

THE FRIENDS OF HAZELMERE-CAMPBELL VALLEY

Working together to Preserve our Heritage and Protect our Environment

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**CITY OF SURREY RE-ZONING APPLICATION #7915-0227-00**

*OCP Amendment from Agricultural to Industrial and Rezoning from General Agriculture Zone A-1 to Light Impact Industrial IL to allow a truck parking facility.*

**WHAT**

1. This is more than just a “Truck Parking Facility”. It is believed to include semi-truck washing facilities, mechanical & repair bays, warehousing, on-loading & off-loading facilities, a restaurant and office space.
2. Three parcels of land, encompassing 77 acres between 12 Ave to the South and 16 Ave to the North, and 192 St to the West and 196 St. to the East are subject to the above referenced development proposal from a company called GG Metro Holdings. Another parcel is currently under option, bringing the total potential area to 100 acres.



RED BORDER: “SPECIAL STUDY AREA FOR SOUTH CAMPBELL LAP

BLUE BORDER: TRUCK FACILITY PROPOSAL AREA

GREEN: HIGH BIODIVERSITY AREAS (MADRONE STUDY 2015)

## EXISTING LAND USE /PLANS

3. These lands are identified as a “Special Study Area” in both the Metro Vancouver Regional Growth Strategy (“RGS”) and the Surrey Official Community Plan (“OCP”) indicating an area of the City where future land planning is projected, potentially leading to changes from current land use in the future. Currently, this is land with A-1 Agricultural zoning.
4. The above-referenced development proposal includes a proposed re-zoning of 77 acres from ‘Agricultural’ to ‘Industrial’ to allow for a truck parking facility.
5. A Local Area Plan (LAP) will be conducted in accordance with a Council approved Planning Terms of Reference (“ToR”), and on Sep. 14, 2015 Council unanimously passed a motion to receive the Terms of Reference for the Preparation of the South Campbell Heights Local Area Plan. (Corporate Report R187). Staff was then authorized to proceed with preparation of the LAP.

## REMOVAL OF THIS PROPERTY FROM THE FUTURE LOCAL AREA PLAN

6. On Sep 14, 2015, Surrey Council voted unanimously to address the Truck Parking Facility re-zoning application in advance of the LAP “once the appropriate technical staff reviews and consultation have been conducted.” **This effectively fast tracks the development proposal process. In short, the subject property has been removed from the pending land use plan (Local Area Plan) so Planning can work on it now and it can be brought to Council for approval BEFORE the surrounding lands have been examined. This is against Surrey’s Official Community Plan (“no development without a land use plan”). WHY?**
7. A 2007 Corporate Report to the Mayor and Council details the results of a Surrey Sustainable Truck Parking Facility Study. The study found that, of the 12 different options considered, a large-scale truck parking lot (such as this) was one of the least favorable locations proposed.

## WHERE IS THIS RE-ZONING APPLICATION IN THE PROCESS?

**The Application is in the “initial review” stage. Planning Department is working on the application with the applicant (who is not the owner of the property).** Planning Department will write a report to Council, then present it for First and Second Reading. If it goes ahead to Public Hearing, that will be the opportunity for people to speak for or against it. It is impossible to say how long this process will take, but there is clearly much lobbying going on behind the scenes to make it happen quickly. **WHAT WE KNOW FOR SURE: WAITING UNTIL PUBLIC HEARING TO EXPRESS OPPOSITION IS TOO LATE! YOUR VOICE MUST BE HEARD NOW.**

### Friends of Hazelmere-Campbell Valley - Main Concerns:

While there is a truck parking problem for Surrey that needs to be addressed, **this is not the right location for such a Mega Truck Stop.** Chief concerns fall into the areas of environmental concerns and human health concerns, but also include social fears as well as concern for the local agri-tourism business in the area.

#### **1. Environmental Concerns:**

a. **Wildlife:**

- i. **Species At Risk:** the study area is potentially home to 22 species endangered wildlife. A June 2015 environmental report found 13 confirmed species but the timeframe given to complete the report did not allow for a complete study of these species.
- ii. **Fish:** The Little Campbell River is a fish-rich river. The David Suzuki Foundation called the development proposal “one of the worst examples in the province of salmon habitat destruction from development”. All 6 species of salmon spawn here, along with Steelhead Trout, and the threatened (redlisted) Sailsh Sucker.

b. **Trees:** This area is home to numerous 100-year-old trees. Some on A Rocha land (neighboring the development area) are confirmed to be over 250 years old. It cannot be overemphasized how unusual it is to have complex forest structures with high densities of large trees within the lower mainland – the Hubs and Corridors identified in the study area have some **exemplary, rare, highly valuable forests that merit protection. Trees of this size are rare in the lower mainland.**

c. **Watershed:** Brookwood aquifer is highly vulnerable to contamination from surface sources and is heavily developed. The Environmental Report identifies groundwater contamination as a concern for light industrial or commercial development in the area. **The Mega Truck Stop is beyond these in risk level, it requires Industrial land-use zoning.** In order to preserve the recharge of the aquifer from rainfall, all or nearly all of the rainwater landing on the paved areas would have to be retained and allowed to infiltrate into the ground, WITHOUT delivering any poisonous compounds with it. Our understanding is **even ‘world class’ or ‘state-of-the-art’ technology would not be failsafe and meet the site’s requirements.**

2. **Human Health Concerns:**

a. **Groundwater Impacts:** Runoff of sediment from industrial activities could impact the groundwater of the area, and cause pollutants to enter the aquifer. This would happen on paved or unpaved surfaces. The current agricultural land use requires appropriate farm management practices to minimize potential for contamination. Industrial use such as heavy truck parking would be very risky, **allowing toxins to seep in along with the rainfall and would have SERIOUS HUMAN HEALTH IMPLICATIONS.**

b. **Food Security:** The 77 ac. and surrounding area is prime agricultural land. With the population of the Lower Mainland and Fraser Valley projected to double by 2050, this agricultural land, if paved over for truck parking, loses all value to provide food security.

c. **Traffic:** With this parking facility comes the likely Provincial project of twinning of 16 Ave. East to King Road and Highway 1. The other roads in this area are simply not capable of handling this increased volume of heavy trucks, and safety for non-commercial traffic, pedestrians, cyclists and equestrian traffic would correspondingly increase as well.

- d. **Air pollution:** The increased emissions from these vehicles would negatively impact air quality, and be detrimental to human health. Children, asthmatics and the elderly would be disproportionately impacted.

This is an issue that affects not just the immediate site, but all of South Surrey/South Langley and wherever groundwater and streams flow. This location for a heavy truck facility, will set the precedent for other industrial usage and character in the area. FISH AND WATER KNOW NO MUNICIPAL BOUNDARIES.

#### **HOW CAN YOU HELP?**

#### **WRITE/EMAIL/CALL CITY OF SURREY CONTACTS**

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Like us on Facebook (Friends of Hazelmere Campbell valley)/ Follow us on twitter (@fhcv)

Visit our website after Oct 28th ([www.fhcv.ca](http://www.fhcv.ca))

**EMAIL [SouthCampbellHeights@gmail.com](mailto:SouthCampbellHeights@gmail.com) to be added to the of Friends of Hazelmere – Campbell Valley**