



# City of Surrey

## *Council-in-Committee*

### *Minutes*

Council Chamber  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**MONDAY, JULY 5, 2004**  
Time: 4:00 p.m.

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#### Present:

Chair: Councillor Bose  
Mayor McCallum  
Councillor Villeneuve  
Councillor Tymoschuk  
Councillor Steele  
Councillor Priddy  
Councillor Watts  
Councillor Hunt  
Councillor Higginbotham

#### Absent:

#### Staff Present:

City Manager  
City Clerk  
General Manager, Planning & Development  
City Solicitor  
General Manager, Engineering  
General Manager, Finance, Technology & HR  
Interim General Manager, Parks, Recreation  
and Culture

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## A. DELEGATIONS

### 1. **Carmen Germain** **Executive Assistant to the President & CEO** **Fraser River Port Authority** **File: 5650-20; 0550-20-10**

Alan Kearns, President & CEO, Fraser River Port Authority, was in attendance to make a presentation regarding "Water Route for Cargo".

Alan Kearns introduced Director Helen Sparkes who was also in attendance, and then provided the following comments:

- The Fraser River Port is a maintained waterway, located in the main arm of the lower Fraser River and extends along the first 100 kilometers of the river; the port encompasses a total shoreline of 227 kilometers.
- The Fraser River Port Authority administers ports along the Fraser River and advocates higher and better uses of rivers.
- The Fraser River has a dramatic impact on local economies by providing 12,400 direct jobs to citizens in the Greater Vancouver area, with 2,000 jobs for citizens residing in Surrey alone.
- These jobs pay on average \$50,400, which exceeds the national average by \$15,000.
- The Port's contribution to Canada's GDP has risen to \$2.3 billion, while its total economic output reached \$5.3 billion.
- A record 35,941,754 tonnes of cargo moved through Fraser River Port in 2003, making it Canada's second largest port by total volume of throughput, after the Port of Vancouver.
- The federal government is the biggest beneficiary in conjunction with fulfilling the FRPA's mandate as an economic generator.
- Total taxes paid by the FRPA community in 2002 are estimated at \$236 million, roughly 40% of the direct wages at Fraser River Port businesses.
- The Standing Committee on Transportation made an implementation statement in the House of Commons in 1995, noting that Canada is still a

trading nation and that one in three Canadian jobs depends upon our export performance.

- One in three Canadian jobs depend on export performance and if Canada is to have a diverse economy, there has to be foreign trade with other nations.
- The FRPA offers full service ports.
- 1.6 million cars were sold last year in Canada, and out of that number, 440,000 cars passed through terminals located in the Fraser River.
- The FRPA is moving into radically new areas of container traffic and the comment was made that the growth of container traffic into North America has been phenomenal.
- Container traffic has gone from 75,000 units (20 foot container) last year to 300,000 in 2004.
- Growth projections indicate that with small technological changes, Fraser Surrey Docks can move up to 600,000 units per year, with 150,000 destined for the Greater Vancouver area.
- To handle the proposed increase in container traffic, it is proposed to look at water cargo routes rather than the use of trucks to transport cargo to consolidation facilities.
- One barge will move loads comparable to 65 trucks containing wood chips in one movement.
- The FRPA is looking at working with other partners such as the Vancouver Gateway Council in order to secure funding for the proposal.
- There are 11 sites throughout the lower mainland suitable for moving cargo by water to consolidation sites without using roads.
- If it could be arranged to use an existing 400,000 sq.ft. Hudson Bay warehouse facility, barges could use this facility to deliver containers at a rate of one every 90 seconds, 24 hours a day, 7 days a week.
- The advantages of water borne transportation include removing trucks off the roads, fewer social and environmental impacts, no property to expropriate, no parks or residential areas to drive through, less maintenance required, and increased cost efficiencies.
- A model provided by Seaspan Coastal Intermodal Company has indicated that even using old tugboat technology, that are not very fuel-efficient, there was still a reduced level of emissions (1/50 as compared to truck traffic).
- The International Maritime organization is moving up their criteria on marine diesels, which will result in even more efficient movement.
- Portland, Oregon already has 300,000 containers moving by barge between Portland and the upper ports.
- Seaspan Coastal Intermodal Company provides private ferry fleet services and a suggestion to the provincial government would be that the B.C. Ferries be limited to passenger/auto traffic only.
- There is a need for cohesive regional planning for infrastructure to encourage economic nodes, which would balance use and trade on the river.
- This is a time to balance the development of new parks to provide opportunities for terminal sites and enhance public awareness for water borne transportation.
- The FRPA has purchased land in Richmond, Delta (Annacis Island), and Surrey in order to create nodes to increase the capacity for cargo movement efficiently with minimal impact.

