

**Present:**

Chairperson – Councillor Hepner  
Councillor Bose  
Councillor Gill  
Councillor Hunt  
Councillor Martin  
Councillor Rasode  
Councillor Steele  
Councillor Villeneuve  
Mayor Watts

**Absent:****Staff Present:**

City Manager  
City Solicitor  
Deputy City Clerk  
Deputy City Manager  
General Manager, Engineering  
General Manager, Finance and Technology  
General Manager, Human Resources  
General Manager, Investment & Intergovernmental Relations  
General Manager, Parks, Recreation and Culture  
General Manager, Planning & Development  
Manager, Area Planning & Development, North Division  
Manager, Area Planning & Development, South Division  
Manager, Land Development, Engineering

**A. DELEGATIONS**

1. **Anne Murray, Vice President  
Community & Environmental Affairs  
Mark Cheng, Superintendent, Noise Abatement, and Air Quality  
YVR Vancouver Airport Authority  
File: 0250-20; 0550-20-10**

Were in attendance before Council to report on airport initiatives and activities.

The following comments were made:

- Operations at the airport went exceptionally well during the Olympics. Vancouver hosted the World Route Development Forum which is an aviation expo. YVR will be leveraging the success of both events as they continue work to expand the airport's role in the local economy.
- YVR completed a Capital Plan and are looking forward to the next 5 years. Basic infrastructure upgrades are required at the airport such as sewer, water, etc. The end of each runway will be extended by 500 feet for safety purposes, additionally; site specific servicing will be done at Templeton Station and Russ Baker Lands.
- Long-haul international flights are revenue generating; YVR is supporting the role of Vancouver between Asia Pacific and North America.
- YVR recently announced a program to freeze airport carrier fees through the elimination of the international fuel tax; the move will help keep YVR a low cost, high value airport.
- The delegation noted airport sustainability is an important initiative and YVR has a 5-year noise management plan which was created with advice from Surrey representatives.

- YVR has a sophisticated noise monitoring system; the airport has recently added a portable system to help augment the network.
- A dedicated run up facility will be developed for engine testing which will help to further mitigate noise; additionally, YVR conducts quarterly noise seminars which are open to the public.
- Community education programs local schools have been popular; this year 2700 students visited the airport and learned about sustainability best practices.
- The delegation commented that environmental, noise management, and sustainability reports are available on the YVR website at [www.yvr.ca](http://www.yvr.ca).

YVR requested Surrey's support in advocating that the Federal Government increase international daily flights overseas.

Council asked the delegation to comment on the Federal Urban Impact Study on Noise. The delegation shared there is a national council called the Canadian Airports Council (CAC) and YVR is looking forward to working with the CAC relative to noise mitigation solutions.

Council strongly encouraged YVR to focus on enhancing communication relative to flight change plans; and commented there is a lot of community interest in this issue in Surrey, a thoughtful and robust public consultation program should be considered.

2. **Kevin Purton, Director  
Surrey Environmental Partners (SEP)**  
File: 5280-01; 0550-20-10

In attendance before Council regarding the Ecosystem Management Study.

The following comments were made:

- SEP is a non-profit organization representing 1,200 surrey residents concerned about the environment; their vision is creating a community where nature will flourish.
- SEP expressed concern regarding the Ecosystem Management Study prepared by HB Lanarc; their concerns were summarized as follows:
  1. **Green Infrastructure Definition** – Too much emphasis is placed on the engineered free components. Built is easier to manage than the natural land.
  2. **Land for Green Infrastructure Network (GIN)** – The study says that the GIN will involve parklands. Approximately 63% of natural park acquisition has been natural areas even though Surrey lacks a strategy. Downgrading of the wording in the report and using the term "apparitional goal" is a concern. There should be no reduction in the minimum standard goal of 4.2 hectares of land acquired per 1,000 residents.

