre Plan – Central Business District Update**

Jeff Arason, Acting General Manager, Planning & Development, provided an update regarding the City Centre Plan Central Business District:

- At the March 28, 2022, Regular Council – Public Hearing meeting, Council approved the recommendations outlined in Corporate Report R063 regarding the City Centre plan Vision, including the Office and Employment Strategy and amendments to the City Centre Plan.
- The Strategy identifies a hierarchy of office growth areas within City Center, acknowledging the strategic value of key transit-served and hospital-adjacent locations, as well as the supporting role of other mixed-use areas, especially along King George Boulevard. Highlights of the Strategy include:

Central Business District Area 1

- Sites located near Surrey Central SkyTrain Station.
- High-density office and employment uses up to a 7.5 Floor Area Ratio (FAR).
- Opportunities for residential development through density bonusing provisions.

Central Business District Area 2

- High density office and mixed-use developments.
- Minimum 3.5 FAR for office and employment uses with a permitted overall density of 7.5 FAR, plus allowances for additional residential density in accordance with density policy provisions.
- A maximum 0.75 FAR reduction could be provided for developments providing a significant amount of floor area for purpose-built office supporting uses.
- On larger and/or phased projects with multiple buildings, significant office space must be provided and prioritized during the initial development phase.

Health and Technology District

- Sites located near Surrey Memorial Hospital.
- High-density employment uses including office, institutional and ancillary commercial.
- Allows for supportive housing and residential care facilities. Permitted density within this designation will support development up to 7.5 FAR.

Mixed Use Areas

- Contribute and support office growth by providing supplemental, typically small-scale, office space.
- Mixed Use 3.5 FAR, Mixed Use 5.5 FAR and Mixed Use 7.5 FAR designations will be modified to require a minimum of two floors of employment use, with three to four floors encouraged.
- Staff have received comments expressing concerns regarding the Official Community Plan (OCP) amendments required to implement the Office and Employment Strategy:
 - Increasing the minimum office requirement in the CBD Area 1 from 3.0 to 3.5 FAR. Staff note that the 3.5 FAR is less than the Council approved interim requirement of 50% office/institutional and 50% residential, which equates to 3.75 FAR.
 - Placing a 0.75 FAR limit on office density reductions. Staff note that this is to ensure the office space remains central to the land use. The conveyance of land and/or air space parcels or improvements also allows for further opportunities to further reduce employment space requirements.
 - Including a new requirement that large or phased projects with multiple buildings must include significant office space in the initial phase. Staff note that this requirement is intended to prioritize office and employment development in CBD Area 2. Similar requirements have been implemented with much success in Vancouver and are also consistent with the CBD survey results.

N. Hildebrand left the meeting at 7:51 p.m.

- A Public Hearing for the OCP amendments is scheduled for April 11, 2022. OCP PH is scheduled for Monday.

In response to a question from the Committee, Mr. Arason advised that office use does not have to be the sole use for large or phased projects with multiple buildings, and they can also include residential space; however, office space must be a significant part of the development.

The Committee provided the following comments:

- Support was expressed for incentivizing supportive uses and amenities.
- Office development guidelines should be flexible. Developers generally do their own research to determine what will be successful in what areas.
- Residential development will still be required to support amenities such as restaurants. The mix of uses will be crucial to create a lively, thriving CBD and supporting areas.
- Being too prescriptive for specific sites may constrain some developers and could deter them from developing a site.
- The financing requirements for spec office could be a challenge for many developers. Removing the requirement that office space be included in the first phase of large or phased developments could actually support more office to be built, as residential development is usually more profitable and developers may be able to leverage that into office development.

D. OUTSTANDING BUSINESS

This section had no items to consider.

E. ITEMS REFERRED BY COUNCIL

This section had no items to consider.

F. CORRESPONDENCE

This section had no items to consider.

G. INFORMATION ITEMS

This section had no items to consider.

H. OTHER BUSINESS

1. Comments on the Market

- Cost inflation has really increased as of late and it is becoming increasingly difficult for tradespeople to get fixed prices on items.
- The supply and labor chain are causing problems.

- While many see investor buyers as an issue, they are actually important to bring on housing supply. Wood and concrete-frame buildings can take four to six years to come online and investor buyers contribute to the pre-sales and financing requirements necessary for these projects. Investors also help contribute to the rental supply.

I. NEXT MEETING

The next meeting of the Development Advisory Committee is scheduled for May 10, 2022.

J. ADJOURNMENT

It was

meeting be adjourned.

Moved by Councillor Guerra
Seconded by Councillor Patton
That the Development Advisory Committee

Carried

The meeting adjourned at 8:11 p.m.

Jennifer Ficocelli, City Clerk

Councillor Nagra, Chair