



# City of Surrey

## *Environmental Advisory Committee*

### *Minutes*

Executive Boardroom  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**WEDNESDAY, JUNE 20, 2007**  
Time: 6:30 p.m.  
File: 0540-20

#### **Present:**

Chair - B. Stillwell  
D. Maher  
M. Deo  
C. Dragomir  
A. Keshvani  
H. Locke  
F. Perello  
G. Sangha  
B. Stewart  
Councillor Bose

#### **Also Present:**

Jeff Taylor, Community Relations Coordinator  
Robin Taylor, Environmental Manager Port  
Mann/Highway 1  
Garry Dawson, Senior Project Director  
Representing Gateway 40:  
Donna Passmore, Fraser Valley  
Conservation Coalition  
Deb Jack, Chair, Surrey Environmental Partners  
Kevin Purton, Surrey Environmental Partners

#### **Staff Present:**

C. Baron, Drainage & Environment  
Manager  
R. Dube, Drainage Planning Manager  
L. Anderson, Legislative Services

#### **Absent:**

S. Li  
S. VanKeulen, Agricultural Advisory  
Committee Representative

Meeting was called to order at 6:35 p.m.

#### **A. ADOPTION OF MINUTES**

##### **1. Environmental Advisory Committee (“EAC”) - Minutes**

It was Moved by M. Deo  
Seconded by B. Stewart  
That the minutes of the Environmental  
Advisory Committee meeting of May 16, 2007 be adopted.  
Carried

#### **B. DELEGATIONS**

##### **1. Highway 1/Port Mann Twinning Project**

At the February 21, 2007 EAC meeting the EAC passed the following resolution:  
“*That the parties responsible for the design work on the Highway 1/Port Mann  
Twinning project appear as a delegation to the Environmental Advisory  
Committee.*” Further to that resolution, a presentation was made by Gateway  
staff: Jeff Taylor, Community Relations Coordinator; Robin Taylor,  
Environmental Manager Port Mann/Highway 1; and Garry Dawson, Senior  
Project Director, regarding the above. Information was provided as follows:

- A brief review of other projects completed and/or underway was given.
- The target is to achieve a balanced approach with different modes of transport.

C. Dragomir joined the meeting at 6:40 p.m.

- The Port Mann highway was originally built in the early 1960's with there being a population of 800,000; there is now a population of 2.4 million, with a projection of a further 1.0 million by 2030.
- The Port Mann Project has not been officially filed with the Environmental Assessment Office yet; it is tentatively scheduled to be submitted in August of 2007. Once submitted, details will be available on the website at <http://www.eao.gov.bc.ca/>, general Gateway Program information can be found on the Gateway site at <http://www.gatewayprogram.bc.ca/>.
- Tolls are being proposed for the PortMann/Highway #1 project.
- From February 2006 to 2007, the Port Mann Team has met with 4,500 people that have come out to public open houses and they have taken all their comments. A total of 10,000 people have participated in comments at 120 stakeholder meetings and 40 open houses.

K. Keshvani joined the meeting at 6:50 p.m.

The delegation concluded their presentation and further comments were as follows:

- Gateway is working with Translink on how the facilities will serve the region. Translink has nearly completed their study.
- There are teams of environmental consultants working on the project. The environmental review is all done in accordance with the harmonized review process which is a very clear process that takes the most stringent of the federal or provincial legislation.
- There is currently a 13 hour window with congestion on the highway.
- There will be a congested period after the widening but of a traditional period (6 to 8); traffic should be free flowing, but not at the speed limit.
- A 22 minute travel time savings is expected from Langley to Vancouver, which may not be seen during the peak period.
- There has been a shift for a more comprehensive road pricing system being supported.
- Committee would like to have a copy of the terms of reference.
- The Project is a design, build and operate one with a 35 year time period.. The concern for many is whether or not this will be a repeat of the Alex Fraser bridge; very rapid growth due to the easier commute, leading to more development in the Valley.
- It is believed that the project is manageable and not to capacity within a few years of being constructed.
- Traffic modelling uses the Translink model as the base. The Translink model has been projected to 2031. The model is the most current, with the most information and built on the ME 2 Gateway subarea model.
- On the website diagrams the program definition report shows the existing footprint and the proposed project, but it is not, as yet, a public release.

