Agricultural Land Commission
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February 24th, 2017 ALC File: 54738

Ministry of Transportation and Infrastructure
2030-11662 Steveston Highway
Richmond, BC V7A 1N6

Attention: Paul Christie

Re: Application to Construct a Transportation Corridor in the Agricultural Land Reserve (ALR)

Please find attached the Reasons for Decision of the Executive Committee (Resolution #35/2017) as it relates to the above noted application. As agent, it is your responsibility to notify the applicant accordingly.

Reconsideration of a Decision by an Affected Person

We draw your attention to s. 33(1) of the *Agricultural Land Commission Act* which provides a person affected the opportunity to submit a request for reconsideration.

33(1) On the written request of a person affected or on the commission's own initiative, the commission may reconsider a decision of the commission under this Act and may confirm, reverse or vary it if the commission determines that:

(a) evidence not available at the time of the original decision has become available,
(b) all or part of the original decision was based on evidence that was in error or was false.

For further clarity, s. 33.1and s. 33(1) are separate and independent sections of the *Agricultural Land Commission Act*.

Further correspondence with respect to this application is to be directed to Kelsey-Rae Russell at (KelseyRae.Russell@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Kelsey-Rae Russell , Land Use Planner

Enclosures: Reasons for Decision (Resolution #35/2017)
Sketch Plan
ALR Context Map 1
ALR Context Map 2
Schedule A *Transportation Benefits to Agriculture in Delta and Richmond*
Schedule B *Highway Drainage Design in Agricultural Areas*
Schedule C *Benefits to Agriculture in Richmond and Delta through Topsoil Conservation*
Schedule D *RoW Lands Available for Agriculture Disposition*

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AGRICULTURAL LAND COMMISSION FILE 54738

REASONS FOR DECISION OF THE EXECUTIVE COMMITTEE

Application submitted pursuant to s. 6 of BC Regulation 171/2002 (ALR Use, Subdivision and Procedure Regulation)

Applicant:	**BC Transportation and Finance Authority (BCTFA) (the "Applicant")**
Agent:	**Ministry of Transportation and Infrastructure (MOTI) (the "Agent")**
Application before the Executive Committee:	**Frank Leonard, Chair** **Lucille Dempsey, Interior Panel** **Jennifer Dyson, Island Panel** **Sharon Meilnichuk, Kootenay Panel** **Dave Merz, North Panel** **Gerald Zimmermann, Okanagan Panel**

THE APPLICATION

[1] The legal description of the properties involved in the application are:

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
018-402-283	PARCEL A SECTION 19 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT REFERENCE PLAN LMP11796	37	8320 No 5 Rd	3.3	0.2
004-884-850	LOT 20 SECTION 19 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 39242	38	8580 No 5 Rd	4.0	0.2
004-328-850	LOT 19 SECTION 19 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 39242	39	8600 No 5 Rd	4.0	0.2
003-772-047	PARCEL "A" (REFERENCE PLAN 8809) LOT 3 EXCEPT: FIRSTLY: THAT PORTION LYING EAST OF HIGHWAY SHOWN ON PLAN 21305, AND SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 21305, SECTION 19 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 5239	40	8720 No 5 Rd	4.3	0.3
007-397-038	PARCEL "ONE" (618076E) OF PARCEL "C" (REFERENCE PLAN 1262) SECTION 30 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT	41	9220 No 5 Rd	8.4	0.5
010-166-386	LOT "B" EXCEPT: FIRSTLY: PARCEL "ONE" (599294E), AND SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 21305, SECTION 30 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 16032	42	9360 No. 5 Rd	4.8	0.3

