



# City of Surrey

## *Council-in-Committee*

### *Minutes*

Council Chamber  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**MONDAY, JUNE 11, 2007**  
Time: 4:10 p.m.

---

#### Present:

Councillor Villeneuve - Chair  
Mayor Watts  
Councillor Steele  
Councillor Gill  
Councillor Martin  
Councillor Hepner  
Councillor Bose  
Councillor Hunt  
Councillor Higginbotham

#### Absent:

#### Staff Present:

City Manager  
City Clerk  
Acting General Manager, Planning & Development  
General Manager, Parks, Recreation & Culture  
General Manager, Human Resources  
City Solicitor  
General Manager, Engineering

---

## A. DELEGATIONS

### 1. **Anne Murray, Vice President Community and Environmental Affairs YVR Vancouver Airport Authority** File: 8400-01; 0550-20-10

Anne Murray, Vice President, Community and Environmental Affairs, YVR Vancouver Airport Authority was in attendance to provide an update on airport issues and developments. Following are comments provided:

- The YVR is currently under construction, the most ambitious project to date. The projects are on schedule and within budget.
- In March 2007 the YVR opened four new gates at the International Terminal Expansion, two new gates are capable of handling the new 380 aircraft. In May we completed new works that connected the new wing to the existing building, the new west wing is now operational as of June 1. In addition to new retail and food and beverage outlets the new addition features a new aquatic exhibit that will be run by the Vancouver Aquarium.
- Construction Timelines
  - Gate C-38 completed in the Spring 2007 is for people flying to other destinations within BC.
  - The Link Building will be completed in the fall 2007, this building will connect our international and domestic buildings together. This building will provide for new check in counters and under the floor new baggage systems. The Link Building will also connect to the new building for the Canada Line.
  - The Canada Line is currently crossing the Arthur Laing Bridge and is on its way to the Terminal. The Canada Line will be completed next year to test run the line prior to the opening of the line in 2009.
- During our 15<sup>th</sup> Year Anniversary we looked at the visual identity of the YVR and in March we introduced our new look using the land, sea and sky themes that echo thru the terminal, which reflects our unique west coast style and also our growing reputation as the global gateway.

- The YVR is committed to the community on environment issues and that commitment includes consultation on environment and noise. The YVR has two consultative committees: an aircraft noise management committee and an environmental advisory committee, these committees include representation from the local community as well as from the GVRD, and as well as Vancouver and Richmond.
- The YVR has a comprehensive noise management program that includes noise abatement procedures; a noise monitoring a sight tracking system, compliant management plan that includes 17 initiatives.
- In 2006 YVR implemented the fly quiet awards and awarded pilots for their community friendly flying and have just conducted the second annual awards last month.
- YVR is now utilizing the north run way for departures as we did last summer and expect that to continue as the traffic grows. The north run way will remain closed at night and will only be used as required to reduce delay.
- A map of the noise monitoring terminals located in the City was presented.
- Aircraft noise needs to be balanced with the climate change issue, and the noise management committee is looking at how to reduce the noise level and how to reduce the climate change impacts.
- YVR is also working to reduce the energy consumption and improve the air quality through the promotion of alternative fuels, such as bio-diesel and hydrogen and others. For example, we have a taxi incentive program, encouraging taxi drivers to drive cleaner vehicles, and we have 55 out of a fleet of 416 that have taken part in the taxi incentive program.
- Our 300M investment in the Canada line is our incentive to get people out of their cars. We have a number of other incentive programs including the green commuter rebate program for our staff.
- We appreciate the input received over time into the YVR Master Plan. We have revised the plan and transmitted it to the Minister of Transportation for approval, and we will ensure that final copies of the report will be sent to Council.
- The 2006 Annual Report is available for 2006. It is a printed report and the removal cover is a sustainability report card that gives a summary of the sustainability issues and then you can go on line ([yvr.ca](http://yvr.ca)) for all of the details.

In response to questions from Council, the delegation stated:

- The three stations at the airport from the Canada line will be weather protected. The three stations are at grade and the one at the terminal is quite high up in the air, and there will be a glass enclosure, protecting passengers from the wind and rain, the terminal station will be just across a road and the crossing to the airport is covered.
- The Federal government introduced a new policy called 'blue skies' where they are willing to open sky agreements with many different countries. We now want to see the intention moved into action; therefore we have provided a list of negotiating priorities to the federal government, which would include countries such as Singapore, Philippines. Singapore is interested in having daily flights into Vancouver, however there is no air policy or air bilateral and we would like the federal government to move quickly so we do not lose that interest to Seattle.

