



# Environmental Sustainability Advisory Committee - Minutes

2nd floor, East Tower  
Community Room A  
City Hall  
13450 - 104 Avenue  
Surrey, B.C.  
WEDNESDAY, MARCH 26, 2014  
Time: 6:30 pm  
File: 0540-20

**Present:**

- B. Campbell (Vice-Chair)
- G. James
- W. Mbaho
- J. Purewal
- S. Sabharwal
- G. Sahota
- D. Skaey
- B. Stewart
- J. Stewart
- S. Van Keulen (AFSAC Representative)

**Regrets:**

Chair – Councillor Hayne

**Staff Present:**

- C. Baron, Manager, Drainage & Environment
- A. Mathewson, Manager, Sustainability
- O. Croy, Manager, Parks, Recreation & Culture
- D. Luymes, Manager, Community Planning
- J. Gallinger, Legislative Services

**A. ADOPTION OF MINUTES**

**1. Environmental Sustainability Advisory Committee - Minutes**

Minutes of January 22, 2014 be adopted following a motion to appoint a Committee Representative to the Development Advisory Committee for 2014.

It was

Moved by B. Stewart  
Seconded by S. Van Keulen  
That G. Sahota be appointed as the ESAC's

Representative on the DAC.

Carried

G. Sahota, was appointed as the Environmental Sustainability Advisory Committee's (ESAC) Representative on the Development Advisory Committee (DAC).

**Environmental Sustainability Advisory Committee - Minutes**

Minutes of January 22, 2014 be adopted.

It was

Moved by J. Stewart  
Seconded by G. Sahota  
That the minutes of the Environmental

Sustainability Advisory Committee meeting of January 22, 2014 be adopted with requested amendments.

Carried

**2. Environmental Sustainability Advisory Committee - Minutes**

Minutes of February 27, 2014 be adopted.

It was

Moved by J. Stewart  
Seconded by G. Sahota  
That the minutes of the Environmental

Sustainability Advisory Committee meeting of February 26, 2014 be adopted with requested amendments.

Carried

**B. DELEGATIONS**

There were no delegations.

**C. OUTSTANDING BUSINESS****1. Control of Aphids on City Shade Trees**

File No. 5280-23

The Manager of Parks provided an update and made the following comments:

- Staff would like to launch a pilot program to control aphids through injection of a systemic insecticide (Acephate).
- There are approximately 75,000 trees within Surrey with the oldest about 40 years old. The trees are very important as they provide important and necessary ecosystem functions.
- Many tree species are susceptible to aphids, which suck out the sap from the trees and excrete honeydew, making sidewalks/streets/driveways very sticky.
- The City has employed various methods, such as beneficial insects & soap sprays, with no real successful elimination method found.
- Petitions are being received from residents dealing with the stickiness, to have trees removed that are infested by the aphids. A trial on a limited number of trees is recommended, which may appease residents who are making this complaint.
- It has been suggested to use Orthene®, a product that has been approved in Canada.
- Many references have been reviewed and contacts made with chemical companies and it has been found that there is a gap in research related to injected Acephate.
- Assuming that all of the Orthene that remains after 90 days is located in the leaves (ie – none remains in the trunk and branches), there would be only 0.000000288 ml, or 288 nanolitres of Orthene (288 billionths of a litre) that would remain within a leaf while the leaves degrade in the fall.
- In response to danger to mammals, the Manager of Parks responded that although there is a gap in science, the amount of the insecticide in the leaves is very small, and the Acephate would decompose in the environment, and therefore this treatment would not be seen as harmful to mammals.
- B. Stewart thanked the Manager of for the information and the Vice-Acting-Chair requested comments from the Committee.
- In response, to the injecting trees with insecticide process, the Manager of Parks responded that the proposed trial control method is to use a systemic insecticide – drill the tree and inject with liquid insecticide – the insecticide moves through the vascular tissue in the tree and the aphids die when they eat the leaves.

According to EXTOWNET articles, half-lives for acephate and methamidophos are up to 15 days and 6 days respectfully.



- The Manager of Parks also pointed out that trees have positive health benefits (e.g. trees capture airborne particles and noxious gases, helping to reduce allergies, absorb carbon dioxide and emit oxygen, screen people from harmful UV rays) that likely far outweigh any potential negligible negative health effects of the treatment.
- The Manager, Parks, Recreation and Culture responded to the question of how other insects, such as bees, may be affected by stating that the City ensures that all tree flowering must be finished before insecticide is administered to the trees. If the pesticide were to be applied when the trees were in flower, honey bees that collect nectar from the flowering trees would be killed, which the City wants to avoid.
- In response to how many trees would be used as a test the Manager of Parks responded that Red Oak and other susceptible species such as swamp oak may be included in the trial, with the number being in the hundreds.

