

Environmental Sustainability Advisory Committee - Minutes

Present:

Chair – Councillor Hayne
B. Campbell
G. James
D. Skaey
J. Stewart
B. Stewart
G. Sahota
J. Purewal
S. Van Keulen
(AFSAC Representative)

Regrets:

M. Alvarez
R. Grewal
A. Schulze

Guests:

Gord Schoberg, Senior
Manager Government
Relations, FortisBC

Staff Present:

C. Baron, Manager, Drainage & Environment
N. Aven, Manager, Urban Forestry &
Environmental Programs
A. Mathewson, Manager, Sustainability
D. Luymes, Manager, Community Planning
Ted Uhrich, Planning Manager, Parks, Recreation
& Culture
P. Lee, Rapid Transit & Strategic Project Manager
J. Gallinger, Legislative Services

A. ADOPTION OF MINUTES

It was Moved by B. Campbell
Second by J. Stewart
That the minutes of the Environmental
Sustainability Advisory Committee meeting held on November 20, 2013 be adopted.
Carried

Before the committee proceeded to deal with the regular Agenda Items, a presentation on the Rail Corridor Realignment was presented On Table by the Rapid Transit & Strategic Project Manager.

The Chair requested that the meeting Agenda be varied.

D. NEW BUSINESS**1. Rail Corridor Realignment**

File No. 8710-01

The Manager Rapid Transit & Strategic Projects was before the Committee to provide an update on the Rail Corridor Safety and Realignment. The delegate made the following comments:

- A Forum on Rail Traffic Safety was held on November 26, 2013 with 300-350 people in attendance.
- The emphasis was not on realignment of the rail corridor but was on rail safety issues.
- It was acknowledged that there will be increased rail traffic, with the application by Fraser Surrey Docks to ship coal. The concerns on the existing corridor include:
 - community access;
 - landslides along the bluff;
 - increasing rail traffic; and
 - pedestrian safety.

- A number of Corporate Reports have been considered by Council on these issues and previous studies undertaken such as emergency access to Crescent Beach when a train is traveling across the crossing;
- The Community Forum was held by the Cities of Surrey and White Rock to initiate a dialogue about rail safety and to start identifying the people, stakeholders and agencies that need to be involved in any process to look at potential alternative rail alignments.
- Once a detailed work program and consultation process has been developed, staff will return to ESAC with more information.
- There are a total of four possible alignments which would include a tunnel along a section beside Highway 15 on possible alignment 3 and another very long tunnel beside King George Boulevard from 14th Avenue to approximately 34th Avenue on possible alignment 4. Possible alignments 1 and 2 do not require tunnels.
- The next steps for this large and complex project include:
 - Significant work on framing project scope /terms of reference;
 - Transportation and Infrastructure Committee (TIC) and Council review will need to:
 - identify specific project steps and timelines;
 - identify resources required;
 - project partners and stakeholders and initiate outreach (including City Advisory Committees); and
 - develop public engagement process.
- Once a plan has been developed staff will return to ESAC (February/March 2014 meeting) with a further update. It is felt that the project timeframe is 5-10 years.

The Committee made the following comments:

- What is being done to address dangerous goods transportation?
The delegate responded that the focus is on rail safety and dangerous goods transportation will be included in the safety aspects of the plan.
- Tanker cars and chlorine are transported on the current rail systems over bridges that require maintenance – what is being done to address this issue?
The delegate stated that BNSF is responsible for the maintenance and Engineering is in contact with them in this regards. The federal government has regulations on safety and operations but not in regards to capital projects.

B. DELEGATIONS

1. FortisBC Pipeline upgrades in the Lower Mainland

File No. 5500-07

Gord Schoberg, Senior Manager Government Relations, FortisBC appeared before the committee to provide information on the proposed Lower Mainland Gas Pipeline Upgrade Projects pointing out the following:

- FortisBC has been in operation since 1957 and some of the pipelines currently in use were also installed in 1957.
- The purpose of the upgrade is to provide adequate security of supply with the installation of 6.7 kilometers of additional pipeline in the existing right of way

from South Fraser Perimeter Road (west of Port Mann), south to Surrey Memorial Hospital and west across King George Blvd. 36" and 42" diameter pipelines will be installed.