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
004-856-686	PARCEL "A" (REFERENCE PLAN 775) SECTION 30 BL0CK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY: PART SUBDIVIDED BY PLAN 2627; SECONDLY: PART SUBDIVIDED BY PLAN 51360; THIRDLY: PART ON STATUTORY RIGHT OF WAY PLAN 21305	43	9500 No. 5 Rd	12.6	0.8
025-566-806	LOT A SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN BCP3255	44	10060 No. 5 Rd	9.2	1.3
028-631-595	LOT F SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN EPP12978	45	10640 No. 5 Rd	4.9	0.9
011-053-577	WEST HALF LOT 7 BLOCK "A" SECTION 19 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 4090	46	12420 Blundell Rd	1.0	0.1
025-533-452	PARCEL A SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN BCP1923	54	10051 Sidaway Rd	11.7	0.8
013-069-241	Legal Description: SOUTH EAST QUARTER SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT EXCEPT: FIRSTLY: PART ON PLAN WITH BYLAW FILED 66269; SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 21305; THIRDLY: PART ON HIGHWAY STATUTORY RIGHT OF WAY PLAN 60799;	55	12871 Steveston Hwy	13.9	1.6
003-568-491	PARCEL "A" (RD22377E) LOT 1 EXCEPT: THAT PORTION OUTLINED RED ON PLAN	57	11311 Rice Mill Rd	10.6	0.6

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
	WITH BYLAW FILED 58487, SECTION 6 BLOCK 3 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 20856, EXCEPT PART IN PLAN EPP35457				
002-839-954	LOT 5 DISTRICT LOT 26 GROUP 2 SECTION 11 TOWNSHIP 6 NEW WESTMINSTER DISTRICT PLAN 24843	61	5991 River Rd	2.0	0.7
009-212-434	LOT 4 EXCEPT: FIRSTLY: PART ON STATUTORY RIGHT OF WAY PLAN 30557; SECONDLY: PART ON STATUTORY RIGHT OF WAY PLAN 45999A; DISTRICT LOT 26 GROUP 2 AND SECTION 11 TOWNSHIP 6 NEW WESTMINSTER DISTRICT PLAN 24843	62	5954 River Rd	9.7	2.0
023-624-671	ALL THAT PORTION OF PARCEL "D" (REFERENCE PLAN 4705) OF DISTRICT LOT 26 GROUP 2 LYING TO THE SOUTH WEST OF PART ON PLAN 21448, EXCEPT, PART ON SRW PLAN 30557 NEW WESTMINSTER DISTRICT	63	Hwy 17A	0.2	0.2
001-661-213	LOT 2 EXCEPT: FIRSTLY: PART SUBBDIVIDED BY PLAN 24163; SECONDLY: PART ON SRW PLAN 30557 DISTRICT LOT 26 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 19645	64	5820 River Rd	8.7	0.2

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
010-565-299	LOT 3 EXCEPT, FIRSTLY: PART ON SRW PLAN 30557, SECONDLY: PART ON SRW PLAN 45999A DISTRICT LOT 26 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 19645	65	Hwy 17	10.4	0.01
000-748-293	BLOCK 2 EXCEPT, FIRSTLY: PART ON SRW PLAN 30557, SECONDLY: PART ON SRW PLAN 45999A DISTRICT LOT 141 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 10084	66	Hwy 17A	34.9	0.4
014-516-501	LOT 1, EXCEPT; PART ON SRW PLAN 45999A DISTRICT LOT 26 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 19645	67	Hwy 17A	4.7	2.8
015-357-473	ALL PT OF L 1 DL 142 GP 2 NEW WESTMINSTER DISTRICT PL 4057 LYN S & W OF HP 21448	68	Hwy17A	1.5	0.8
015-358-194	ALL THAT PART OF LOT 1 DISTRICT LOT 142 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 4057 LYING SOUTH AND WEST OF HIGHWAY PLAN 21448	69	Hwy 99	1.5	0.9
013-218-441	NORTH HALF OF THE NORTH WEST QUARTER SECTION 1 TOWNSHIP 6 EXCEPT: FIRSTLY: PART NORTH AND EAST OF PLAN 21448, SECONDLY: PART ON SRW PLAN 21448, THIRDLY: PART ON SRW PLAN LMP53415; NEW WESTMINSTER	71	5404 64th St	3.6	0.4

