

Present:

Chairperson - Steele
Councillor Gill
Councillor Hayne
Councillor Hepner
Councillor Hunt
Councillor Martin
Councillor Rasode
Councillor Villeneuve
Mayor Watts

Absent:**Staff Present:**

City Clerk
City Manager
City Solicitor
Deputy City Clerk
General Manager, Engineering
General Manager, Finance & Technology
General Manager, Human Resources
General Manager, Investment & Intergovernmental Relations
General Manager, Parks, Recreation & Culture
General Manager, Planning & Development

A. DELEGATIONS

1. **Marlene Keefe, Kate McCain and Janet Olson**
Campaign to Ban the Confinement of Resident Dogs
File: 4020-20; 0550-20-10

In attendance before Council regarding the consideration of legislation to ban the chaining, tethering and cruel confining of dogs.

The following comments were made:

- The delegation explained resident dogs are dogs whose owners maintain them exclusively on chains, in kennels, or in yards; and/or obtain them for negative functions. They are dogs that are not treated as family pets, are not welcome in homes and are often times cruelly confined or chained in deplorable conditions. Resident dogs living in such harsh conditions experience intense boredom, loneliness and insanity.
- Dogs tethered for long periods can become highly aggressive. Dogs feel naturally protective of their territory and when confronted with a perceived threat respond according to a fight-or-flight instinct. A chained dog, unable to take flight, often feels forced to fight, attacking any unfamiliar animal or person who unwittingly wanders into his or her territory.
- The delegation requested Mayor and Council to ban unattended chaining and the cruel confinement of dogs in crates. The requested ban would be similar to what has already been enacted by other municipalities and would require a responsible person to be in the yard with a chained dog at all times.

- Mayor Watts asked if the items discussed today were covered under Canada's Animal Cruelty Act. The delegation clarified that chaining and crating are not considered cruel under the current legislation which is why most communities have to enact specific by-laws to address the issue. The delegation added that unfortunately there are few Provincial Animal Cruelty Laws in place; right now the best avenue is through municipal bylaw.
- Council suggested this is an item be addressed at the Union of British Columbia Municipalities (UBCM). The delegation clarified they plan on approaching the Provincial Government to request legislation for a Province-wide ban on both chaining and unattended crating.

It was

Moved by Councillor Villeneuve

Seconded by Councillor Martin

That the information presented be received

as information.

Carried

- Staff clarified that "Surrey Dog Responsibility By-law, 1999, No. 13880", requires dogs defined as 'dangerous' to be kept in a secure enclosure at least 6 feet in height and 4 feet in width to prevent the entry of young children. The enclosure must be securely locked and designed with secure sides, top and bottom and must be designed to prevent the animal from escaping from the enclosure. In the case of dangerous dogs additional measures may be taken to further protect public safety, such as tethering and muzzling with the owner present.
- The delegation acknowledged dogs classified as 'dangerous' would be exempt from the proposed new regulations but stressed dangerous dogs should never be placed on a chain but rather placed in a penned enclosure (when outdoors) with a secure top on it to prevent public harm.

Mayor and Council requested staff to work with the delegation to prepare a recommendation for UBCM for consideration during the fall session (September 24 - 28, 2012).

2. **T. Killey**
File: 5280-27; 0550-20-10

In attendance before Council to address false and misleading information presented in the media about animal trapping practices.

The following comments were made:

- The delegation explained he is a member of the BC Trappers Association (BCTA) and the Canadian National Trapper Alliance (CNTA) and is before Council to provide additional information regarding safe trapping practices.
- The delegation noted that unfortunately, the majority of the issues associated with trapping raised in the media by animal activist organizations are the result of homeowners attempting to deal with animal issues on their own without using sanctioned traps or proper methods.
- There is an agreement on international humane trapping standards between the European Community, Canada and the Russian Federation; Canada is in full compliance. The Province of British Columbia has specific guidelines in place in terms of trapping and BC Conservation Officers, Police and the SPCA rigorously enforce wildlife laws. Furthermore, licensed trappers in British Columbia undergo training through the BCTA, and are required to take a 3-day training session followed by an examination in order to be granted a licence.
- Trapping must be done on a registered trap line or on private property with the owner's permission and is regulated by the Fish and Wild-Life Act; it is an offence to trap within 200 metres of a dwelling.

Mayor Watts clarified within the City of Surrey animals are protected under "Surrey Parks, Recreation, and Cultural Facilities Regulation By-law, 1998", Section 34. In situations where problem animals are identified, staff will employ a humane live trapping and relocation.

3. **Ted Uhrich, Parks Planning, Research & Design Manager with Gaëtan Royer, Manager, Metropolitan Planning, Environment and Parks, and Heather McNell, Senior Regional Planner, Metropolitan Planning, Environment and Parks, Metro Vancouver**

File: 6140-20/E; 0550-20-10

Note: See Corporate Report Ro82 of Regular Council Public Hearing

In attendance before Council to discuss the Experience The Fraser (ETF): Lower Fraser River Corridor Project.