- 20 kilometers of existing pipeline will also be replaced in Coquitlam, Vancouver, and Burnaby due to ongoing pipeline integrity issues.
- 4.6 kilometers of additional pipeline will be installed in the existing right of way near Mariner Way to provide adequate security of supply with 700 meters of pipeline replaced to improve seismic resistance standards near Marine Drive and Elliott.
- Meetings with municipal staff in relevant cities began in September 2013 with stakeholders currently being contacted and field studies beginning.
- Public participation will begin in Q1 2014 and will last through entire project.
- Application to BC Utilities Commission Q2 / Q3 2014 and to the Oil & Gas Commission in 2015 with construction 2016 and 2017.
- Alternative routes are being investigated although it is assumed that the route will follow the current line as several right-of-ways are already in place.
- The additional pipeline will increase system reliability and the ability to safely meet growth in demand for natural gas while providing local and regional contracting opportunities during construction.
- Fortis BC requests that the City of Surrey aid:
 - in the identification of all stakeholders and interested parties, technical conditions for crossing roads and new pipeline alignment through City of Surrey property and obtain appropriate land rights: and
 - in developing a plan to mitigate public impacts, such as traffic disruption, noise and dust and a plan for public notification/participation.
- It is anticipated that a submission will be made to the BC Utilities Commission in June/July 2014. It is anticipated that approval will not be granted until 2015.
- Oil and Gas Commission also has to be dealt with along with a host of other BC government agencies will follow the submission.
- Environmental impacts – information has been gathered electronically and environment and land use constraints/risks were assessed – current land use, soil, contaminated sites, species at risk – no contaminated sites in the City – clear policies are established should a contaminated site be found – no archeological sites are indicated but policies will be found if so – mature forest and habitats – potential for impact to the environment – FortisBC has environmental policies in how to deal with water, fish etc. and will meet provincial, federal and municipal regulations. A base line field study – get qualified people into the field to evaluate potential impacts.
- The corridor is clear – the next set of studies will be more detailed.
- What's in it for Surrey?
The additional pipeline will increase the system reliability and the ability to safely meet growth in demand for natural gas and will provide local and regional contracting opportunities during construction. Having two pipelines will ensure that the required amount of gas will continue to flow.

The Committee made the following Comments

- Will the 1957 pipeline still be in use?
Yes it will; the integrity of the 1957 pipeline has been established and the line will continue to be in service along with the new installation. If it is still good and still safe there is no reason to take the line out of service.
- Is this a high pressure line and if the integrity of the pipe is breached with a resulting fire, how long does it take to shut the line down?
The delegate responded that it is a high pressure line and that the timeline would vary depending on the point of impact – areas are controlled by valves along the line and the valves would be accessed to shut the flow down. Once the flow was cut off it would be a matter of time, depending how far down the line the problem was.
- There should be some safety measures in place should a gas fire happen the disaster would be unbelievable. The environmental impact of a fire like that would be tremendous.
The delegate responded that there are not only CSA codes but also internal FortisBC policies that are followed to ensure that a fire should not happen. Since the 1957 installation there have been no incidences. If work must take place over an existing pipeline then extra safety measures will be taken, although most of the pipeline is beside not above another pipeline.
- Staff understands, and respects the need for increased capacity with a good portion of the land being City land and most is park area and habitat – staff need to be in close discussion to mitigate impact on wildlife and other aspects of the parkland.
- What has changed in the past 40-60 years in regards to seismic activity?
The delegate responded that as in all things change causes improvements. Detailed seismic studies have been performed throughout the FortisBC system in the lower mainland. Some of the system has already been replaced due to seismic concerns. The type of steel used for the pipelines within the system cause the pipelines to wave with seismic activity. Regular seismic studies are performed regularly by FortisBC.
- FortisBC will return to ESAC for a further update in the New Year.

C. OUTSTANDING BUSINESS

1. **Update on the Application to Port Metro Vancouver(PMV) by the Fraser Surrey Docks (FSD) to Implement a direct Transfer Coal Facility at Fraser Surrey Docks – R238**
File No. 5650-20(FRPA)
 - The Chair stated that PMV and FSD presented the assessment, performed by SNC Lavalin. In summary both Surrey and the Fraser Health Authority have found the assessment lacking in terms of what was requested by concerned Municipalities for a comprehensive health impact assessment prior to supporting the facility. The immediate area around the facility was investigated but the environmental or safety impacts along the route were not included.