As further information is required, it was suggested that a delegation from Engineering provide a presentation regarding the regional transportation model of Greater Vancouver Area and how the Port Mann project relates to the regional model at the next meeting.

It was Moved by Councillor Bose  
Seconded by C. Dragomir  
That Engineering staff undertake to make a  
presentation at the next meeting of the EAC on the whole transportation model on  
the basis of the assessment of the Port Mann project.  
Carried

The Agenda was varied.

## F. CORRESPONDENCE

### 1. Gateway 40

E-correspondence dated June 20, 2007 from Donna Passmore requesting a delegation appearance to express concerns to the EAC regarding the Gateway Transportation Plan, was reviewed.

It was Moved by B. Stewart  
Seconded by Councillor Bose  
That Gateway 40 representatives be invited  
to attend, as a delegation, to the July 18, 2007 meeting.  
Carried

## B. DELEGATIONS (continued)

### 2. Development Within Agricultural Floodplains and Flood Prone Areas

R. Dube, Drainage Planning Manager, provided information on Corporate Report C013 regarding the above, which was approved by Council on June 11, 2007. Additional information was provided as follows:

- There has been significant pressure for residential development in the flood plain, especially the Nicomekl River floodplain.
- There are a number of floodplains in Surrey, the Fraser Floodplain is driven by the freshet (snow melt); Mud Bay is mostly driven by winter storm wind and tidal surges, Campbell River by wind and rainfall events and the Serpentine and Nicomekl systems by rainfall events.
- The problem with development in the floodplain is:
  - the impact on neighbouring properties – displacement of flood waters from fill placement;
  - Municipal infrastructure:
    - recurring road closures in floodplains leads to isolated residents and unsafe driving conditions for emergency vehicles; and
    - inflow of flood water into the sewer system leads to sanitary sewer overflows, sewer backups into buildings,

- pipe failures, cross-contamination of water system, inundated pump stations, and inability to repair/access facilities during flood;
  - loss of important habitat (ecotones) - a lot of complex habitat sit right on the edges and development and encroachment into the floodplain removes, compromises, or otherwise negatively impacts habitat areas;
  - financial burden to the rest of the community – with the City’s current flood proofing standards, development in the floodplain can lead to problems which are seen by the public as the City’s responsibility such as flooded yards, garages, driveways, crawl spaces, etc. Restricted covenants regarding accepted flooding on private properties do not work as subsequent owners are not made aware at time of purchase how this RC affects them or still expect the City to resolve the issues;
  - ground subsidence and climate change – the soils in the floodplain areas are susceptible to subsidence. At the same time, climate change is resulting in higher sea levels. Over time, structures (including infrastructure and development) will be impacted by these changes;
  - haulage of fill, geotechnical impacts of large fill requirements – filling of floodplain areas can lead to geotechnical failures due to improper pre-load/fill application. These failures can affect the stability of the fill area and the nearby unfilled area. Long-term stability or fill in floodplain areas due to seismic activity or subsidence is a concern. Transportation of the fill material results in rapid road deterioration;
  - expectations of new residents – residents in new developments do not accept flooded roads, yards, crawlspaces, garages, etc. Owners of new homes in urban and suburban developments expect a level of service comparable to similar developments in upland areas; and
  - the impact to the development industry.
- In order to provide services for development near floodplains, the pump stations, pathways and other municipal infrastructure are pushed into floodplain areas and maintenance of these City assets become a municipal concern.
  - Land development applications are incremental by nature, impacts to the floodplain are cumulative, hence the need for clear policies that are holistic and put all these issues in perspective.
  - Loss of development potential is minor compared to the overall benefits to community, environment, safety, and municipal servicing.
  - A one foot subsidence of land at the floodplain new developments can be expected in 50 years; local studies with satellite technology on lowlands of Surrey for the past 7 years has found that the ground, in general, has been subsiding (soft soil areas) each year.
  - Farmers understand floods and that they don’t receive anything other than flood control, not flood prevention.