To monitor the populations of aphids, in the trees, Staff will examine trees for aphids, will inspect for honeydew beneath trees, and will likely recruit residents to help in gauging the success of the program. Residents will be able to monitor the build-up of honeydew this could be a way of gauging the difference from last year to this year.

Once the insects are actively sucking the honey dew, staff would give a couple of weeks and then recheck the treated trees.

- The Manager of Parks stated that the neighbourhood around the 14200 block of 65 and 66 Avenues would likely be one of the areas where testing would take place. This project would be performed in neighbourhoods where residents are affected and from where complaints have been received.
- The way to measure success is happy residents. Outcomes are harder to predict than outputs. Objective and subjective measurements will be conducted.

It was

Moved by J. Stewart

Seconded that by D. Skaey

That the Committee recommend to

Council that Council support a one-year trial of the use, through stem injections, of a systemic insecticide (Acephate) on City shade trees that are infested with aphids.

Carried

2. **Planning for Transit-Supported Development** – Don Luymes, Manager, Community Planning updated the Committee on the planning for Transit-Supported Development. The following comments were made:

- Realigning Surrey's Urban Structure – the City is moving from being an auto-oriented suburban community to a transit-oriented, urban community with land uses and densities that support transit.
- The City's strategies include the reinforcement of Centres along the transit corridors, definition of new sub-centres along the corridors and to signal future corridor planning areas.

The preferred technology is less expensive and not as difficult to construct as skytrain. After researching several transit systems an at-grade system is being suggested.

The stations, for the at-grade system, with driver controlled vehicles, tracks placed at grade and simple shelters for stations. The systems do a good job of supporting mixed use development and are street friendly.

- **The plan is designed to reinforce City & Town Centres. Development densities are proposed to be altered as follows:**
  - Increase densities in City Centre from 3.5 Floor Area Ratio (FAR) to up to 7.5 FAR around skytrain stations.
  - Increase Official Community Plan (OCP) densities in Guildford, Newton, Semiahmoo and core areas of Fleetwood from 1.5 FAR to 2.5 FAR.
  - Calculate density on gross site area to encourage finer-grained network of blocks.
  - Emphasize mixed use, high standards of urban design and public art.
  - Density to concentrate on existing Rail Transit (RT) and frequent Transit Network (FTN) service corridors, station areas and major intersections, plus future planned and potential RT and FTN service corridors.
- **Initial FTDA Criteria will vary depending on the type of station and route. Following are the criteria being proposed at this time:**
  - 400-800 m from existing Rapid Transit Station – areas outside of urban centres
  - Commercial and multiple residential areas within 400-800 m of planned RT station areas
  - Redevelopment opportunities within the 400m and 800m “walk shed” of potential stations.
- **All FTDA boundaries will be refined based on existing land use and what makes sense in the neighbourhood. Components to be looked at include:**
  - Ensure appropriate density/form transitions to surrounding areas
  - Consider street network and public opportunities
  - Consider redevelopment capacities, opportunities and constrains.
- **The draft Updated OCP containing policies linked to FTDA's. Some of the proposed policies include:**
  - Encourage mixed use
  - Consider interim parking strategies
  - Calculate density on gross site area to encourage smaller blocks
  - Increase density (from 1.5 FAR to 2.0 FAR in commercial/multiple residential and from 15 unit per acre (upa) to 30 upa in urban.
  - Special urban design guidelines emphasizing pedestrian connections to transit.



- **There are potential challenges and issues with the proposed strategy namely:**
  - Will the market respond? "If we plan it (density), will they (developers) build?"
    - Inflated landowner price expectations.(should be same bullet margins as above – don't know how to get program to do that)
    - Risk of "over-supply" of density: diffusion of development demand.
  - Timing of development and transit delivery: "If we build it (density), will they (rapid transit) come?"
- **Finding the balance**

Cities are in a balancing act – balancing the **right** amount of density in the **right** places to support the **right** transit service in the **right** timeframe.
- Interim parking strategies are to be considered for all locations around the potential system.
- Calculation of density on gross site areas to encourage smaller blocks will be performed.
- Transit shapes development demand – provides confidence in the market for office and high density housing.
- Building "transit habits" (shaping travel behaviour & expectations) from the start

