

# *Environmental Sustainability Advisory Committee - Minutes*

**Present:**

Chair – Councillor Hayne  
G. James  
W. Mbaho  
J. Purewal  
S. Sabharwal  
G. Sahota  
A. Schulze  
D. Skaey  
B. Stewart  
S. Van Keulen  
(AFSAC Representative)

**Regrets:**

J. Stewart  
B. Campbell

**Guests:****Kinder Morgan – Trans Mountain Pipeline (TMPL)  
Trans Mountain Expansion Project**

Lexa Hobenshield, Manager, External Relations  
Stakeholder Engagement & Communications  
Christie Libby, Specialist, Stakeholder Engagement &  
Communications  
Trish Wiegler, TERA Environmental  
Gary Babich, Lead, Engineering & Construction  
Planning,  
Roger Tonge, Routing Specialist,  
Carey Johannesson, Lead, Land & Right of Way,

**Staff Present:**

C. Baron, Manager, Drainage &  
Environment  
N. Aven, Manager, Urban Forestry  
& Environmental Programs  
J. Arason, Manager, Utilities  
T. Sampietro, Manager, Bylaw  
Enforcement  
S. Whitton, Manager, Trees and  
Landscape  
J. Gallinger, Legislative Services

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**A. ADOPTION OF MINUTES**

It was Moved by D. Skaey  
Seconded by G. Sahota  
That the minutes of the Environmental  
Sustainability Advisory Committee meeting held on March 26, 2014 be adopted.  
Carried

**B. DELEGATIONS**

- Kinder Morgan - Trans Mountain Pipeline (TMPL)** – Lexa Hobenshield, Manager, External Relations and Christie Libby, Specialist, Stakeholder Engagement and Communications, Trish Wiegler, TERA Environmental, Gary Babich, Lead, Engineering and Construction Planning, Roger Tonge, Routing Specialist and Carey Johannesson, Lead, Land and Right of Way, of the Trans Mountain Expansion Project before the Committee to provide a presentation regarding Stakeholder Engagement, Environment and Routing.

The TMPL Communications Specialist introduced the delegation and an overview of the project was presented to the Committee through a PowerPoint presentation with the following comments being made:

- TMPL has been in operation since 1953. The pipeline is 1,150 km long extending from Strathcona County (Edmonton) to Burnaby with shipments of refined products, synthetic crude oils, light crude oils, heavy crude oils. 90% of the petroleum products in BC are transported to the province. The last expansion, which increased capacity to 300,000 barrels per day, was in 2008.

- The Trans Mountain Pipeline Proposed Expansion is valued at \$5.4 billion with construction tentatively scheduled to begin in 2015. The project is currently undertaking an 18 month community engagement process.
- The National Energy Board (NEB) granted commercial tolling approval in May 2013 and the Facilities Application was submitted December 16, 2013. The NEB issued a Hearing Order was granted on April 2, 2013.
- A regulatory review will be held in 2014 through the first quarter of 2015 with construction proposed to start in the last quarter of 2015 through the 3rd quarter of 2017 pending NEB approvals.
- The Expansion Project Components include a twinned pipeline system from Edmonton to Burnaby, 20 new storage tanks and a new dock complex at Westridge Marine Terminal.
- Routing of the proposed expansion will remain along the existing TMPL right-of-way where practical, but may diverge from the right-of-way in areas where land use has changed significantly and the corridor is constrained. The TMPL Routing Specialist explained that the existing corridor has significant alignment challenges to twinning which cannot be dealt with or remedied- for example the pipeline is located under 108 Ave for 1.6 km. Twinning in this corridor would involve closing 108 Ave for many months and would not be acceptable to residents - so other avenues have been researched.

Other potential corridors for a new pipeline included looking to follow existing major transportation or utility corridors. Ones considered are CN rail, Highway # 1 and South Fraser Perimeter Road and Golden Ears Connector. The CN Railway corridor is an established corridor for utilities.