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
	DISTRICT				
013-218-522	SOUTH HALF OF THE NORTH WEST QUARTER SECTION 1 TOWNSHIP 6 EXCEPT: FIRSTLY: PART NORTH AND EAST ON PLAN 21448, SECONDLY: PART ON SRW PLAN 21448, THIRDLY: PART ON SRW PLAN LMP53415; NEW WESTMINSTER DISTRICT	72	5280 64th St	24.6	0.8
024-101-788	THAT PORTION OF DISTRICT LOT 103 GROUP 2 LYING SOUTH OF PARTS ON STATUTORY RIGHT OF WAY PLAN 21448 NEW WESTMINSTER DISTRICT	73	64th St	0.5	0.3
024-101-796	THAT PORTION OF DISTRICT LOT 104 GROUP 2 LYING SOUTH OF PARTS ON STATUTORY RIGHT OF WAY PLAN 21448 NEW WESTMINSTER DISTRICT	74	64th St	1.0	0.1
012-977-012	PARCEL "C" (REFERENCE PLAN 5694) DISTRICT LOT 137 GROUP 2 EXCEPT: FIRSTLY, PART SUBDIVIDED BY PLAN 30967, SECONDLY: PART ON SRW PLAN 21448, THIRDLY: PART ON SRW PLAN LMP49460; FOURTHLY: PART ON PLAN EPP1654; FIFTHLY: PART ON PLAN EPP16792 NEW WESTMINSTER	75	6855 Ladner Trunk Rd	27.0	1.0

PID	Legal Description	Application Parcel ID	Civic Address	Size (ha)	ALR Area Affected (ha)
	DISTRICT				
008-480-419	LOT 4 DISTRICT LOT 102 GROUP 2 NEW WESTMINSTER DISTRICT PLAN 37569 EXCEPT PLANS LMP31992 AND EPP1658	76	7021 Ladner Trunk Rd	7.0	0.01
026-302-365	PARCEL 99 DISTRICT LOT 26 GROUP 2 NEW WESTMINSTER DISTRICT PLAN BCP17174	78	5860 60th Ave	19	0.2
008-608-229	PARCEL "D" (REFERENCE PLAN 4705) DISTRICT LOTS 26, 142 AND 146 GROUP 2 EXCEPT: FIRSTLY: PART SOUTH WEST OF PLAN 21448 SECONDLY: PART LYING NORTH WEST OF PLAN 21448 THIRDLY: PART DEDICATED ROAD ON REFERENCE PLAN 61211, FOURTHLY: PART ON SRW PLAN 30557 FIFTHLY: PART ON SRW PLAN 45999A SIXTHLY: PART ON SRW PLAN 21448 NEW WESTMINSTER DISTRICT	81	Hwy 17A	2.4	0.2
013-228-919	SOUTH WEST QUARTER SECTION 6 TOWNSHIP 4 NEW WESTMINSTER DISTRICT EXCEPT PARCEL "A" (REFERENCE PLAN 22787), PLANS 21448, LMP34088, LMP38336, LMP50391, EPP1653 AND BCP47936	89	7225 Ladner Trunk Rd	51.4	0.1

(Collectively the “Properties”)

[2] The Properties and road Right-of-Ways (ROWs) are generally described as being located along Highway 99 between the Corporation of Delta and the City of Richmond.

[3] The Properties and ROWs are located within designated agricultural land reserve ("ALR") as defined in s. 1 of the *Agricultural Land Commission Act* (the "*ALCA*").

[4] The Properties and ROWs are located within Zone 1 as defined in s. 4.2 of the *ALCA*.

