



# City of Surrey

## *Council-in-Committee*

### *Minutes*

Council Chamber  
City Hall  
14245 - 56 Avenue  
Surrey, B.C.  
**MONDAY, JULY 23, 2007**  
Time: 3:44

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#### **Present:**

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

#### **Absent:**

Mayor Watts

#### **Staff Present:**

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

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The Agenda was varied to hear item A.4 first.

#### **A. DELEGATIONS**

##### **4. Vince Lalonde, Manager Utilities & Transportation - Engineering File: 5225-10**

Vince Lalonde, Manager, Utilities & Transportation - Engineering, was in attendance to make a presentation regarding "Development Within Agricultural Floodplain and Flood Prone Areas". Following are comments provided:

- The presentation is a follow-up to the report that was brought to Council and adopted on June 11, 2007.
- There are a number of floodplains in Surrey, most of which are driven by local winter storms.
- There is a finite amount of water needed to be stored in the flood plain; if half were not available the other half would have double (e.g. if fill is loaded on one property, the water would be displaced to the property beside).
- The soils in the floodplain areas are susceptible to subsidence, while climate change is resulting in higher sea levels. Over time, structures (including infrastructure and development) will be impacted by these changes.
- The geotechnical impacts of large fill requirements of the floodplain areas for development can lead to geotechnical failures due to improper pre-load/fill application. These failures can affect the stability of the fill area and the nearby unfilled area. Long-term stability or fill in floodplain areas due to seismic activity or subsidence is a concern.
- In order to provide services for development near floodplains, the pump stations, pathways and other municipal infrastructure are pushed into floodplain areas and maintenance of these City assets become a municipal concern. If there is more of a separation between the development and floodplains then there is an opportunity to put the municipal infrastructure in an area that won't flood.

- In the past there has been a fairly wide buffer left in the floodplain, now there has been significant pressure for residential development in the floodplains (e.g. the hill side of west Cloverdale) that are vulnerable areas.
- Vulnerable areas do become fairly serious where it becomes impossible to reach a home, even though the house is fine, there are not enough policies protecting the land around the houses.
- Loss of development potential is minor compared to the overall benefits to community and environment.
- Development and encroachment into the floodplain areas removes, compromises, or otherwise negatively impacts important habitat known as ecotones, two very different habitats living side by side that sit right at the edges of the floodplain, often found between the uplands and the lowlands (such as the Serpentine and Nicomekyl areas) on some of the bluffs or areas overlooking the floodplain where there is heavily forested trees that have rafters that feed from the low lying areas.
- There are a number of smaller issues not realized until development occurs; allowing minor flooding of roads that pedestrians see as an inconvenience.
- The expectations are in line with the flooding that does occur; fields flood every two years and the farmers expect that, however certain other land uses can accommodate far less flooding as owners of new homes in urban and suburban developments expect a level of service comparable to similar developments in upland areas.
- Land use maps are generated that look at floodplains and the lands that need to be preserved as open areas. These maps and land applications specific to the exposure in these floodplain areas need to be considered further.

In conclusion V. Lalonde reviewed the recommendations that were approved on June 11, 2007, and the work that has been done on proposed policies (i.e. the impact on drainage, municipal infrastructure, etc.). A review of the proposed policies will be provided to the Agricultural Advisory Committee in September, followed by a further presentation to Council.

**1. Nicolas Carbajales**  
**Kwantlen Environmental Technology**  
File: 5280-01; 0550-20-10

Nicolas Carbajales, Tim Collins, Alicia Irwin and Yeang-Bin Pan, Kwantlen Environmental Technology, were in attendance regarding an anti-idling initiative for the City of Surrey. Following are comments provided by N. Carbajales:

- The objective is to present Council with an initiative to establish an Anti-Idling Bylaw through the Local Government Act.
- Vehicle emissions contribute to the accumulation of greenhouse gases. These emissions include carbon monoxide, nitrogen oxide, sulphur dioxide and other toxic compounds.
- Reducing idling will improve community health. Those most affected are the children and the seniors; children are vulnerable because they breath 50% more air than adults (breath faster, more exposure) and seniors are particularly vulnerable to the ill affects of air pollution caused by idling because pollution

aggravates medical conditions such as emphysema, chronic bronchitis and asthma. Health Canada estimates that more than 5,000 Canadians die prematurely each year from the results of air pollution.

- Municipal anti-idling programs can also save a large amount of money for the city itself, e.g. the City of Richmond introduced an anti-idling fleet program in September 2004 which involved 1,500 employees, 2,000 motorized vehicles and equipment which resulted in a significant savings over \$100,000 in the first year by simply stopping vehicles from idling. Similar municipalities have also shown similar success.
- The slogan “*idling gets you nowhere*” is true. Idling wastes fuel and emits unnecessary greenhouse gases.
- Natural Resources Canada estimates that if all residents were to reduce their daily idling by five minutes, carbon dioxide emissions would be cut by 1.6 million tonnes per year.
- Carbon dioxide is the most important greenhouse gas contributing to global warming, therefore the simple act of turning your engine off when parked, gives every citizen the opportunity to contribute to the fight against climate change.
- We fully support the sentiments expressed by Mayor Watts in the recent State of the City address; in which she stated that Surrey should be (a) a city that insures the highest standard of living and quality of life possible for all of our residents from children to seniors; and (b) a city that balances growth and development with respect and preservation with respect to our natural beauty.
- Implementing an anti-idling bylaw will work towards the Mayor and Council’s mission of creating a more livable and sustainable community.
- As part of the campaign for an idle free Surrey, a petition, that now has 251 signatures, was circulated to Surrey residents and those that work and travel to Surrey. Positive feedback was received with an overwhelming concern for idling of heavy trucks from numerous construction projects in Surrey.
- With such a large population growth in Surrey, it is believed that the time to act and implement the anti-idling bylaw is now.