Possible alignments being explored include twinning adjacent to the Golden Ears Connector on the south side, then crossing the CN tracks to the north and following Triggs Road. The pipeline would then cross into Surrey Bend Park following the northern edge of the CN yards. At the western edge of the park, the pipe would cross the CN yard to the south then follow the edge of the South Fraser Perimeter Road (SFPR) until a Fraser River crossing proposed near the Port Mann Bridge. The Ministry of Transportation and Infrastructure (MOTI) owns some of the necessary property and negotiations are currently being held between TMPL and MOTI.

- The current pipe alignment impacts 152 parcels of which 60 are residential. The proposed alignment affects only 9 residential lots.
- Much of the proposed pipe corridor follows SFPR and is proposed on lands currently owned by the MOTI.
- Surrey Bend Park is co-owned by Metro Vancouver Parks and the City of Surrey. The pipeline is proposed on the south edge of the park for approximately 3 km. An alternate corridor is also being investigated away from Surrey Bend Park. This new corridor follows the 173A Street alignment but has limited construction space and impacts residential development.
- The new pipeline crossing of the Fraser River is currently selected to be near the Port Mann Bridge. The crossing would involve trenchless construction methodology. Colony Farm site can accommodate a

temporary construction area for the Fraser River crossing trenchless option. The temporary construction area is away from recreational area and there will be opportunities for park enhancements.

- **Next Steps**

- The NEB regulatory process will continue allowing participants to provide input.
- Supplemental filings from TMPL will occur which will include routing optimization plus additional stakeholder, land owner and aboriginal engagement.
- Before NEB grants a Certificate of Public Convenience and Acceptance, detailed engineering designs including surveys, geotechnical investigations, environmental field studies and construction details will need to be 90% complete.
- Land rights acquisition will be undertaken by TMPL.

The Committee made the following comments:

- The Chair reminded the Committee that the City has applied to the NEB and been granted intervener status and has entered into the process to be at the table for the citizens of Surrey to be able to address issues that will arise. In response to the question of what pump stations are in the Surrey area, the TMPL Engineer stated that there was one existing pump station in Port Kells and informed the Committee that on the new pipeline, there were no new facilities planned in Surrey but one was planned in Sumas.
- In response to how long would it take to shut down the line and if there would be automatic shutdowns on the lines, the TMPL Engineer responded that he did not know that specific information at this time. He pointed out that all worst case scenarios were noted in Volume 7. The TMPL Engineer stated that he would look into the question and will supply an answer as to the shutdown times.
- The TMPL Engineer responded to the issue of pipeline operating pressures by stating that the pressure was variable and that 0.9 meters was the typical depth of the line but that depth also depended on conditions. He noted that Volume 4 outlines many of the operating conditions of the proposed pipeline.
- The TMPL Engineer informed the Committee that an application is being filed to locate a corridor and to receive general approval for the project. Following the approval, it will lead to a decision from the NEB. Once certification has been received and the corridor has been determined, a very detailed routing, denoting all routes, easements, right-of-ways, profiles etc., will be filed. Every party, with an interest in the required land, will receive notice and instructions on how to appeal. This process usually requires 9 months. The NEB will not pick the alignment but will approve an alignment.
- The Chair questioned the delegation, based on comments and the new proposed route, as to the estimated number of the land owners that will be affected was? The TMPL Routing specialist informed the Committee that by following the existing route approximately 150 properties consisting of

60 residential properties would be affected and that on the proposed route there would be approximately 9 residential owners that would be impacted and that approximately 6 km of the proposed lined is owned by MOTI.