The following comments were made:

- All cities involved have come to the same conclusion, that the assessment was not conducted according to requirements for health and environmental impacts. PMV feels that they have completed the assessment and that no further action is required. There are indications that the project is going forward even though all cities are opposed.
- The City does not endorse the facility and has requested both a health impact assessment and public hearings.
- The last resort would be the Province, as the Province has some jurisdiction in health and environmental impacts. It is suggested that the cities, as a group, address the Province on this issue.
- It will not be easy for PMV to proceed with the project. For an example, withholding water from the site – discharging of sanitary system – the City has authority of this also. There are several small cards that the City could use to deter PMV from proceeding.
- It will be interesting to see what Delta does next Monday, December 16, 2013 on their motion.
- The City of Surrey has stated that categorically opposed on two major areas.
- From all the comments about the SNC Lavalin report – PMV should be embarrassed to put forth the report – it seems like an attempt at lip service to put forth the report. In fact, the Federal Government has jurisdiction on the ports and should become involved should PMV proceed with the project.

2. Community Climate Action Strategy

File No. 0512-02

The Manager, Sustainability updated the Committee on the Community Climate Action Strategy and made the following comments:

- the Community Climate Action Strategy was approved by Council in late November, 2013;
- beyond the news release, included in the package, emails were sent to all stakeholders regarding the approval and the document was posted on the website;
- currently work is being done with the Social Media Team to promote the Strategy, and a small print run will be done early in 2014;
- the City has received acknowledgement by various individuals and been congratulated on the Strategy;
- an implementation work plan is being developed, focused on work through Engineering and Planning and Development, as well as the Sustainability Office;
- An example of an immediate implementation project in the multi-family sustainability outreach project called "Project Green Suites" which includes waste diversion and energy and water conservation.

The Committee made the following comments:

- The Chair attended the Quest 2013 Conference in Markham, ON on November 12 through 14, 2013 and was congratulated for the work that Surrey has done around the Climate Action Strategy, and heard statements that Surrey is absolutely on the right track.

3. Control of Aphids on City Shade Trees

File No. 6300-01

The Urban Forestry & Environmental Programs Manager presented the Committee with background and rationale relating to the control of aphids on shade trees and provided recommendations for action. The following comments were made:

- Economic, environmental, social values and benefits of shade trees and their importance to the environment are recognized by the City and supported by Surrey's Sustainability charter that states "Surrey values and protects its natural environment through stewardship of its rich tree canopy, and enhancement of its natural areas and biodiversity.
- The Environmental Specific Goal 1(b) is "Protecting to the extent possible, existing urban forest and natural coverage, protecting trees and maximizing the City's tree canopy". Trees improve air quality, reduce heat, provide habitat for wildlife, mitigate energy costs, assist in storm water management, beautify the City and increase property values. The public property shade trees are critical to the City's green infrastructure and contribute significantly to the liveability of the City.
- A number of City policies reinforce the importance of trees and guide staff with respect to planting, removals, and pest management.
- Section 4 of Pesticide Bylaw No. 17160 provides applications for which pesticides may be used, including controlling or destroying a pest that has caused an infestation.
- Approximately 5,500 trees of 6 different varieties in the City's shade tree inventory are particularly susceptible to aphid infestation. The largest and most mature trees are the hardest hit and are often 30+ years old with large canopies. A formal tree appraisal was performed in 2012 on one such tree and the appraised value was \$8,551.
- Surrey's Urban Forest and Environmental Programs Section responds to all requests for service from the public related to trees on City land. Since 2009 shade tree service requests have increased from 3,142 per year to 3,788 per year in 2012 (an average increase of approximately 5%). Aphid related service requests make up 87% of all pest management related service requests and more and more often, requests are made for the outright removal of trees.
- Current control methods:
 - sticky banding – plastic wrap around the tree helps reduce aphid infestations by controlling ants but not enough to meet residents expectations.
 - biological treatments such as ladybugs are natural predators for aphids and help to reduce amount of secretion but not enough to meet residents expectations.