[5] Pursuant to s. 6 of the BC Regulation 171/2002 (Agricultural Land Reserve Use, Subdivision and Procedure Regulation (the "Regulation"), the Applicant is applying for transportation corridor use impacting 32 properties for the purposes of:

a. Replacement of the George Massey Tunnel with a 3.3 km bridge;
b. Improvements along 24 km of Highway 99 between Bridgeport Road in Richmond and Highway 91 in Delta; and
c. Replacement of the Westminster Highway, Steveston Highway, and Highway 17A interchanges

A total of 18.9 ha of ALR land will be acquired by MOTI and made into ROW. In addition, 22.7 ha of land will be made available for agriculture (the "Proposal"). The Proposal along with supporting documentation is collectively the application (the "Application").

RELEVANT STATUTORY PROVISIONS

[6] The Application was made pursuant to s. 6 of the Regulation:

6 Unless permitted under sections 2 and 3, a person must file an application under section 34 (6) of the Act directly with the office of the commission and in a form acceptable to the commission for any of the following uses:

(a) widening of an existing road right of way;
(b) construction of a road within an existing right of way;
(c) dedication of a right of way or construction of any of the following:

(i) a new or existing road or railway;

(ii) a new or existing recreational trail;

(iii) a utility corridor use;

(iv) a sewer or water line other than for ancillary utility connections;

(v) a forest service road under the *Forest Act*;

(d) the new use of an existing right of way for a recreational trail.

[7] The Executive Committee considered the Application within the context of s. 6 of the *ALCA*. The purposes of the Agricultural Land Commission (the "Commission") set out in s. 6 are as follows:

6 The following are the purposes of the commission:

(a) to preserve agricultural land;

(b) to encourage farming on agricultural land in collaboration with other communities of interest; and

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

EVIDENTIARY RECORD BEFORE THE EXECUTIVE COMMITTEE

[8] The Executive Committee considered the following evidence:

1. The Application
2. Local government documents
3. July 25th, 2016 Letter from the City of Richmond
4. October 4th, 2016 Letter from the City of Richmond
5. October 24th, 2016 Letter from the Corporation of Delta Engineering Department
6. Public comments of which disclosure was made to the Agent
7. Agricultural capability map, ALR context map and satellite imagery
8. Documents and presentations provided by the Agent and representatives of the Applicant to the Executive Committee

All documentation noted above was disclosed to the Agent in advance of this decision.

SITE VISIT

[9] The Executive Committee, in the circumstances of the Application, did not consider it necessary to conduct a site visit to the Properties based on the evidentiary record associated with the Application.

APPLICANT MEETING

[10] On September 30th, 2016, the Panel conducted a meeting with the Applicant (the "Applicant Meeting"). The Applicant Meeting was held at the Ministry of Agriculture offices at 808 Douglas Street, Victoria, BC. Those in attendance were;

Commissioners:

- Frank Leonard, Chair
- Gerry Zimmerman, Vice Chair, Okanagan Panel
- Dave Merz, Vice Chair, North Panel
- Sharon Mielnichuk, Vice Chair, Kootenay Panel
- Jennifer Dyson, Vice Chair, Island Panel
- Rick Mumford, Commissioner, Interior Panel

Staff:

- Kim Grout, CEO
- Liz Sarioglu, Manager of Land Use Planning
- Chris Wilcott, Land Use Planner, Island Panel
- Kamelli Mark, Land Use Planner, South Coast Panel (by phone)
- Kelsey-Rae Russell, Land Use Planner, South Coast Panel (by phone)
- Tony Pellet, Regional Planner (by phone)

Application Representatives:

- Paul Christie, P. Ag. Ministry of Transportation and Infrastructure Consultant
- Geoff Freer, Project Director, Ministry of Transportation and Infrastructure

- Ed Sanders, Project Manager, Ministry of Transportation and Infrastructure.

APPLICATION BACKGROUND

[11] In response to growing concerns about the impact of congestion, public safety, and recognizing the age and condition of the existing George Massey Tunnel (the "GMT"), the BC Provincial Government announced in September 2012 that planning for a replacement would begin immediately.