3. **Hub and Site Sizes** – Hubs are to be greater than 10 hectares. 10 hectares is too large of polygon to be considered acceptable. Another category proposed was "Sub-hub" which ranges from 10 ha to 2 or 1.5 ha.
4. **Hub Losses** – Already missing hubs. Hubs should not be regarded as refuges surrounded by "built environments".
5. **Sites** – In this study, sites are dealt with in a contradictory manner. It would have been helpful if numbers related to sites were clearer. There is no assurance that these sites will be retained. 77% of sites are now at risk which equate to 2500 acres. Sites could be built up to small hubs.
6. **Orthophotos** – The orthophotos (topographically correct aerial photos) were used from 2007. SEP was concerned about this but understand the City has a re-evaluation underway using 2010 views.
7. **Control of GIN Lands** – In the rating is 3 of a possible 5 is a third class achievement. The City should maximize GIN opportunities. Parks might not be the right locus of GIN lands.
8. **Acquisition of GIN Lands** – Up to 5 hectares for 1,000 population should be set aside.
9. **Sustainability Charter** – Needs to be conveyed that the loss of a stand of trees has negative connotations for the whole of Surrey. Surrey should be viewed as a whole ecosystem.
10. **Biodiversity and Precautionary Principle** – This assessment needs to be done as soon as possible. Without a biodiversity assessment, there is not a strong ecosystem analysis.
11. **City Branding** – Rather than re-branding, SEP believes that Surrey should extend its brand. The brand could mean that "A Quality Future Lives Here."
12. **Environmental Development Areas & Environmental Levy** – The City should make Neighbourhood Concept Plans by-laws. The rest of the city should be made Environmental Permit Areas. The revised Official Community Plan (OCP) needs to address environmental conservation more specifically. The OCP should be subject to an environmental study prior to acceptance.
13. **Riparian Setbacks & Development Permit Areas (DPA)** – Do not deal with erosion. Surrey should exceed the law and have a higher standard riparian setbacks and DPAs. In the long term, it is cheaper for Surrey to maintain wider areas. All riparian areas could be established as Riparian Development Permit Areas.

14. **Matrix Problems** – Refers to all areas of the city not in Hubs, Sites, or protected Corridors. Because of the losses of vegetation, conservation of sites becomes all the more important.
15. **No Net Loss, Mitigation, Compensation/Reparation** – The specific issue of compensation reparation is not covered, at present, there is no compensation required.
16. **City Lands** – The study suggests possible actions by the City. SEP encourages the City to implement them.
17. **Equitability** – There is no balance.
18. **Land Use** – Continued GIN functioning depends on restoration and enhancement.

Council thanked the delegation and requested a copy of the concise speaking notes used.

3. **Laurie Cavan, General Manager, Parks, Recreation & Culture**  
**Sheila McKinnon, Manager, Arts Services**  
File: 7800-01; 0550-20-10

**Note:** See Corporate Report Item R261 of the Regular Council - Public Hearing agenda.

Were in attendance before Council to report on the City of Surrey Public Art Policy Augmentation - Private Development Public Art Program.

The following comments were made:

- The OCP is currently under review and public art is a component of the program.
- In 2011, a cultural plan will be undertaken for the City along with a town centre specific public art master plan. A best practices review was conducted and a public art tool kit was created using the City of Richmond model.
- The program outlined in Corporate Report R261 will be phased in over 2 years starting in March 2011. The proposed policy details how developers can make meaningful public art dedications in development projects greater than \$100,000. Smaller development projects would pay a percentage of the total project cost which would then be pooled and applied to fund larger more iconic art pieces throughout Surrey. Public Art Contribution fees would be collected at the re-zoning stage of each project.
- Detailed information regarding the program will be contained on the City's website.
- It was noted that the developer contributions have been substantially reduced though ongoing discussion with Development Advisory Committee (DAC).

Council thanked the Public Art Advisory Committee (PAAC) and staff for their extensive work in developing the policy.

**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 Hunt

Seconded by Councillor Bose

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 5:30 p.m.

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Jane Sullivan, City Clerk

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Councillor Hepner, Chairperson