- Air quality of planes, aircraft engines are regulated and there are air quality standards for a variety of substances that are considered air pollutants, and the regulations tend to become more and more stringent.
- YVR has flights to Asia that are over full in the summertime and require more flights, however to make that happen they need the governments to come to an agreement regarding passengers without visa and loosen some of the regulations that are required by passenger to fly (i.e. the need for a visa).

**2. Charlie Firman, Deputy Project Manager  
Golden Crossing Constructors Joint Venture (GCCJV)  
Ian McLeod, Karyo-Edelman**  
File: 0500-01; 0550-20-10

Charlie Firman, Deputy Project Manager, Golden Crossing Constructors Joint Venture (GCCJV), Ian McLeod, Karyo-Edelman, and Fred Cummings from Translink were in attendance to present a status report on the Golden Ears Bridge project. Following are comments provided during the delegation:

- An overview of the project plan was reviewed; items reviewed include the Lougheed Highway Interchange; north approach; main bridge; south approach, Langley ramps and street upgrade; and the Westcon overpass and Telegraph Trail realignment.
  - The piling milestone was completed on the main bridge in April 30, 2007, and we are now constructing the bridge piers; rising up from the lower level.
- Work that is underway or pending in Surrey.
  - We have been working in north east Surrey since last year, and you may see more of impact now that we have moved into the other areas of:
    - Highway 1 and Barnston Drive: underpass construction;
    - 192 Street, between Trans Canada and 96 Avenue: road upgrades;
    - Anniedale: Mainline utility and earthworks, street network changes (this construction to commence within the next couple weeks).
  - In the fall of 2007 and later, the following construction will be taking place:
    - Bridge over unnamed creek;
    - Mainline construction;
    - Golden Ears Route / connection to Highway 15 intersection;
    - 96 Avenue to mainline connector.
- Traffic management
  - Professional traffic management team;
  - Three E's – Engineering, Education, Enforcement;
  - Plans are developed with municipal staff;
  - Certified traffic control personnel are in the field;
  - Bulletins are provided to community newspapers and broadcast media.
- Traffic pattern changes – Anniedale
  - 180 Street now being widened and extended;
  - 182 Street will be closed north and south of Golden Ears mainline;
  - 96 Avenue / Highway 15 intersection will shift south to serve Golden Ears mainline;

- 96 Avenue east to be closed at Highway 15 – timing related to opening of Golden Ears mainline in Anniedale.
- Anniedale – future traffic pattern was reviewed.
- The Golden Ears Route in Surrey was reviewed.
  - Four vehicles lanes;
  - Separate bicycle / pedestrian pathways; and
  - Landscaped with native trees, shrubs and grasses
- Public Contact / Communication Plan:
  - Information tools include website, quarterly newsletter, open houses, booths at public events;
  - Currently c. 60 calls and email per month;
  - Typically, 2/3 of calls are job queries, and the others are sales solicitations or requests for general route info.
  - Most remaining call relate to traffic pattern changes and property access changes.

In response to questions, the delegation responded:

- The freeboard with the current water level is 300mm (approximately 1 foot). We have suspended operations due to a raise in the water level, and there is an emergency plan in place.
- The north side of Barnston Drive there was earlier work done, and the foundation and ground conditions were different then what we anticipated and have gone through some redesigning.
- The cyclist will be separated from pedestrians, and marked in such a way, and there will be a buffer between the path and the road.
- There is an opportunity for transit, but none for rapid transit.
- The bridge is six-lane, with no capacity for HOV lanes.
- There are provisions for two types of cyclist, commuters and the recreation type users.

### 3. **Bob Campbell**

File: 6140-20; 0550-20-10

Bob Campbell was in attendance regarding the redevelopment of Joe Brown Park and provided the following comments:

- The neighbourhood is concerned with the on going dumping operation in Joe Brown Park that has been ongoing for many years. We were encouraged that there was a plan being put forward and that the dumping was going to stop.
- The current plan has non-forest areas allocated as shared use with horses, including things like equestrian jumps, trailer parking and equestrian only trails; and this is all in addition to all the facilities they currently have.
- The neighbourhood has a concern with the plan that was presented.
- An inventory of parks in Panorama ridge was provided: Delta View park (4 half acre lots, overgrown with trees, and nothing on it, and it's never used; Mud Bay Park (a regional park, on the dyke, used by all of Surrey, it's not a community park); Colebrook Park (large area of land, west of King George Highway and north of Colebrook Road, huge area in natural state).

Historically Joe Brown Park has been the community park for Panorama Ridge. Joe Brown donated the land.