[12] In December of 2015, the BC Provincial Government released the *Project Definition Report GMT* with a new 10-lane bridge spanning the Fraser River South Arm, decommissioning the GMT, and improving Highway 99 from Bridgeport Road in Richmond to Highway 91 in Delta. Proposed improvements include replacing the Westminster Highway, Steveston Highway and Highway 17A interchanges; widening Highway 99 to accommodate dedicated transit/high-occupancy vehicle (HOV) lanes; and providing multi-use pathways for cyclists and pedestrians across the bridge that connect with the existing cycling and pedestrian networks on either side. The general alignment of the Proposal will follow the existing Highway 99 corridor, including across the Fraser River.

[13] According to the Ministry of Transportation and Infrastructure (MOTI), the Proposal is designed to reduce congestion and improve travel times and reliability for commuters, transit, commercial vehicles, and tourists; improve safety; provide new travel options for cyclists and pedestrians; and provide capacity for improved transit. MOTI states that the Massey Tunnel Replacement Proposal will provide significant regional and local benefits including:

- Reduced congestion
- Improved safety and reliability
- Improved movement of goods
- Improved transit, cycling and pedestrian routes

CORRESPONDENCE FROM LOCAL GOVERNMENTS

[14] The Executive Committee received and reviewed two letters submitted by the City of Richmond dated July 25, 2016 and October 4, 2016, and one letter from the Corporation of Delta dated October 24, 2016. The concerns outlined by the City of Richmond and the Corporation of Delta will be addressed below under Findings and Decision.

FINDINGS

AGRICULTURAL CAPABILITY IMPACTS

[15] The Executive Committee gave considerable thought to the impacts of the Proposal on ALR land. The Executive Committee acknowledged the significant effort which has been made by the Applicant to minimize the amount of agricultural land impacted by the Proposal.

[16] The Applicant is proposing to acquire lands adjacent to Highway 99 in order to facilitate the creation of a new ROW. The majority of the land proposed for acquisition by MOTI is on the west side of Highway 99. With regards to the acquisition of ALR lands adjacent to Highway 99 between Blundell Road and Williams Road, the Executive Committee is amenable to the plan outlined in the Proposal which utilizes lands to the west of Highway 99. Although the City of Richmond has expressed a preference for utilizing lands to the east of Highway 99 in this area, the Executive Committee finds that the agricultural potential of the affected Properties to the west of Highway 99 has already been compromised by the existing non-farm institutional uses located on these properties and that utilizing additional land from this side of Highway 99 is preferable to taking land from the undisrupted agricultural properties to the east.

[17] In their October 24th, 2016 Letter, the Corporation of Delta identified two properties (PID 024-101-788 and PID 024-101-796) which are under a lease agreement solely for agricultural purposes. The letter states that the lease agreement provides terms for whole or partial expropriation by any authority and allows the lease to continue if the lessee agrees and that if the extent of expropriation is deemed that the lot is no longer suitable or fit for the purpose by the lessee, they may take action to cancel the lease

agreement, ultimately impacting the land use and its suitability for purpose and thus impacting leasing opportunities for Delta. The Executive Committee reviewed the comments from the Corporation of Delta regarding their existing lease agreement for these properties and they find that sufficient notice must be provided to the lessee to minimize any impacts to the existing farm operations on the two properties involved.

[18] The Executive Committee understands the City of Richmond's request for assurance that any land returned to agricultural use will be farmed upon completion of the Proposal; however, the Executive Committee notes that the ALC is unable to guarantee that an individual property owner will choose to farm their land. The ALC is committed to ensuring that appropriate measures are taken to ensure that any land returned for the purposes of agricultural use will be agriculturally viable for farming.

[19] MOTI has identified 22.7 ha of unused ROWs in various sizes and configurations along the length of the Proposal area and is proposing to make these available for agricultural use. The Executive Committee finds that any RoW lands available for agriculture (Disposed RoWs) as indicated in Schedule D (attached) must be reclaimed or improved by the Applicant to equal their improved agricultural capability class or better.