The following comments were made:

- Experience the Fraser is an exciting vision that seeks to connect communities, natural areas and create a world premiere river destination. The initiative will inspire ecological protection, ownership and stewardship.
- In 2009 the Province gave Fraser Valley Regional District and Metro Vancouver \$2.5M in provincial grants to develop a plan. Metro Vancouver is thrilled to announce that the Province announced an additional \$1M to continue to improve park amenities and build the Canyon to Coast Trail. The plan was endorsed by the ETF Board on October 2011 in principle.

Concept Plan Goals Include:

1. Connect Hope to the Salish Sea
 2. Establish a Link and Inspire Experiences along the Fraser
 3. Develop Enduring and Committed Partnerships and Foster Sustainability
 4. Deepen Connections to the Fraser River
- The core of the project is the network of 550 KM of trail supported by boat-launches and day-use areas. 600 areas throughout the Fraser have been highlighted as projects most 'shovel-ready' to develop a strong brand for the project on the ground.
 - The delegation noted there are priority segments that might be of interest to Surrey such as the Riverside Greenway and the Derby Reach Regional Park. Once the short section of the link is complete people will be able to travel 33 KM, if the sections linking Surrey were joined, 50 KM of trail could be traveled.
 - The big picture items as part of the ETF full scope program include potential for cable car crossings, wine tours by bike and expanding upon what the Fraser River can be for residents and visitors.
 - The ETF initiative offers opportunities to leverage local investment dollars and will result in expanded recreation / eco tourism activities for participating municipalities.

Next Steps:

- Continue collecting input and developing an implementation plan. Metro Vancouver Staff is working in communities and will bring the final concept plan back to the ETF Board for approval mid-year.
- Implementing portions of the trail network through a collection of ongoing projects already underway within various communities.
- Investing in Surrey Bend which includes parking, viewpoints and will serve as a \$1.75 M enhancement contribution to the City of Surrey.
- Continuing to advocate using the Fraser as the background to connect communities. Have received an extraordinary level of support – will continue public consultation and seeking partnership / branding opportunities.

Council noted there is increased economic activity with Surrey Fraser Docks (SFD) and asked how SFD would be incorporated in the ETF project. The delegation clarified the ETF is looking to celebrate industry and noted the industrial use of the river can be interpreted in a number of displays. There is a close integration that is defined in the plan and moving forward are already working with TransLink in very early work statements for the Pattullo Bridge and will find ways to incorporate access and views as part of development on both sides of the river. Industry is not viewed as an obstacle to the ETF Project but rather as an opportunity. Council requested the delegation to approach the SFD as a potential partner.

Council asked for clarification about the environmental assessment and mitigation measures that were taken to support the ETF Project. The delegation shared that the Regional District is building trails within the parks but clarified before doing so, necessary archaeological assessments, fisheries and other consultations are held to ensure the project is adding to the value of the trail.

The delegation clarified that the founding partner of the ETF Project is the Province; Metro Vancouver is currently conducting an outreach programs/public consultations regarding the project and as part of the consultation process, they have had great deal of input from the tourism industry / associations.

4. **Laurie Larsen, New Westminster & District Labour Council (NWDLC)**
File: 2640-01; 0550-20-10

Note: See proclamation under item E.1(b) in Regular Council – Public Hearing

In attendance before Council regarding 'Day of Mourning for Workers Killed and Injured on the Job.'

The following comments were made:

- Each year the New Westminster & District Labour Council presents information to Municipal Councils to seek support in proclaiming April 28, 2012 as the *Day of Mourning for Workers Killed and Injured on the Job*.
- The delegation expressed concern regarding the changes in the Working Alone Regulation (Bill 49) and commented that self-regulation by employers is not acceptable. Neither regulation nor enforcement measures should be cut, all workers have the right to be protected from dangerous workplace practices and when a worker is injured they should have the right to receive fair compensation and not financial ruin.
- The City of Surrey was urged to join the NWDLC and speak up against the recent changes to the Working Alone Legislation (Bill 49) which will puts late night retail workers at risk.
- On Saturday, April 28, 2012, everyone is asked to take a moment to recognize those workers who were killed or injured on the job.
- The delegation acknowledged the continued and positive work of the City of Surrey's Health and Safety Committee and thanked Mayor and Council for their ongoing support and leadership in the area of worker safety.

Mayor and Council thanked the delegation and noted a proclamation regarding the Day of Mourning will be read during the Regular Council Public Hearing.

5. Preet Heer, Senior Planner with Doug McLeod, Project Engineer

File: 6520-20 (A/T); 1209-0006/01; 6520-20 PKS/4; 0550-20-10

Note: See Corporate Report Ro77 & Ro87 of Regular Council Public Hearing agenda.

In attendance before Council to present on the Anniedale - Tynehead Report.