- The community has been heavily involved with the Park for many years. We have done trail development and trail enhancement; wide group of people that pick up garbage in the park; we lock the gates and initiated a program to have the gates locked 24 hours a day; four or five reforestation project have been done; we're always in there reporting any illegal operations. The Community Association has managed to get more land dedicated to this park by the developments on the outside edge of the park.
- The community is opposed to the expansion of horse use in Joe Brown Park. We believe that there will be a larger group of horse users coming from all of Surrey and Langley as well.
- Current priority of use of the park is first the dog walkers/joggers, second the ball players and then third the horse riders.
- The community rejects the survey that was done, as the two open houses that were conducted were stacked with equestrian people. A proper survey done randomly of a relative size would most likely provide different results.
- The community did our own survey and we estimated that are only 10 residents in the Panorama Ridge that own horses, and predict that in 3 or 5 years there will be no houses in Panorama ridge that will have horses. With 1000 homes in the area there is only 1% of the homes that have stables on their property.
- There are two other stables in the area, one is Unicorn stables 100 yards away from the park; and the other is Hidden Hollow. These facilities are interconnected by trails to the Park, and they also have indoor riding rings, outdoor riding rings, equestrian jumps, and they will rent you horses, and it would be inappropriate to have a duplication of these services in a public park.
- The community has tried to work with the horse group, and there are problems with the horses walking down the street and where they may walk, and conflicting interaction on the pathways. The share use plan does not work
- The community has requested that the Parks staff to reconsider their current plan, be more candid with us as to the target use for the park, we believe they are moving away from a community based park, and canvass our community on the real use of this park, we also have concerns for giving so much reasonability to a loosely organized group.

In response to questions, the delegation responded:

- Currently the horse riders use the whole park. They have 2 acres of riding ring, a concession trailer, a concession building, an old boxcar that is used a storage space for their jumps. They ride through the trails and up the road, and the park in the parking lots, the bowl area is an area where they would like to see a series of equestrian jumps, and we are seeing the bowl area as an area that will be off limits to general use.
- There is a brick concession building on the site.
- The bowl area is dedicated to the jumping, and they are asking to expand their area for a series of jumping, and there is more area being set aside for trailer parking.
- We would like to see dedicated pedestrian trails and not shared trails, and areas for jumping and parking not be dedicated to horse use. We would rather

see it be designated for general use rather than saying for the two events that the horse users host in the year that a large parking area is required. Shared use does not work, interactions with the horse use does not work in the Park.

The General Manager, Parks, Recreation & Culture responded to questions stating:

- This is the only park in the City where we have a formal lease agreement with an equestrian group. There are some areas in South Surrey where people take horses on horse trails, such as Mud Bay Park. The lease has been in place for quite a number of years.
- There is no boarding available within the park, all horses are trucked in and out daily and there is no overnight stay of horses.
- Their standing leased area will remain the same; we will not be looking at expanding their leased area it would remain the same. We are looking at further definition of the trails that they will be able to access and how that would relate to other users in the park.

**4. Ted Urich, Parks Designer  
Parks, Recreation & Culture  
Sunnyside Park Master Plan  
File: 6140-20/S; 0550-20-10**

The agenda was varied to deal with Corporate Report C014 in conjunction with the above delegation.

**Item No. C014** Sunnyside Park Master Plan  
File: 6140-20/S

The General Manager, Parks, Recreation and Culture submitted a report to obtain Council endorsement of the Sunnyside Park Master Plan.

The General Manager, Parks, Recreation and Culture was recommending approval of the recommendations outlined in her report.

Ted Urich, Parks Designer, Parks, Recreation & Culture, Sunnyside Park Master Plan was in attendance to make a presentation on the Sunnyside Park Master Plan. Following are comments provided during the delegation:

- The park is located in a highly density area of South Surrey; the park was built in the 1950s. The original features of the Sunnyside include four baseball diamonds that serve the White Rock/South Surrey minor softball association predominantly. Notable aspects include evergreen plantings in the south and an existing pool, small parking lot in the south west, and a tree buffer on the north side between the residents and the park, there are also tennis courts and playgrounds.
- We have been acquiring properties to the east to expand the size of the park. Part of that is 155A Street, there are about 12 properties, there is also a large stand of mature conifers on those properties, we have almost completed the acquisition and have started planning the park.
- Views of the park were reviewed.

