

Environmental Sustainability Advisory Committee - Minutes

Present:

Chair – Councillor Starchuk
N. Hogan
G. James
K. Otting
S. Sabharwal
G. Sahota
M. Sharma
J. Zelazny (Rep. to AFSAC)

Regrets:

R. Bains
D. Skaey
S. VanKeulen (AFSAC Rep.)

Staff Present:

S. Godwin, Environment Manager, Engineering
D. McLeod, Project Engineer, Engineering
V. Jhingan, LRT Early Works Engineer,
Engineering
L. Luaifoa, Legislative Services

A. ADOPTION OF MINUTES

1. Environmental Sustainability Advisory Committee Minutes of February 2, 2017, be approved.

It was

Moved by M. Sharma
Seconded by J. Zelazny

That the minutes of Environmental
Sustainability Advisory Committee (ESAC) meeting held on February 1, 2017 be
approved.

Carried

B. DELEGATIONS

1. **Kinder Morgan Trans Mountain Pipeline Project Update**
File: N/A - Verbal

The following representatives of Kinder Morgan were in attendance and provided an update on the Kinder Morgan Trans Mountain Pipeline Project: Lois Pittaway, Wildlife Consultant; Lynne Atwood, Reclamation Specialist; Randy Brake, Director, Lower Mainland; Grayson Doyle, Project Engineer, Natalie Loban, Stakehold Engagement Specialist; Shannon Urquhart, Communications Administrator.

The following comments were made:

- The Kinder Morgan Trans Mountain Pipeline has been in operation since 1953 and is routed from Edmonton to Burnaby. The current capacity of the pipeline is 300,000 bpd per day which supplies more than 90% of the local fuel market.
- A new expansion project which consists of twinning the existing pipeline will increase the capacity of the system to 890,000 bpd. The scope of the project involves: 980 km of new pipe, 12 new pump stations, 19 new tanks between

Edmonton, Sumas and Burnaby and 3 new tank berths at Westridge Terminal. In Surrey, 11.5 km of 36 inch pipeline will be installed.

- The delegation noted that the project has undergone a rigorous and regulatory review and received approval on the extension of the pipeline by the Province of BC, subject to 37 BC Environmental Assessment Office conditions.
- Since 2012, Kinder Morgan has engaged in a significant amount of outreach with stakeholders, the City of Surrey and Metro Vancouver. As a result of feedback from these consultations, the project was re-routed away from Surrey Bend Regional Park and moved adjacent and parallel to the South Fraser Perimeter Road (SFPR).
- The re-route plans for the project along SFPR is subject to:
 - approval by the National Energy Board through the filing of Condition 7
 - agreement by the Ministry of Transportation and Infrastructure; and
 - completion of geotechnical studies
- Kinder Morgan received positive feedback on the proposed re-route when it was presented to neighbours and stakeholders. One of the next steps is to incorporate feedback on the SFPR re-route into the NEB filings (required by Condition 7). The delegation noted that feedback received from stakeholders can play a key role in the NEB's decision on the SFPR reroute.
- The delegation provided an explanation with diagrams of the original alignment and the proposed re-route (south of the SFPR). The wetlands around Centre Creek were identified as a challenge as were areas along the route where trenchless technology would be implemented were shown.
- Information on wildlife and wildlife habitat protection is provided in a number of the application documents. The project includes an Environmental Protection plan and several terrestrial wildlife mitigation and habitat restoration plans. For example, the NEB or the BCEAO will request specific species plans. In addition to species specific plans, there are a number of plans to protect wildlife and restore wildlife habitat which include a Riparian Habitat Management Plan, Wetlands Plan and Grassland Plan. The environmental plans are due to the NEB 4 to 6 months prior to the onset of construction.
- The delegation noted that Kinder Morgan acknowledges and recognizes that the whole general area of Surrey Bend Regional Park is important to Pacific Water Shrew and wildlife species in general.
- Nearly half of the 2.1 km of pipe through Surrey will be conventional pipe and the remainder will be trenchless. The trenchless technology will avoid surface disturbance through the wetlands which is important for the Water Shrew as the species relies on wetlands and water courses with flow. Centre Creek has been avoided in the plans in the riparian area. That is the benefit of routing and siting of the project. A lot of work has gone into the routing,

planning and siting of the project to ensure the wetlands are avoided and to ensure there is an adequate riparian buffer.