A review of the recommendations and proposed policies was provided along with the Committee’s support given to staff for taking on this important initiative.

COUNCIL RECOMMENDATION

It was Moved by D. Maher  
Seconded by G. Sangha  
That the Environmental Advisory  
Committee recommends that Council receive a full presentation on the  
development within agricultural floodplains and flood prone areas.  
Carried

**3. Sustainability Charter – Social Aspects**

At the EAC meeting held on March 21, 2007, it was agreed that A. Murphy, Senior Planner (Social), be invited to provide a presentation on what the City is doing to address the social aspects of sustainability.

A. Murphy deferred her attendance to the July 18 meeting.

**C. BUSINESS ARISING FROM THE MINUTES**

**1. Sustainability Charter Update**

EAC members that were in attendance for the Sustainability Fair on June 8 & 9, 2007 provided a brief update. The following was noted:

- It was a good program that was well attended.
- Staff presentations were very informative.
- The environmental workshop ran out of time and a scheduled continuation of that workshop, for the attendees, will be held very soon.
- A review of the Fair is now available on the City's website.
- The youth component of the Fair was very encouraging with many of the participants in touch with issues such as transportation and community gardens.

**D. NEW BUSINESS**

**1. 84 Avenue: King George Highway to 140 Street  
May 29, 2007**

EAC member(s) in attendance at the Open House regarding the above extension project provided a brief update as follows:

- Approximately 300 people were in attendance.
- General disapproval by the public at the open house was noted with the exception of a small number in favour (i.e. business owners in the area).
- There was a suggestion of a bridge for the area.

- The intersection at 88 Avenue and King George Highway is one of the top, most congested and highest accident rates in the province.
- Surrey needs a grid system of arterials; there isn't an east/west connector between 88 Avenue and 72 Avenue.
- Studies are currently underway to review all the issues that may or may not be encountered.
- Information to date has been added to the City website (utilities, transportation & projects, transportation).

## 2. **GVRD Sanitary Sewer Overflow (SSO) System 164 Street at Highway 10**

At the Agricultural Advisory Committee (AAC) meeting held on June 7, 2007, a presentation from GVRD staff was provided regarding the above. The EAC member represented at the AAC (B. Stewart) was present at that meeting and provided a brief report. The following was noted:

- The presentation was provided with the October, 2003 rainfall event used as an example.
- A preliminary look at the risks were reviewed.
- Rate of development has far exceeded the planned trunk capacity and infrastructure has not kept up with the development.
- The AAC members were not satisfied and asked for GVRD staff from the operations side to provide a further presentation to the AAC.
- EAC need to support the AAC with this issue; AAC to take the lead, with EAC being kept informed.

It was

Moved by B. Stilwell

Seconded by Councillor Bose

That the report given by B. Stewart

regarding the GVRD presentation at the AAC meeting held on June 7, 2007, be received.

Carried

## E. **ITEMS REFERRED BY COUNCIL**

### G. **INFORMATION ITEMS**

#### 1. **2007 West Nile Virus Response Plan and Contract Award M.S. 4807-913, Culex Environmental Ltd.**

Corporate Report R109, regarding the above, was approved by Council on May 28, 2007.

It was

Moved by Councillor Bose  
Seconded by B. Stewart  
That Corporate Report R109 be received.  
Carried

**2. Union of British Columbia Municipalities (UBCM)**

The Local Government and the Environment Conference, to be held on June 27th and 28th, 2007, was considered. A resolution from Council will be sought at the Monday, June 25, 2007 Regular Council – Public Hearing meeting, to provide for two EAC members to attend.

**H. OTHER COMPETENT BUSINESS**

**I. NEXT MEETING**

The next meeting of the EAC will be held on July 18, 2007 at 6:30 p.m. in the Executive Board Room.

**L. ADJOURNMENT**

It was

Moved by M. Deo  
Seconded by G. Sangha  
That the Environmental Advisory

Committee meeting do now adjourn.

Carried

The Environmental Advisory Committee adjourned at 9:35p.m.

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Margaret Jones, City Clerk

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Chairperson (name and Committee)