- As plans proceed for the South Fraser Perimeter road, access will be required for an overpass over Grace Road as well as the area of Old Yale Road and the South Fraser Perimeter Road as these areas will have a direct bearing on the efficiency of Surrey's transportation plan.
- The FRPA will continue to seek acknowledgement of a water route for cargo in the GVRD Liveable Region Strategic Plan, seek allocation of federal funding for infrastructure requirements, and seek public funding to sustain dredging
- The FRPA's net income is \$3.5 million dollars per year and if that money has to be converted into simple maintenance activity, there will be no continued growth.

**2. Allen Aubert, Secretary  
Fraser Valley Heritage Railway Society (FVHRS)  
File: 0250-20**

Allen Aubert, Secretary, Fraser Valley Heritage Railway Society (FVHRS) was in attendance to review the Fraser Valley Heritage Railway Society (FVHRS) proposed 2004/05 programme to restore the Fraser Valley Interurban Railway.

Robert Ashton, Director, Fraser Valley Heritage Railway Society (FVHRS) introduced Directors and Members of the FVHRS in the audience and then provided the following comments:

- The vision of the FVHRS is to restore and operate heritage interurban cars along the original railway lines from Brownsville to Cloverdale.
- The late Jim Wallace, past Council member and mentor started this project with an idea and a cheque, and said "Nothing happens unless someone makes it happen".
- Accomplishments to date include the formation of the FVHRS in April 2001, a membership drive resulting in over 100 corporate and individual members, the development of a business plan, community strategy, marketing via newsletters, and going out to various venues such as the Cloverdale Rodeo and Sullivan Days.
- The FVHRS has worked hard to get the car barn built and wishes to acknowledge the support from the City of Surrey in the form of \$200,000 seed money.
- The Society has built a new car barn housing a heritage streetcar, speeder and cart.
- The original Sullivan Station will be restored to a position for viewing by the public and a replication of the station has been completed. The Society wishes to acknowledge the donation of funding and tradespersons for their assistance.
- There is a pending contract for the Connaught Car No. BCER 1304 and the Society is working with the Ministry of Heritage in Ottawa on an application for working cultural property heritage status.
- Members of the FVHRS visited Paris, California in May 2004 to sign a contract to purchase Car No. BCER 1225. It should be noted that this car is

important, as it is the last car to carry passengers on the BCER system, ending its run on February 28, 1958 from Steveston to Marpole.