In response to questions from the Committee the Manager, Community Planning responded:

- In response to the quick building development the Manager responded that moving forward it may be that a certain number of lots would be purchased and held for parking purposes but only when then system becomes functional. TransLink is asking that density along the corridors be shown to them so that they can see the potential income from the area.
- Grandview and Port Kells developments do not seem to fit into the strategy. The Manager responded that the residences purchased in that area are single family home. There is a variety of markets not all requiring frequent transit.
- In response to "Has staff been spoken to about density along the corridors; what are the maximums and how do you deal with this?" the Manager responded that landowners have a right to develop their properties and high density is not appropriate for all areas along the corridor.
- Responding to "Why is a center road system preferred to the curbside system?" the Manager stated that there are good reasons for having the system in the center such as pedestrian safety being good and the system does not impede left/right hand turns. It also keeps the curbs free for bike lanes and on-street parking and the tradition in Surrey is that arterial roads are for the free movement of traffic.
- In response to the question of next steps the Manager responded that each Municipality is putting together wish lists and TransLink will review and come back to the City and ask for the City's 10 year first step compiled from

Municipality input. The line with the best ridership and best development potential will most like be the first project.

- In response to the question of the difference between LRT and B-Line transit buses the Manager responded that this is one of the issues that TransLink has but the LRT will be faster than B-line buses as there will be no left/right hand turns, but slower than Skytrain.
- In response to the question of a rule of thumb on how big densification should be the Manager responded that Surrey's densities are higher than some US Cities that run LRT systems
- The Manager stated that people will use transit if it is convenient to use it – unfortunately it will come down to dollars and cents. In response to thoughts around density bonusing the Manager stated that it is a question in Surrey of whether or not there is enough density and the answer is not at this time..
- Building transit – transit users will use it – and developers will build. It is a balancing act to build and launch a system and have developers ready.
- Zoning and fares would be TransLink's domain.
- The Secretary was requested to send out presentation to Committee Members.

3. **ESAC Representative to Agriculture and Food Security Advisory Committee (AFSAC)** - Call for a volunteer to stand as representative on AFSAC.

B. Stewart volunteered to stand as ESAC's Representative on AFSAC and noted to the Committee that this was his last year on ESAC.

It was Moved by J. Stewart  
 Seconded by S. Van Keulen  
 That Bill Stewart be appointed as ESAC's  
 Representative on AFSAC for 2014.

Carried

**D. NEW BUSINESS**

1. **Green City Award** – the Manager, Sustainability, presented the Committee with the framework for the Green City award and nominations for 2014. The following comments were made.
  - First City Awards were given out in 2011
  - A report went to council October 2013 for the 2014 City Awards; ESAC deals with the Green City Award, which recognizes work done in the community on environmental stewardship and protection, waste reduction and greening business practices.
  - There were 3 Green City Award categories in 2011 – outstanding individuals, community group and business.
  - Nominations were received – all nominations reviewed by the Committee and recommendations were submitted to Council



- Nominations for all City Awards will open on April 22, 2014 and run until June 23, 2014. Submissions for the Green City Award will be reviewed by staff between June 24 through July 16, 2014 at which time staff recommendations and information on all nominees will be distributed to Committee Members for review. Depending on the number of nominations, staff may request approval to provide a short list of recommendations to ESAC.
- A decision on award winners will be required in-camera at the July 23, 2014 meeting of ESAC, with recommendations forwarded to the September Council meeting.
- The City Awards Gala will be held October 22, 2014 for all awards - Design, Clean Energy, Beautification, and Heart of the City to name a few. It is called a gala, but in fact it is a City awards night where all awards are presented.
- There were three original Green City Award categories. Staff notes from 2011 suggested that two categories might be sufficient, combining the Individual and Community Group categories. However, the Sustainability Manager indicated that three categories may still be appropriate.
- The question of merging the community and individual awards was put before the Committee. General agreement was that the three categories be retained.
- The Manager, Sustainability noted to the Committee that recommendations for honorable mention would also be sought.
- A media communications strategy is being developed.

There were no questions from the Committee.