- In addition, there are two other drainage sites being avoided in the area that do not have year round flow or continuous channels. The protection of those drainage sites and the protection of wildlife in general have been key throughout the project. At times, mitigation measures include reconfiguration or modification of temporary work space in sensitive areas. Conventional pipeline has been narrowed in width as an extra measure to minimize habitat loss.
- The delegation noted that Kinder Morgan also recognizes the bio physical attributes of particular species and will make all efforts to reclaim those attributes that were present prior to construction.
- A monitoring program up to 5 years post construction is in place to monitor the status of restoration and all of the mitigated measures that were implemented. If it is determined restorative measure are unsuccessful, a revised approach may be enacted and required corrective actions applied.
- The Environmental Protection Plan is the main document that guides the rules of the crews during all phases of the construction of the pipeline (pre and post). The measures and procedures outlined in the plan are in place for all personnel to adhere to. The goal of the plan is to avoid or reduce environmental impacts.
- In response to an inquiry from the Committee about the potential for corrosion of the pipeline, the delegation noted that internal corrosion is less likely to occur due to the limitation of water and sediments in the crude. External corrosion is managed by cathodic protection and coating of the pipeline.
- A question was raised by the Committee regarding the sensitivity of the leak protection system, what the response to spills looks like and how many times the pipeline leaked. The delegation explained the system used to identify any leaks and noted that Kinder Morgan has a public awareness program for landowners and residents that live nearby the pipeline. In addition, pump stations have extensive emergency response plans and emergency equipment is situated along the pipeline. All employees are trained on how to respond to a leak. The delegation advised that there have been 82 spills since 1956 and that 70% of the spills occurred within pump stations where detection systems are located.
- A Committee member noted that given the concerns of climate change, work should be put towards reducing the amount of fossil fuel development rather than increasing it; therefore, the expansion of the pipeline is ill advised and not supported.
- The delegation noted that the presentation was part of the application requirements associated with the project. Addition feedback can be made on the website.

Following the presentation, discussion ensued regarding concerns with potential leaks and spills around the Surrey Bend Regional Park, in particular the Committee was not satisfied with the delegations response about leak mitigation and it was questioned why measures similar to those taken in the Fraser Valley area could not be explored for the Surrey Bend Regional Park area.

The Committee requested staff to provide further clarification of what the original alignment was by Kinder Morgan, what the relocation is; what the best alignment proposed by Surrey is, and would like to know why the original alignment did not proceed.

2. 105 Avenue Connector Project

File: 8740-01

Doug McLeod, Team Lead, Capital Planning & Programming and Victor Jhingan, Project Manager, presented an update to the Committee on the 105 Avenue Connector Project.

The following comments were made:

- The 105 Avenue alignment plan was first introduced in 1986 in the Official Community Plan (OCP) as part of the Whalley-Guildford Town Centre Plan. In 2006, the alignment changed due to utility work that was completed in Hawthorne Regional Park. The alignment was then amended in the plan and included in the official “R-91” Map which identifies the arterial and collector roads in the City.
- The purpose of the alignment is to provide a much needed alternative east-west corridor between 104 Avenue and 108 Avenue. In addition, the large block will be broken up which will provide shorter walking block spacing and better connections to Guildford Centre and City Centre.
- Staff noted some of the issues raised have been community concerns regarding the alignment project and the accelerated critical timelines due to Light Rail Transit (LRT). 105 Avenue Connector will also provide a de-tour route for local traffic during LRT construction.
- The 105 Avenue project and other LRT projects have numerous sustainability elements including: a) accessibility for people; b) a proper built environment and neighbourhoods, c) public safety; and, d) encouragement for people to access and use Hawthorne Rotary Park.
- There are two components and two phases to the 105 Avenue Connector project. The first phase is Whalley Boulevard to 144 Street and 144 Street to 150 Street.