- The FVHRS has been out in community, urging corporations, businesses and individuals to join us in our vision.
- There has been \$510,500 in corporate donations from the City of Surrey, Real Estate Foundation of BC, Polygon Homes, Scotia Bank, Coast Capital Savings, Lark Group, B.C. Hydro, Hampton Inns & Suites, and construction trades for the replication of Sullivan Station.
- New prospects include the acquisition of two original interurban cars.
- The FVHRS met with Kwantlen University College's Trade and Technology representatives to determine if they can assist with the maintenance of cars.
- There are plans for a "Foot at a Time" fundraising campaign to seek funds to electrify the tracks.
- Discussions have been held with the 2010 Olympic Legacy project looking at new ideas such as running a car all the way to Chilliwack.
- Other prospects include securing heritage declaration and working with the City of Langley, Township of Langley, Abbotsford and Chilliwack as well as on Provincial matching grants.
- The FVHRS requests that the City of Surrey provide \$150,000 in funding to help purchase Car No. BCER 1225. There is a good opportunity to get a matching provincial grant to allow the Society to purchase and transport the car from Paris, California.
- It is hoped to have BCER 1225 restored and in operation by 2007.
- The FVHRS's operation of a heritage interurban rail line will bring in tourists and visitors.
- Open Houses are averaging between 50 to 75 visitors at a time.
- There are plans to have a station in Newton and the Cloverdale Discovery Centre, Kennedy Heights (accessing Punjabi Market), and Brownsville Bar area.
- The FVHRS Fundraising Campaign based on "A Foot at a Time" will raise a greater awareness of the Surrey community, its heritage and the role of the railway in Surrey's economy, historically and currently.
- There is added value to having a Fraser Valley line, as it could become another system of moving people from the Fraser Valley into Vancouver as another form of rapid commuter transit.

**3. W. Joe Punko**  
**File: 5460-15; 0550-20-10**

W. Joe Punko was in attendance regarding safety issues with respect to 152B Street between 96 and 98 Avenues.

Joe Punko, 9678 - 152B Street, provided the following comments:

- He represents the residents located on 152B Street between 96 and 98 Avenues.
- He submitted a 200-signature petition requesting double lines, 30 km/h speed signage on both sides of the street, and speed bumps along 152B Street.

- He noted that he had spoken with police, some Council members and City staff regarding the traffic issues and damaged trees and lawns, and no action had been taken.
- Residents had noticed that City staff had been dispensed to clean up graffiti on lampposts, painted white lines on the road from a cul-de-sac to the stop sign, filled small potholes, enlarged a cul-de-sac entrance, and installed new street signs - all minor projects.
- He noted that there are many young children and elderly persons in the community and the area needs double lines painted on the street, 30 km/h speed signage on both sides of the streets, and speed humps installed in order to prevent injury or save a life.

**4. Judith Stone, President  
Animal Advocates Society of BC  
File: 0220-08; 0550-20-10**

Judith Stone, President, Animal Advocates Society of BC was in attendance regarding animal cruelty issues pertaining to the Cloverdale Rodeo.

Judith Stone provided the following comments:

- The Animal Advocates Society of BC is opposed to the use of animals in entertainment and has learned there is no such thing as cruelty free animal entertainment.
- No branch of business displays this more clearly than rodeos.
- Surrey has the opportunity to do the ethical and humane thing and end the Cloverdale Rodeo.
- The Exotic Animal Performance By-law is flawed in that it covers only exotic animals and does not prevent domestic animals from being exploited (pony rides, bar shows, etc.)
- The District of North Vancouver Animal Performance By-law covers not only exotic animals but has expanded it to cover all animals in performance, except certain types of performance such as dog and cat shows and agriculture shows.
- The District of North Vancouver's by-law is simple and comprehensive compared to Surrey's confusing and incomplete by-law.
- Consideration should be given to discontinue pony rides, petting zoos, dog races and other animal performances used to amuse for profit.

Jennifer Dickson, Research Director, Animals Advocacy Society, was also in attendance and provided the following comments as prepared by Emma Vandewetering:

- She has been involved in equestrian events since childhood, training with rodeos in California.
- She observed the cruelty in training techniques and commented that rodeos are cruel and the abuse to animals behind the scenes is far worse than what takes place at the actual event.

- The public has no clue as to the amount of training that goes into making a horse a champion with endless hours of going around in circles performing, getting corrected (kicked and beaten).
- It is important to distinguish between local cowboy trail riding and money earners where the abuse becomes more prevalent and severe.
- By allowing the Cloverdale Rodeo, the City will continue the perpetual historical cycle of animal abuse.
- The general public does not accept the abuse of animals for entertainment purposes and she asked that Council explore new and different venues and take out professional rodeo events.

**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 Watts

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 4:02 p.m.

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Margaret Jones, City Clerk

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Chairperson