



Corporate Report

NO: R146

COUNCIL DATE: June 13, 2005

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **June
8,
2005**

FROM: **General Manager,
Planning and
Development
General Manager,
Engineering** FILE: **0480-01**

SUBJECT: **Corporation of Delta Official Community Plan
Review**

RECOMMENDATION

It is recommended that Council:

1. Receive this report as information;
2. Authorize the City Clerk to forward a copy of this report together with a letter to the Council of the Corporation of Delta advising that the City of Surrey generally supports the revised Delta Official Community Plan ("OCP") with regard to its land use policies and designations, but requests that the revised Delta OCP be amended as follows:
 - (a) To not limit options for the future alignment of the South Fraser Perimeter Road (the "SFPR") through the plan area, pending the completion of the public consultation process and a final decision on this matter, recognizing the City of Surrey's position that if the SFPR is constructed, it must provide for an efficient goods movement route between the Golden Ears Crossing and Delta Port; and
 - (b) Recognize the status of 64 Avenue (Kitson Parkway), 72 Avenue, 80 Avenue and 96 Avenue as arterial roads rather than collector roads to recognize the fact that they carry relatively high volumes of inter municipal traffic.

INTENT

The purpose of this report is to advise Council of the Corporation of Delta's OCP review and to obtain Council authority to forward comments to Delta, regarding the revised OCP, that have an effect on the City of Surrey.

BACKGROUND

In 2003, Delta began a review of its 1986 OCP. Discussion papers entitled "DELTAPLAN: Determining Our Future, Together - Official Community Plan Review" were circulated to adjacent municipalities, including Surrey, for preliminary comment in February 2004. At that time, Surrey staff did not identify any issues that would be of concern to the City.

On December 13, 2004, Delta Council gave first reading to a by-law to adopt a new municipal-wide OCP. The document was circulated to agencies, organizations and neighbouring municipalities for staff level review, prior to second reading and the setting of a date for a public hearing.

At that time, Surrey staff reviewed the draft OCP and noted that, while there were no concerns with the land use policies and directions as set out in the OCP review, there were concerns regarding the transportation policies contained in the draft

document. These concerns related to the absence of any reference to the SFPR, the designation of major east/west corridors as collector roads rather than acknowledging their function as major arterial roads carrying relatively high volumes of inter-municipal traffic and the absence of any designated truck routes in the plan.

These comments were forwarded in a letter from the General Manager, Planning and Development to the Corporation of Delta on March 4, 2005. A copy of the letter is attached as Appendix I to this report.

On June 3, 2005, Surrey received correspondence from Director of Community Planning and Development of the Corporation of Delta advising that on May 16, 2005, Delta Council gave first and second readings to a new OCP by-law. A public hearing on the by-law is scheduled to be held on June 14, June 21 and June 28, 2005. Comments from interested agencies are requested by June 13, 2005.

DISCUSSION

Context

Delta is comprised of 46.2% agricultural land, 17.4% Burns Bog, 9.6% parks and regional parks, and open space. Of the remaining land base:

- 10.7% is single family development (81.5% of the housing stock is one and two unit dwellings);
- 7.3% is Industrial or Utilities; and
- 1.5% comprises all mixed use, multiple family and commercial development.

Delta's 2001 population was 97,208, with a predicted modest growth to the year 2021 when the population is expected to reach 112,360. The OCP calls for 5,180 new dwelling units by 2021. It is anticipated that most of the growth will occur in North Delta, which is in the Liveable Region Strategic Plan's Growth Concentration Area.

In 2001 there were 42,595 jobs in Delta, as compared to over 50,000 Delta residents in the work force. Jobs are mostly in manufacturing, professional and service, health and education, transportation and warehousing sectors. Approximately 12% of Delta residents work in Surrey.

The OCP notes that the Surrey side of Scott Road is being developed with commercial uses, which are proving attractive to many North Delta residents and that this trend is likely to continue in the future, particularly as no large increases in population in Delta are forecast to stimulate new commercial development. The major challenge for Delta is to keep its existing commercial areas vibrant.

Comments and Concerns

The Delta OCP review contains goals in support of a liveable, complete, green, planned, prosperous and involved community. The policies call for protection of the Green Zone, protection of agricultural lands, retention of industrial lands for industrial uses, building complete communities and providing for vibrant town centres in the three population centres of Tswaassen, Ladner and North Delta. Policy 2.2.13 states:

"Work with the City of Surrey to make Scott Road more pedestrian-friendly, safe and attractive".

In terms of land use policy and the future land use vision for the Corporation of Delta, staff have no issues or concerns.

With regard to Transportation policies and Road Network and Hierarchy, there are a few concerns as follows:

1. It was noted in previous Surrey staff level comments to Delta, regarding their OCP review, that the SFPR was not referenced in the OCP review. Map 11 of the proposed Delta OCP now shows the SFPR, between 96 Avenue and Highway No. 17 as a "Proposed Highway" with "Alignment to be determined" (see Map 11 attached as Appendix II to this report). However, south of the intersection of Highway No. 99 and Highway No. 17, the regional road system in Delta's proposed OCP shows only the alignment of Highway No. 17. At this time, the provincial Gateway Program is exploring route alignment options and is conducting a public consultation with regard to alternate alignments in this area.

Policy 1.8.4 of the Delta OCP review further states as follows:

"Support the Regional Road and Highway system in the Liveable Region Strategic Plan (LRSP) which minimizes the development of transportation corridors in the Green Zone, and does not include a regional road south east of Ladner".