- To guide this comprehensive project, 5 principles have been established:
 1. Deliver critical collector road connection for neighbourhood;
 2. Provide high quality multi-modal facilities (cycling infrastructure, signalized intersections);
 3. Improve the access and use of Hawthorne Rotary Park;
 4. Mitigate Environmental Impacts of the Project (specifically at Hawthorne Regional Park); and
 5. Provide open and transparent consultation process (inclusive of public).

- Hawthorne Rotary Park is a community park located in Guildford with a successful water park and healthy biodiversity. There is low visibility of the Park from the nearby streets and the parking lot is inconveniently situated in the middle of the Park.

- The original plan for the 105 Avenue Connector was to go through the Park and has since been re-routed to avoid environmentally sensitive ponds and to maximize continuity of the Park.

- 5.0 acres of land is being acquired for the new alignment. In order to compensate for the loss of park land space to accommodate the road, the Engineering department has planned to secure 6 additional properties (totalling 4.0 acres) around the Park which will help be incorporated into the park space. The properties will improve the biodiversity within the park and improve the park usage and accessibility.

- In an effort to mitigate the environmental impacts as a result of the new alignment, an environmental assessment has been initiated. A few examples of what the study will help to identify and understand are as follows:
 - ground water flows (ensuring they are maintained);
 - how to manage road run-off water and pollutants (improving water quality before water runs off the road into environment); and
 - how to manage street lighting to stay within the road corridor (installing low UV street lighting will help deter wildlife attracted to lighting).

- Phase 1 is anticipated to be completed by November, 2018.

C. OUTSTANDING BUSINESS**1. 2017 ESAC Work Plan**

The Committee reviewed the draft Work Plan for 2017 provided by staff and commended the format of the document.

It was Moved by G. Sahota
Seconded by G. James
That the Environmental Sustainability
Advisory Committee adopts the 2017 Work Plan as presented.
Carried

D. NEW BUSINESS**1. Surrey Green City Award**

Staff noted that the ESAC will be the panel responsible for reviewing the Green City Award submissions and selecting the successful recipient. The Terms of Reference for the award will be added to the March 29, 2017 ESAC agenda for review.

E. ITEMS REFERRED BY COUNCIL**F. CORRESPONDENCE****G. INFORMATION ITEMS****1. Agriculture and Food Security Advisory Committee (AFSAC) Update**

The AFSAC meeting is scheduled for Thursday, February 2, 2017.

2. Development Advisory Committee (DAC) Update

The DAC representative reported that there was no relevant information pertaining to the ESAC discussed at the DAC meeting.

3. Coastal Flood Protection Strategy Update

No update was provided as the Working Group has not convened at this time.

H. OTHER BUSINESS

1. Science Fair

Councillor Starchuk advised that he will be a judge at the District Science Fair at Central City Mall on March 2 from 5 to 7 pm. Youth representatives will be invited to present to the ESAC at the March 29 meeting.

I. NEXT MEETING

The next meeting of the Environmental Sustainability Advisory Committee is scheduled for **Wednesday, March 29, 2017** at 6:00 p.m. at City Hall, in room 1E Committee Room B.

It was	Moved by G. Sahota
	Seconded by K. Otting
	That the Environmental Sustainability
Advisory Committee meeting do now adjourn.	<u>Carried</u>

The Environmental Sustainability Advisory Committee adjourned at 7:00 pm.

Jane Sullivan, City Clerk

Councillor Starchuk, Chair