2. **Tree Bylaw** – The Acting-Chair noted that he had occasion to speak with a developer in Surrey regarding the fines around tree cutting. The Developer stated that there was no deterrent regarding cutting down trees. The Acting-Chair would like to see this topic brought back to the committee to review the fine structure.
  - It was noted that in the end there is an enforcement issue and the fines could be increased. The question of what should be done was posed and it was determined that the fine structure should be enhanced.
  - The Committee agreed that The Manager of Bylaws and Licensing and the Manager of Trees and Landscape be requested to attend the next Committee Meeting in order to review the current Bylaw, the fine structure and enforcement of fines.
  - It was also noted that a deposit must be made when constructing a residence and the deposit includes sidewalks, roadways, trees, etc. to protect against damage. Responding to the statement the Manager, Parks, Recreation and Culture stated that hypothetically, protection of a tree is happening but in fact, in most cases, after the dwelling is built the tree falls/dies due to root damage. In such cases, the deposit does not cover the damage and the deposit is returned. The Manager also noted that, private trees are valued differently than City trees. Internal Plant Appraisal Council policies are followed when someone damages a tree on City property.

- Deb Jack was recognized to speak to the Committee by the Acting-Chair and stated that she was confident in regards to the enforcement regarding trees and that there was lot of literature that can be researched in regards to the value of trees and their value. She did not think Surrey valued trees high enough and fines should be based on size and maturity.
3. The Acting-Chair brought up the subject of illegal paving of yards and boulevards, creating more runoff than designed in neighbourhoods. The Acting-Chair pointed out that there are many houses that have paved boulevards, overlarge driveways and concrete pads. He wanted to know what Surrey was doing about the paving of lots contrary to zoning.
- The Manager, Drainage and Environment stated that residents can fill in their ditches with permits but boulevards are to remain as grass. In rural settings rain gardens are being allowed. Integrated stormwater management plans are taking into account increased impervious values from higher densities but are also requiring more infiltration and on lot solutions. It was noted that properties along 124<sup>th</sup> are mainly concrete and that there is no green space. The Manager, Drainage and Environment stated that enforcement of boulevard paving is through Engineering Operations. Enforcement of over paving on private properties is through Planning and the zoning bylaw.

#### **E. ITEMS REFERRED BY COUNCIL**

There were no items referred by Council.

#### **F. CORRESPONDENCE**

1. Inter-Office Memo to Mayor and Council from General Manager, Planning and Development dated March 4, 2013.
2. Item F.2 On Table – letter from the Corporation of Delta to Robin Silvester, President and CEO of Port Metro Vancouver concerning the Fraser Surrey Docks Proposed Direct Transfer Coal Facility.

The Committee received the above-noted correspondence

#### **G. OTHER BUSINESS**

1. An article published in the March 24, 2014 issue of the Vancouver Sun entitled "Emissions exposure linked to rail line proximity" was distributed by B. Stewart. The article outlined a University of Washington study about air quality and coal dust and impacts on residents who live near rail lines. The proposed Fraser Surrey Dock expansion and Port Metro Vancouver were named in the article. A discussion ensued around issue and it was suggested that Cities and municipalities, in the US affected by these trains, should be contacted to find out what is currently happening/being done along the lines and that a full Health Impact Study along the line from the source to shipping should be conducted.



The Acting-Chair requested that the Committee submit a second request to Council to review the situation with the Fraser Surrey Dock proposed Coal Facility. It was noted that a request had been submitted and followed up on by Council and that Port Metro Vancouver will proceed with the project and the surrounding municipalities will continue to voice their displeasure about the situation.

**H. INFORMATION ITEMS**

- 1. Agricultural Food and Safety Advisory Committee (AFSAC) Update from the March 6, 2014 meeting.**

The March 6, 2014 AFSAC was cancelled.

- 2. Development Advisory Committee (DAC) Update from the March 16, 2014 meeting**

There was no ESAC Representative at the DAC meeting.

**I. NEXT MEETING**

The next meeting of the Environmental Sustainability Advisory Committee will be held on Wednesday, April 23, 2014 at 6:30 p.m. in room 2.E. Community Room A on the 2nd floor of new City Hall.

**J. ADJOURNMENT**

It was

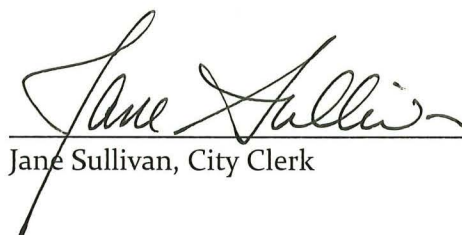
Moved by G. Sahota

Seconded by J. Stewart

That the Environmental Sustainability Advisory

Committee meeting adjourn.

The Environmental Sustainability Advisory Committee adjourned at 8:28 PM.

  
Jane Sullivan, City Clerk

  
Vice-Chair - Robert Campbell  
Environmental Sustainability Advisory  
Committee