**2. John Sprung, Chair**  
**Fraser Valley Heritage Railway Society (FVHRS)**

File: 0250-20; 0550-20-10

John Sprung, Chair, Fraser Valley Heritage Railway Society (FVHRS), was in attendance to update Council on its 2006 accomplishments and 2007 programme to complete the rehabilitation of interurban BCER 1225 and to make a DVD presentation. Members were introduced and the following comments were provided:

- 2006 was another busy year.
- Achievements in 2006 include a new (\$63,000) heated workshop and material storage facility, funded by the BC Gaming and local material and service providers.
- The workshop has been in constant use since completion last August; volunteers were able to continue throughout the winter.

- The first phase of the rehabilitation of BCER 1225 is completed with the deconstruction and careful cataloguing of all parts of BCER 1225. The next phase, reconstruction, was started and is well underway. BCER 1225 should be complete and operational during 2009.
- Electrical rewiring and refurbishment of many of the electrical components has been started to meet the new safety codes.
- The dedicated crew of 8 to 10 volunteers, up to three days per week have provided over 3,000 volunteer hours.
- Open houses, with an audio video presentation, will continue monthly throughout the summer, with newspaper advertisements appearing monthly to promote the open houses. The July 15 open house had in excess of 200 visitors.
- Fundraising efforts continues with a total raised for all costs pertaining to the rehabilitation, new workshop and storage facility and community outreach programs totaling \$199,514 during 2006.
- The Society believes they have now raised enough funds to complete the rehabilitation from the floorboards to the roof.
- The Society has now raised cash, goods in kind and volunteer services totaling almost \$1.2 million. The total Surrey section of the Heritage Rail Project was estimated to cost \$5.5 million when the feasibility study by the Heritage Commission was presented to Council in 2000. The cost in 2007 dollars is still close to that estimate due to the generous gifts in kind and volunteer hours.
- The final phase of the project, to rehabilitate 1225 to operating conditions, is the refurbishment of the trucks (wheels, rims, brakes and electric motors below the floorboards to the track). The projected cost is estimated by a local firm that specializes in this type of work as \$150,000.
- The Fraser Valley Heritage Rail Society requests that the City consider a further support of the Society's rail project to provide a maximum donation of \$150,000 to refurbish the trucks to be made available for 2007 and 2008; \$75,000 for 2007 and \$75,000 for 2008.
- The total amount that the City has contributed to this project, from 2003 to date, equals \$425,000, with land use grants for the past eight years totaling \$196,800.
- The \$150,000 will complete the restoration of the car. As to operational requirements, the second project, the Heritage Rail Demonstration Project, is to provide for the power source.
- Discussions are in place pursuing a replica baggage car to be incorporated into the power unit which will run on a hydrogen based fuel system. The concept is that this will be part of the hydrogen highway for the 2010 winter games. A schedule and costs are being worked on in order to have a proposal brought before Council as a financial issue to be further explore.

**3. Ray Eagle, Directors**  
**Rainforest Reptile Refuge**  
File: 0250-20; 0550-20-10

Correspondence was provided on table from Ray Eagle, Director, Rainforest Reptile Refuge, to defer this delegation until the September, 2007 meeting.

**5. Ted Uhrich, Parks Designer**  
**Planning, Research & Design**  
**Parks, Recreation & Culture**  
File: 0550-20-10

Ted Uhrich, Parks Designer, Planning, Research & Design, Parks, Recreation & Culture Department (PARKS) was in attendance to make a presentation regarding a draft bicycle recreation facilities strategy. Following are comments provided:

- Following on the other successes of other bike parks such as South Surrey Bike Park and the Action BMX at the Serpentine Greenway PARKS embarked on creating a strategy to provide updated facilities and expanded off road bike facilities throughout Surrey.
- The process of creating the strategy was as follows:
  - Step 1, spring '06 – Regional view and Trends: Research trend in the sport and in the region.
  - Step 2, June '06 – Understand the need in Surrey (doing an analysis of our current facilities and what types of off road biking is popular): Kick off at Bike fest and survey launch.
  - Step 3, Summer '06 – Draft a preliminary strategy: Short, Medium and Long Term Improvements.
  - Step 4, Fall '06 – Test the Strategy: The Big Event and Open House (received feedback).
  - Step 4, Winter '06 – 07 – Refine the Strategy: Open Houses and Community Road Show (obtained more feedback).
  - Step 4, Summer '07 – Wrap up! Report to Council for Adoption.
- Identified all the facility types of off-road biking as: cross-country, skills parks, urban BMX, BMX racing, pump track, Dirt jump and free ride. From this PARKS identified eight short-term improvements for the City of Surrey for 2007 – 2009, including:
  - Bear Creek Park, incorporating new dirt jump, urban BMX, cross country loop;
  - Cloverdale Athletic Park where there is a small existing BMX race track, upgrading the race track and incorporating an urban BMX section;
  - Invergarry Park looking at a free ride section skills park and dirt jumps; and
  - Another five locations within Surrey with different strategies and facilities;
  - Also identified were mid term improvements from 2010 – 2012, including a bike link that will loop all the facilities on road and provides recreation throughout the City.



**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 4:51 p.m.

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Margaret Jones, City Clerk

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Councillor Villeneuve, Chairperson