This policy statement would appear to pre-empt options for the alignment of the SFPR, which are currently being reviewed through a provincial public consultation process. While Surrey shares the objective of retention of agricultural land in the Agricultural Land Reserve and protection of the Green Zone, it is Surrey's objective, in supporting the SFPR, that effective and efficient goods movement be provided through the extension of the SFPR from the Golden Ears Crossing to Delta Port. The Delta OCP review should not, at this time, limit the review of viable alternatives for this regional facility; and

2. Map 11 – Road Hierarchy continues to identify major east/west connections through North Delta, specifically 64 Avenue (Kitson Parkway), 72 Avenue, 80 Avenue and 96 Avenue as "collector" roads. This does not reflect the function of these roads as major arterials and is inconsistent with the designation of the extension of these Avenues on the Surrey side of 120 Street (Scott Road). In particular, for 64 Avenue and 72 Avenue, it is even more inconsistent with their status as components of the regional major road network ("MRN"). Inclusion in the MRN provides Delta with Translink funding for the upgrading and maintenance of these roads. These routes are identified as arterial roads in Surrey to the east of Scott Road, and perform the function of carrying relatively high volumes of inter-municipal traffic.

CONCLUSION

A review of the Corporation of Delta OCP has revealed no concerns with the overall land use plan or policies.

With regard to the transportation policies and proposed road hierarchy, concerns have been identified regarding options for the alignment of the SFPR and the designation of east/west "collector" roads.

Based on the above, it is recommended that Council authorize the City Clerk to forward a copy of this report, together with a letter, to the Council of the Corporation of Delta advising that the City of Surrey generally supports the revised Delta OCP, with regard to its land use policies and designations, but requests that the revised Delta OCP be amended as follows:

- (a) To not limit options for the future alignment of the SFPR through the plan area, pending the completion of the public consultation process and a final decision on this matter, recognizing the City of Surrey's position that if the SFPR is constructed, it must provide for an efficient goods movement route between the Golden Ears Crossing and Delta Port; and
- (b) Recognize the status of 64 Avenue (Kitson Parkway), 72 Avenue, 80 Avenue and 96 Avenue as arterial roads rather than collector roads to recognize the fact that they carry relatively high volumes of inter-municipal traffic.

Murray	Paul Ham
Dinwoodie	General
General	Manager,
Manager	Engineering
Planning and	
Development	

JM/kms/saw


Attachments:

Appendix I Correspondence from the General Manager, Planning and Development to the Corporation of Delta dated March 4, 2005

Appendix II Delta OCP Review Map 11 - Road Hierarchy

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March 4, 2005

File: 0480-01

Corporation of Delta
4500 Clarence Taylor Crescent
Delta, B.C. V4K 3E2

Attention: Mr. Kip Gaudry, P. Eng., Director of Community Planning and Development

Dear Sir:

Re: Delta Official Community Plan Review

This is in response to your letter of January 20, 2005 that included, as an attachment, a copy of a draft of an amended Delta Official Community Plan. You have requested in your letter that Surrey staff review the document and forward any comments to you. It is our understanding that the draft OCP By-law has received First Reading and that it will be circulated to Surrey again, prior to the Public Hearing.

Based on our review, we have no concerns with the land use policies and directions as set out in the document. Surrey supports the initiatives in Section 2.2 of the Plan that encourage the revitalization of existing commercial centres and the policy related to Delta working with Surrey to make Scott Road more pedestrian friendly, safe and attractive.

There are, however, two areas of concern regarding the transportation policy contained in the draft, as follows:

1. Surrey and Delta share growing challenges related to the efficiency of our transportation systems and in ensuring effective goods movement. While a public consultation program is currently being carried out by the Ministry of Transportation with regard to pre design options for the South Fraser Perimeter Road, it is noted that this future major road facility is not shown on either the Future Land Use Designations Map or the Road Hierarchy Map in the draft OCP document.

With the exception of Policy 2.9.6 which contain the statement: "Work with the Ministry of Transportation, Translink, and other agencies on planning for the South Fraser Perimeter Road ("SFPR") and improvements to the River Road corridor and ensure that new roads have minimal impact on agricultural lands or environmentally sensitive areas", there is no other mention of the South Fraser Perimeter Road. Policies such as the one on page 17 that read "Limit the development of transportation corridors in the Green Zone" and on page 20, which contains the statement "Upgrades to existing transportation corridors rather than building new ones, thereby protecting the Green Zone" would tend to act against the construction of the SFPR. Surrey shares the objectives of retention of agricultural land in the ALR and protection of the Green Zone; however, from our perspective it is important to acknowledge this important new inter-regional transportation facility more directly in your OCP. To provide for effective goods movement in the region, the South Fraser Perimeter road should extend from the Golden Ears crossing to Delta Port.

2. Map 16 – Road Hierarchy identifies major east/west connections through North Delta, specifically 64 Avenue, 72 Avenue, 80 Avenue and 88 Avenue, as "Collector" roads. This would not appear to reflect the actual function of these roads and is inconsistent with the designation of the extension of these Avenues on the Surrey side of Scott Road. These routes are identified as Arterial Roads in Surrey to the east of Scott Road and perform the function of carrying relatively high volumes of inter-municipal traffic. We also note that 72 Avenue, 80 Avenue, 88 Avenue and 96 Avenue are designated as Truck Routes to the east of Scott Road in Surrey's Official Community Plan. The draft Delta OCP does not identify truck routes.

We appreciate the opportunity to comment on your draft OCP and anticipate receiving the revised final version of the plan for Surrey Council's consideration, prior to the Public Hearing related to the adoption of the Delta OCP By-law. If you have any questions, please call me at 604-591-4474.

Yours truly,

Original signed by

Murray Dinwoodie
General Manager
Planning and Development

JM/kms/saw

- c.c. - City Manager
- General Manager, Engineering
- Manager, Long Range Planning & Policy Development

Appendix II