- The Planning Process and timelines to date, was reviewed and it was noted:
  - 2002 – parks being acquisition of properties to expand Sunnyside Park;
  - March 2006 – Stakeholder meetings with White Rock/South Surrey Minor Softball Association (‘WRSSMSA’);
  - April 24, 2006 – Public Open House #1 to receive community input on the redevelopment of the park and realignment of Cranley Drive;
  - Fall/Winter 2006-2007 – Stakeholder meeting with WRSSMSA.
  - Sprint 2007 – Prepare draft preferred Park Conceptual Plan.
  - April 3<sup>rd</sup>, 2006 – Public Open House #2.
  - May / June 2007 – Finalize Plan and Report, presented Parks and Community Services Committee, and to Council.
- The results from the first open house were reviewed and the results noted as:
  - 81 participants
  - 61 comment forms received from Surrey residents
  - 36% supported option A; and 64% supported option B
  - The most prevalent concerns were:
    - Traffic calming on Cranley Drive and 26 Avenue; more parking required; no lights for the softball diamonds, and no large retaining walls for the softball diamonds.
  - The realignment of Cranley Drive was supported by 95% of the respondents.
- Meetings with the WRSSMSA
  - Fall/Winter 2006 – 2007. The redevelopment of Sunnyside Park is part of a multifaceted solution to provide WRSSMSA with more field space.
  - Minor softball is currently underserved in the South Surrey area even as the sport continues to grow.
  - Four meetings were held with the WRSSMSA through 2006 – 2007 to address the lack of field space for minor softball and plan for their future needs.
- The results from the second open house were reviewed and the results noted as:
  - 133 residents attended the open house;
  - 230 comment forms received;
  - 94% support or strongly support the concept plan;
  - 1% were neutral to the plan;
  - 5% opposed or strongly opposed the concept plan.
- The comment forms from the second open house went under further analysis:
  - 127 respondents identified themselves as softball players, coaches or parents of players.
  - 103 comment forms were received from non-softball players, coaches or parents of players.
  - Of these comment forms:
    - 76% support or strongly support the concept plan
    - 3% were neutral to the plan
    - 11% opposed or strongly opposed the concept plan
- The key issues raised in the second open house were:
  - Traffic calming on 26<sup>th</sup> Avenue and Cranley Drive;
  - More parking required on street and in park;
  - Upgrades to the existing pool;
  - Playground improvements; and

- Trees and vegetation buffers.
- What are the next steps?
  - Council's adoption of the Plan;
  - Detailed design and cost estimating;
  - Access various funding streams to implement improvements.

In response to questions, the delegation stated:

- An arborist report was done on the newly acquired parkland to assess every tree over 30cm, their overall health and their value.
- 150 trees will be removed as part of this and the plan is to have more than a 2:1 replacement throughout the park through specimen tree planting or regeneration of the natural area in the north east corner of the park.
- There are some significant trees being removed. The placement of the ball diamonds and other amenities was done to mitigate the loss of trees and lessen the impact on the existing tree stands. The tree stand in the south is known as a community landmark and it was important to preserve that, and there are also significant trees that will be preserved in the north east area of this park.
- There are 4 or 5 significant trees being removed to accommodate the parking lot on Cranley Drive, and the southeast baseball diamond, there are trees that are heavily impacted by hydro lines along 26 that will also be removed.
- In consultation with the Parks athletic field coordinator, and the outdoor sports advisory committee it was resolved that softball is underserved in the South Surrey area.
- Through detailed design we will be able to create sitting availability.
- We did work with the Outdoor Sports Advisory Committee, and there is a lacrosse box in White Rock that the lacrosse group uses.
- Our outdoor pools are aged and are quite heavily used and that will be addressed in Parks 10-year strategic plan.

It was

Moved by Mayor Watts  
 Seconded by Councillor Steele  
 That Council:

1. Receive this report as information.
2. Approve the Sunnyside Park Master Plan, as attached in Appendix 1 of this report.

Carried

**Note:** Appendix II - Sunnyside Park Master Plan is available for perusal in the Clerk's Office.

## **B. ITEMS REFERRED BY COUNCIL**

## **C. CORPORATE REPORTS**

1. The Corporate Reports, under date of June 11, 2007, were considered and dealt with as follows:





**Item No. C014** Sunnyside Park Master Plan  
File: 6140-20/S

This item was dealt with earlier in the meeting.

**D. DELEGATION REQUESTS**

**E. COUNCILLORS' REPORTS**

**F. OTHER COMPETENT BUSINESS**

**G. ADJOURNMENT**

It was

Moved by Councillor Hunt

Seconded by Councillor Steele

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 5:29 p.m.

---

Margaret Jones, City Clerk

---

Councillor Villeneuve, Chairperson