- insecticidal soap spray – downsides include:
 - full coverage of leaves is required to prevent aphids from repopulating; and
 - is a non-specific treatment which means that many insects in and around the treated tree (including beneficial insects) are affected by the product when contact is made.
- A recent delegation to ESAC has submitted a petition to remove 17 red oak trees in the neighbourhood of 141 Street and 67 Avenue. This, along with several other removal petitions received, demonstrates that a threshold level of tolerance has been reached by many residents.
- Proposed trial control method is to use a systemic insecticide – drill the tree and inject with liquid pesticide – the pesticide moves through the vascular tissue in the tree and the aphids die when they eat the leaves. Orthene® has been recently approved in Canada – the Township of Langley has been using it for 2 years and report that significant reduction in aphid populations on affected trees has been achieved. Orthene® is at least as effective as insecticidal soap spray with the added benefit of eliminating the harmful effects of the soap spray on beneficial insects and the environment.
- There are beautiful trees in the City that are valuable and staff are exploring a way to reduce the desire of residents to remove the trees because of aphids. Warmer, wetter winters and cooler drier summers are projected and this type of weather is ideal for aphids. It is worth a try to address the issue using a product that is approved by the federal Pest Control Products Act. Staff is seeking the committee's approval to conduct a one-year trial of Orthene®.

The Committee made the following comments:

- Is it proactive or reactive?
The Urban Forestry & Environmental Programs Manager responded that staff currently monitors trees where it is known that aphid infestations occur and that residents are concerned with honeydew. When the amount of secretions reaches a predetermined threshold staff applies treatment.
- Could the City be more preventive in areas?
The Urban Forestry & Environmental Programs Manager stated that the City is being taking preventive action in areas that have been previously identified with aphid infestation levels that are not acceptable to residents. Currently, pesticide is applied once threshold levels are reached and it would be counter to the City's policy to treat earlier.
- Is this an expensive process with 70,000 trees in the City?
The Urban Forestry & Environmental Programs Manager responded that only the trees within the community where aphid secretion levels have surpassed acceptable thresholds would be treated.
- Does the secretion damage vehicles?
The Urban Forestry & Environmental Programs Manager responded that the secretion was sticky but not destructive or damaging to vehicles.
- When is the peak period?
The Urban Forestry & Environmental Programs Manager responded that aphid secretions peak when the weather gets hot and dry, usually July and August.
- Orthene® is moderately toxic to mammals and if so how long does it sustain itself – ie. through compost?
The Urban Forestry & Environmental Programs Manager responded that, based on

some research, Orthene® is readily degraded in plants and soil and one report found on Cornell's website states that its approximate residual period is 10 to 15 days. Orthene®, as a systemic insecticide, will affect all insects that ingest it.

- Is the project going to be a comparison project and would it be monitored? The Urban Forestry & Environmental Programs Manager responded that staff are prepared to compare the use of Orthene® to other methods and monitor aphid infestations throughout the trial period.
- More information on how long Orthene® takes to break down is required before the committee should make recommendation to Council.
- Staff to provide more research on the residual effects of Orthene® and the topic will be brought back to ESAC for consideration. Based on some initial investigation, research on stem injection of Orthene® is difficult to find but the search will continue.
- Staff to return to committee in January or February 2014.

D. NEW BUSINESS

1. Rail Corridor Realignment

File No. 8710-01

This report was provided On Table and addressed at the beginning of the meeting.

2. It was suggested that Al Schulze be acknowledge by the Committee and Mayor for his contributions to ESAC over the past years. The Chair will follow up and report back to Committee members.

E. ITEMS REFERRED BY COUNCIL

There were no items referred by Council.

F. CORRESPONDENCE

1. Fraser Surrey Docks – Proposed Transfer Coal Facility

File: 5650-20

- (a) Communities and Coal, email dated October 29, 2013 to Mayor Watt
- (b) Alan Morgan, email dated October 29, 2013 to Environmental Services, Port Metro Vancouver
- (c) City of Surrey, letter dated November 12, 2013 to Port Metro Vancouver
- (d) Port Metro Vancouver , letter dated November 18, 2013 to Mayor Watts
- (e) Vancouver Coastal Health (Fraser Health Authority), letter dated December 5, 2013 to City of Surrey Mayor and Councillors with copy of letter to Port Metro Vancouver

2. Fergus Creek Watershed

File: 6140-20

Little Campbell River Watershed Society, letter date December 11, 2013 – On Table

It was

Moved by B. Campbell

Seconded B. James

That the Committee receive all

correspondence for informational purposes.