- The Neighbourhood Concept Plan (NCP) area is located in the northeast area of Surrey. There are four major routes that cross through the area, (HWY 1, Golden Ears Way, HWY 15), the entire site plan is over 1000 acres in size.
- Anniedale A was first initiated 2005. In 2007 work suspended due to uncertainty about Regional Transportation works on Hwy 1, Hwy 15, and Golden Ears Way and high costs of servicing small area. Council requested staff to combine A & B and to re-initiate the plan when there was more certainty regarding transportation and servicing costs
- At the end of 2008 many of the transportation works had advanced for Highway 1 and interchange designs. In May 2009 the NCP was initiated for Tynehead which combined Tynehead with Anniedale A & B.
- The NCP will have a wide range of residential densities as well as park systems and schools to create a walkable transit oriented community.

Highlights Include:

- **Parks & Trails** – 7 new parks planned with 9 KM of trails and multiuse paths that link out to community centres and schools.
- **Transit Links** - Highest residential densities will be located along transit corridors; the lowest densities are along the Serpentine and floodplain areas.

An extensive analysis was done for engineering services and road networks. Modeling was done and a robust network was identified to support the traffic growth in the area and is consistent with the East Clayton and Sunnyside road networks. All new roads to have sidewalks on both sides and will be supportive of the grid network.

A transit plan was developed with TransLink and to establish a frequent transit network among the highest density corridors. The transit routes will provide connections to Surrey City Centre, Clayton as well as Walnut Grove.

A separate study was done to relieve congestion on HWY 15. It was determined a grade separated interchange was required. As part of the NCP, the interchange footprint will be protected for the long-term grade separation requirement. In order to connect the residential commercial components, collective road overpass of HWY 15 is required. Only one access is currently at 180 Street intersections. To improve the access an overpass parallel to HWY 1 is required. Traffic modeling noted that commercial and business parkland use could be supported.

- **Greenspace** - Residential areas will be clustered to allow for more green space which will allow tree preservation on the hillside and provide an agricultural buffer to the residential area.
- **Commercial / Industrial Area** - Main street style area with industrial and business uses located along the south side of HWY 1.
- **Employment** - The proposed project plan is estimated to generate 6700 jobs with the build-out of the area.
- **Tree Protection** - Series of tree clusters to be planted within townhouse developments to allow the developments to blend into the hillside. The tree plantings have been strategically targeted to work within the wildlife hubs outlined in the Ecosystem Management Plan. 27% of the land will be protected through greenspace.
- **Placemaking** - The NCP will have views to the north of the mountain range and the Agricultural Land Reserve (ALR) views to the south. Specific architectural design guidelines will be in place to preserve viewscapes.
- **Historical Preservation** - The area used to be home to a number of sawmills, the lumber and sawmill theme have been used in the building form to look at the history in a contemporary way.
- **New School** - Provincial funding is in place to build a new school in North Clayton Heights.
- **Servicing Infrastructure** - Water infrastructure is limited; most people are served off wells. Two different pressure zones are required in the area. A 90 m Zone gravity reservoir is planned for Fleetwood at 90 Avenue and 154 Street (2017 estimated completion) and 135 m Zone to be served in the Fraser Heights Area (Cherry Hill) would suitably service the NCP until Fleetwood comes on line in 2017.

Sanitary Sewer Infrastructure is needed, as currently no sanitary sewer infrastructure exists in the area. The stormwater management plan is rural, the objective of the development will protect against flooding, erosion and the natural environment. The Stormwater Management Plan for the NCP will take a balanced approach to address issues.

Staff reported the financial analysis shows that the estimated Development Cost Charges (DCCs) yield a shortfall and noted extensive efforts were made to reduce the shortfalls, staff looked at funding alternatives and concluded the best method is to implement area specific DCCs. Area specific DCCs are currently in place in HWY 99 and Campbell Heights, the Anniedale – Tynehead would follow a similar model.

Staff further clarified that implementing an area specific DCC will cover the servicing costs and provide necessary tools and opportunities for the first developers to be paid back by subsequent developers through front-end agreements. Establishing front-end agreements allows the City of Surrey to provide landowners with more accurate information surrounding the costs associated with developing the NCP and will enable homeowners to make informed decisions based on the fair market value of their land.

Council requested staff to clarify the timing of the project due to the front-end costs for developers as well as how density bonusing would be managed. Staff shared that in terms of the timing; the NCP is driven by industry and the market. The primary form of the housing in the Anniedale – Tynehead NCP would be the townhouse form which allows for a larger exchange in density for greenspace as well as provides an economically viable model for developers.

Mayor and Council thanked staff for the work that has gone into the plan and asked staff to ensure that small lots with coach houses will not be permitted in the NCP.

6. Don Luymes, Manager, Community Planning

File: 6440-01; 0550-20-10

Note: See Corporate Report Ro84 of Regular Council Public Hearing agenda.

- This item was deferred to the May 7, 2012 Council-in-Committee meeting.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Mayor Watts

Seconded by Councillor Villeneuve

That the Council-in-Committee meeting do

now adjourn.

Carried

The Council-in-Committee adjourned at 5:26 p.m.



Jane Sullivan, City Clerk



Councillor Steele, Chairperson