- The TMPL Routing Specialist stated that the new route was the only viable route and that there was no other alternative currently being looked at. The current line would remain in service after the twinning project.
- In response to a question regarding marine wildlife/land and marine tankers TERA Environmental staff noted that there is a section in the application (Volume 8) which covers the marine environment and that there would be an increase to approximately 34 tankers per month.
- The Committee noted that the soil by the river is quite soft and the TMPL Engineer responded that the soil analysis and concerns was part of the detailed engineering which is examined. He noted that the detailed design has not as yet been completed and that Volume 4 contains whole schedules of geo hazards and mitigation techniques
- In response to how many reported leaks through corrosion of the main had occurred since 1963 the TMPL Engineer stated that what is currently being done is the utilization of internal inspection tools to determine the thickness of walls to help in the prevention of leakage. Once a problem has been found the issue is addressed.
- The question as to whether Trans Mountain had looked at the Surrey corridor for wildlife was responded to by TERA Environmental staff who stated that TMPL is working closely with Environment Canada and will maintain the wildlife corridors during construction.
- In response to the impact of spills and clean up responsibility TERA Environmental staff stated that TMPL is responsible and takes responsibility for the clean-up. But it was important to note that once a tanker is disconnected the responsibility for spills/leakage falls to the owners of the vessel. Western Canada Marine Response Corporation is the main contractor that all vessels sign up with in case of spills/leaks.
- TERA Environmental staff responded to the question of solicitation of responses from groups by stating that a very comprehensive engagement program was conducted with approximately 750 meetings/workshops etc. being held to hear from the general public. Engagement with emergency responders, local government, environmental groups etc. throughout the project has been held. The Intervener process will offer more opportunities to receive feedback.
- The proposed pipeline would increase capacity from the current 300,000 per day new to 890,000 per day.
- D. Jack was recognized by the Chair and expressed her concerns and the impact on the degree of encroachment on Surrey Bend Regional Park. TERA Environmental staff stated that this was why TMPL is presenting to the Committee to understand concerns and to address the issues. D. Jack stated that TMPL had to demonstrate responsibility and to review any environmental impacts this type of project may cause.

- The Chair thanked the delegation for the presentation and stated that the City looks forward to working with TMPL in the future and noted that clearly there is still a lot of discussion to be had. The Chair informed TMPL that guests, from PipeUp were in attendance at the meeting and would be attending and presenting at the June 11, 2014 meeting.
- Staff were instructed to follow up with TMPL to ensure that responses to unanswered questions posed, during the presentation, were received.

## C. OUTSTANDING BUSINESS

1. **Review Tree Bylaws, Enforcement and Fines** – the Trees and Landscape Manager and the Bylaw Enforcement Manager appeared before the Committee to discuss the current Tree Bylaw, the Fine Structure and the Enforcement of Fines. The following comments were made:

- The Trees and Landscape Manager distributed a document entitled “Tree Cutting Investigations” and stated the City wants to protect the trees.
- The Bylaw Enforcement Manager pointed out that the Tree Bylaw is the most used bylaw in enforcement. The majority of tree cutting occurs on weekends when enforcement staff is limited. If a complaint is made and a timeline is established and a fine is issued. Up until now the courts have upheld the City’s enforcement. Decisions have been upheld where fines were issued per tree.
- On repeat offenses, both the property owner and tree removal company have been fined. On one occasion the fines were \$5,000 to each party.
- If the loss of trees is determined after six months – there is a different procedure to use – it is a penalty fee system. A letter is sent to the perpetrator that a charge will be put on their tax notice. This is basically a lien on the property which will be dealt with on application for a permit or on property transfer.

The following comments were made:

- The Chair stated that the City of Vancouver had just implemented a more rigorous bylaw for trees on private property to make it more difficult to cut down trees.
- There are currently 28 officers and the city has been divided into zones. When an occurrence of tree cutting happens, the individual assigned to the zone investigates. Issues are usually dealt with the same day where other bylaws issues can be up to three days behind. Calls with regard to trees are classified as urgent. The City requires bylaw officers to attend court appearances which sometimes interfere with available officers for field enforcement.
- Trees causing a safety hazard are permitted to be removed. The City requires retention of trees that are healthy. It is important to take note that of the permits applied for only 75% granted.
- Other City crews, working weekends, could help bylaws with catching unlawful tree cutting, however if there is no complaint, received through Bylaws, it is difficult for any other staff to verify legitimacy of the complaint

and they also would have no enforcement authority. RCMP officers can also enforce city bylaws.