Carried**G. OTHER BUSINESS****1. Watersheds - Fergus Creek Watershed Park**

File: 6140-20

The Parks Planning Manager, Parks, Recreation & Culture updated the Committee on the Fergus Creek Watershed Park proposal. The following comments were made:

- Parks Planning to meet with Surrey Environmental Partners and other interest groups in January 2014;
- First open house was held in June 2013 with approximately 60 attendees with 2nd open house in October 2013
- Fergus Watershed Park, is close to some of the headwaters of Fergus Creek, is 67 acres and will eventually be close to 100 acres in size. As development continues some of the smaller upstream watercourses are being compensated in the Fergus Watershed Park.
- The land was primarily farmed including cattle and is mostly a cleared area with old field habitat. The main stem of Fergus is the primary asset in the park and is fish bearing. The main stem of Fergus Creek is an incised channel but the tributaries taper into swales upstream and transition to B Class watercourses.
- The draft vision for the watershed focuses on preservation.
- The overall vision for the park is to protect, enhance and restore habitats and the wildlife they support. There is support for the vision - 71% of open house attendees felt it was a great Vision Statement that does not require changes.
- All of the options prioritize habitat protection and enhancement. The other components include a shelter, various types of fencing and platforms as well as boardwalks and picnic areas and then into natural habitat.
- The three different concepts all focusing on preservation are:
 - Concept Plan Option A will include:
 - minimal infrastructure and recreation facilities;
 - a longer perimeter path;
 - many secondary paths and path connections; and
 - most nature experience.
 - Concept Plan Option B will include:
 - moderate infrastructure and recreation facilities;
 - moderate length perimeter path; and
 - many secondary paths.
 - Concept Option Plan C will include:

- more infrastructure and recreation facilities;
- shorter perimeter path;
- fewer secondary paths; and
- most recreational and education opportunities.

Note that all paths in all Concept Plans will be wheelchair accessible gravel surface. Benches, signage and garbage cans will be included throughout. Aquatic, riparian, forest and old field habitats will be restored according to the recommendation in the 2011 Environmental Assessment Report.

- A disc golf course, for the Fergus Watershed, has been proposed. Disc golf is throwing a Frisbee type disc into a chain basket. There would be a tee pads but not much structure otherwise. To construct an 18 hole course would cost approximately \$5,000. Courses require trees as obstacles and varying topography. This type of course could be accommodated at Fergus and will be discussed with those concerned.
- If a course is not approved for Fergus another location will be sought to establish a course within surrey.
- If a consensus cannot be reached regarding Fergus, the topic will be brought back to ESAC. Ultimately the preferred plan will be presented to the Parks, Recreation and Sport Tourism Committee and then to Council for approval.

The Committee made the following comments:

- A broad area of the watershed would be trampled down and disturbed by players going out to find their discs that go off the disc golf course.
The Parks Planning Manager responded that ultimately a 10 acre area is being looked for the course where the overall park is 67 acres with 40 acres being riparian.
- Is there a sense what the demand is for disc golf?
The Parks Planning Manager stated that the sport is extremely popular with the University crowd. The sport has a solid following and has been proposed before but the suggested location was rejected by the community in question. It is a good sport, does not cost much money and a location should be found. The responses show that there is a wide interest in regards to the disc golf.
- Why Fergus for disc golf?
The Parks Planning Manager responded that the area is not well known, has the varying topography and previously disturbed areas required for the sport.
- The point is to create and preserve a watershed. This would not be the place for disc golf?
The Parks Planning Manager stated that outside of the riparian areas the ecosystem is not pristine and unique. Disc golf could be an activity appropriate for the park.
- How big would the parking lot be?
The Parks Planning Manager responded that 20 spaces on the east side with another 10 spaces to the south.
- Funding for the acquisition of the parkland came from two sources, City wide Development Cost Charges (DCC's) and an area specific levy in the Hwy 99 Corridor Plan. Acquisition costs to date have been 17 M with 4.5 M coming from the Corridor Plan.

- Where would overflow parking be?
The Parks Planning Manager responded that overflow parking would have to be on 168th.
- The proposed shelter would be a magnet for youth to congregate and vandalism to occur.
The Parks Planning Manager responded that the shelter was requested by environmental groups and that it would be a lockable shelter to prevent vandalism and partying. The parking lots are located near 168th Street to have better visibility and will have lockable gates.
- Ron Meadley, Vice President, Semiahmoo Fish and Game Club asked to speak to the Committee. The Chair granted Mr. Meadley's request.
Mr. Meadley stated that the key to the project is control. Out of control people on the trails with off-leash dogs and limited resources could result in out of control situations. Environmental controls will also require monitoring.

Within the urban forest, Sunnyside Acres, degradation by community has been a problem. People like to go off set trails, to make their own trails, and once a trail is started then the trail is established. This problem continues where more and more trails are being started. Some areas are being kept intact for wildlife purposes. Bylaws are supported but policing cannot be done at all times by volunteers to keep people under control in these areas.

2. Joint School Board Event – December 11, 2013 – Update

File No. 0510-01

The Manager, Sustainability, updated the Committee on the Joint School Board Event, held this day and attended by the Chair, Deborah Skaey, the Manager Drainage and Environment, the Manager, Urban Forestry & Environmental Programs and herself plus 5 other City staff members. The following comments were made:

- The contingent got together with the School District and approximately 80 students and teachers from 9 high schools and 4 elementary schools.
- The session ended up being an information sharing session and raised the profile of environmental issues and projects between the City and the schools, and between the schools themselves.
- Debbie Skaey stated that there was great engagement, participation and time to speak with students about what was happening in the schools. There was a lot of cross pollination in this way.
- There is a willingness on the School District's part to consider an event in 2014, and the opportunity was presented to start a conversation around an environmental summit.
- The Chair pointed out that Council has decided that in 2014, all standing committees of the City will include a youth member. Advertising for recruitment of the youths will take place in the early part of 2014 and having a youth component on each committee will start engaging them.

H. INFORMATION ITEMS**1. Agriculture and Food Security Advisory Committee (AFSAC) Update from November 7, 2013 meeting:**

Bill Stewart updated the Committee on AFSAC items and made the following comments:

- Economic Development Update – AFSAC heard from the Manager, Economic Development, about the City's plans for economic diversification with a focus on innovation. Five focus areas have been identified, with Clean Technology and Health leading followed by Advanced Manufacturing (Aerospace), Arts & Culture and Agriculture. Early stages involve identification of innovators in the region followed by consultation with those innovators, as well as academics and policy makers, to develop policies and strategies to encourage growth in these sectors.
- Agricultural Impact Assessments – Metro Vancouver has initiated a study to determine whether it would be appropriate to develop guidelines for agricultural impact assessments, similar to environmental impact assessments. These guidelines would be assessments on the impact on agriculture by various projects not assessments on the impact of agriculture. It was noted that Surrey has historically been a leader in this area, with Council relying on the input of AFSAC in making decisions. It was noted that this concept should not add another level of bureaucracy as an obstacle to proponents.
- Update on Rail Safety Forum – The Manager, Transportation Planning appeared before AFSAC to provide an update on the forum hosted by Surrey and White Rock to discuss rail safety, and the possible relocation of the BNSF rail line. It was agreed that the focus on four possible rail routes was premature and that much work remains to be done. It was pointed out that all four relocation options presented to date would alienate considerable acreages of land from the Agricultural Land Reserve, which would be a negative outcome for agriculture. It was noted that one option, that should be investigated, is a dyke running in a straight line from Cherry Point to Point Roberts which could serve as a rail bed. This would vastly reduce the extensive dyke improvements in Surrey that will likely be made necessary by the impact of global warming.

The Committee made the following comments:

- With global warming it is anticipated that sea levels will rise 1 – 1.5 m resulting in dyke levels having to be raised in Delta and Surrey to protect the coastline. The 12 mile stretch across Semiahmoo Bay should be researched to determine if a dyke would be feasible and whether tracks could be built on top of the dyke/breakwater. This type of dyke information has never appeared in any reports as a potential solution to defending the coastline and rebuilding the railway. This type of breakwater/dyke would protect all of the environmental aspects of the bay. If a holistic view is taken of this solution then it could be a good solution for protecting Boundary Bay, crossing from White Rock to Port Roberts, as well as for the relocation of the rail line.
- The breakwater/dyke would only be shut at extreme high tides as the threat of large waves is the biggest threat.
- There is no advantage to BSNF to alter their tracks.

2. **Development Advisory Committee (DAC) Update from November 26, 2013 meeting**

The DAC meeting of November 26, 2013 was cancelled. There was nothing to report.

I. **NEXT MEETING**

The next meeting of the Environmental Sustainability Advisory Committee will be held on **Wednesday, January 22, 2014**, at 6:30 p.m. in the Executive Boardroom.

J. **ADJOURNMENT**

It was

Moved by B. Campbell

Seconded by G. Sahota

That the Environmental Sustainability

Advisory Committee meeting adjourn.

Carried

The Environmental Sustainability Advisory Committee adjourned at 8:52 pm.

Jane Sullivan, City Clerk

Councillor Hayne, Chair