2. **Biodiversity Conservation Strategy (BCS) and Beyond** – the Utilities Manager was before the Committee to update the Committee on the BCS and other environmental initiatives underway. The following comments were made:

- The Ecological Management Study (EMS) and the BCS were initiatives under the Environmental Pillar of the Sustainability Charter. It was pointed out that the City has/will be delivering a number of other environmentally related action items under the Environmental Pillar which include, district energy, walking/cycling and greenways Plans, street, park shade tree management plan, and numerous other initiatives throughout the City.
- Given the number of environmentally related activities, and with the nearing completion of the BCS, staff is exploring the merits of establishing an implementation program. Actions under the program can be generally categorized under Conservation, Investment and Engagement.
- Branding is an option to bring these initiatives together.

The Committee made the following comments:

- The Chair noted that the Committee was a pivotal piece of the program through how connections could be made between the various environmental initiatives currently underway and that the program can and will continue to evolve through time and would start simply with items added. Partnerships between the City and local environmental groups have been established ie. Surrey Natural Area Partnership (SNAP), Salmon Habitat Restoration Project (SHaRP) and BC Hydro, etc.
- The program was established to bring various environmental initiatives together under one umbrella which would better inform the public and link initiatives.
- The City could bring many things together to meet the goal of Environmental Sustainability and the Biodiversity Conservation Strategy through development, and/or other means, and also to acquire a great deal of natural land areas to satisfy the strategy. We need to determine what other things could be used to package around it.
- Instead of a separate environmental department within the City, the Sustainability Charter is to be considered by all departments within the City and is used for base capital and operation decisions in consideration of the environment and sustainability.
- It was suggested that an individual be named as a BCS coordinator for the City to ensure proper implementation of the strategy.
- The BCS was going to be the central component and noted that he felt that the Committee would be very pleased insofar as to what is being look at in regards to environmental protection, investment and how to acquire the natural lands. He pointed out that discussions, around how to engage the community, developers and stakeholders and on how to do it, will be required.

- The consultative and outreach sides of the strategy are being worked on and updates will be brought to the Committee.

#### D. NEW BUSINESS

There was no new business.

#### E. ITEMS REFERRED BY COUNCIL

There were no items referred by Council.

#### F. CORRESPONDENCE

1. **Inter-Office Memo** – to Mayor and Council from Acting General Manager, Engineering regarding participation on the Independent Inter Agency Review Committee.
2. **Inter-Office Memo** – to Mayor and Council from General Manager, Parks, Recreation & Culture regarding the Committee's motion for Council for the support of a one year trial for the use, through stem injections, of a systemic insecticide (Acephate) for the Control of Aphids on City Shade Trees – approved at Council April 14, 2014.

It was  
  
above noted correspondence.

Moved by B. Stewart  
Seconded by G. Sahota  
That the Committee receive the

Carried

#### G. OTHER BUSINESS

##### 1. Environmental Assessments for Natural Gas Plants Scrapped

The Committee received the article on the BC Government's decision to exempt gas plants and destination resorts from environmental assessments.

#### H. INFORMATION ITEMS

##### 1. Agriculture and Food Security Advisory Committee (AFSAC)

S. Van Keulen informed the Committee that there was no update to be provided.

##### 2. Development Advisory Committee (DAC) update

G. Sahota informed the Committee that no DAC meeting had been held since the March 26, 2014 ESAC meeting.

#### I. NEXT MEETING

The next meeting of the Environmental Sustainability Advisory Committee will be held on **Wednesday, June 11, 2014**, at 6:30 p.m. in the 2E Community Room A New City Hall.

**J. ADJOURNMENT**

It was

Moved by G. Sahota  
Seconded by W. Mbaho

That the Environmental Sustainability Advisory Committee meeting do now adjourn.

Carried

The Environmental Sustainability Advisory Committee adjourned at 8:39 pm.

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Jane Sullivan, City Clerk

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Councillor Hayne, Chair