TOPSOIL IMPACTS

[20] The City of Richmond's letters identify topsoil conservation as an item of concern. The Executive Committee notes that the Applicant has provided a Topsoil Conservation Program ("the Program") outlined in Schedule C (attached). The Executive Committee believes that the Program will alleviate the concerns outlined by the City of Richmond through salvage and conservation of any topsoil affected by the Proposal.

[21] The Executive Committee is concerned that the disturbance of soil required to facilitate the Proposal may give rise to the establishment of invasive plant species. To mitigate the possibility of invasive plant proliferation, the Executive Committee requires that an invasive plant species management plan be implemented for both the construction and post-construction phases of the project.

TRANSPORTATION IMPACTS

[22] The City of Richmond's letters identify Rice Mill Road as a key farm route alternative to Steveston Highway. While the Proposal does not directly impact Rice Mill Road, the Executive Committee acknowledges the necessity to maintain roads which permit farm vehicle use. The Application outlines the intent to maintain Rice Mill Road as a farm vehicle route in Schedule A (attached). The Executive Committee believes that the commitments made in Schedule A satisfactorily address the City of Richmond's concerns. The Executive Committee wishes to clarify that any matters of cost of improvements are more appropriately addressed by the City of Richmond and the Applicant.

[23] The Commission has outstanding concerns regarding the possible restrictions that the Proposal may present for the crossing of agricultural equipment over the new bridge. The Commission understands that the criteria for agricultural equipment crossing the bridge have not been specifically developed to date; however, this presents an opportunity for the Commission's involvement in the development of the criteria. The Commission must review and approve criteria that are clearly defined for the crossing of agricultural equipment over the new bridge prior to the finalization of roadway plans.

DELTA WORKS YARD

[24] The Corporation of Delta stated in their October 24th, 2016 Letter that the Delta Works Yard will be impacted by the Proposal. The Corporation of Delta states that storage and parking will be reduced by the Proposal. With regards to the existing Delta Works Yard, the Executive Committee wishes to be very clear that any relocation or expansion of the existing non-farm use within the ALR as a result of the Proposal would require a new non-farm use application with the ALC.

DRAINAGE/IRRIGATION IMPACTS

[25] Agricultural operations within the Proposal area are highly dependent on the proper functioning of local drainage/irrigation systems. Therefore, it is important that these systems continue to function with minimal disruption during the construction and operation phase of the Proposal. The Executive Committee finds that the *Highway*

Drainage Design and Water Quality Management Plan (the "Plan") proposed by the Applicant (see Schedule B) would adequately address potential impacts to drainage and irrigation, provided that the Commission continues to have an active role in monitoring the implementation of the plan. Updates must be provided for the review of the Commission on the monitoring and implementation of this plan.

IMPACTS TO AGRICULTURAL OPERATIONS

[26] The Executive Committee wishes it made clear that maintaining roadway access to ALR properties is crucial to current and future agricultural operations and that any impacts to access that may result from the Proposal must be addressed to ensure that no negative impacts to agriculture occur as a result of the Proposal.

DECISION

[27] For the reasons given above, the Executive Committee approves the Proposal for a transportation corridor affecting 18.9 ha of ALR land for the purpose of:

a. Replacement of the George Massey Tunnel with a 3.3 km bridge;
b. Improvements along 24 km of Highway 99 between Bridgeport Road in Richmond and Highway 91 in Delta; and
c. Replacement of the interchanges of Westminster Highway, Steveston Highway, and Highway 17A.

[28] The Proposal is approved subject to the following conditions:

AGRICULTURAL CAPABILITY IMPACTS

a) All RoW lands available for agriculture (Disposed RoWs) as indicated in Schedule D of this decision must be reclaimed or improved to equal their improved agricultural capability rating or better.

b) Disposed ROWs are to be made available for agriculture and whenever possible will be transferred to fee simple parcels and/or consolidated with adjacent lands.

c) The project must be overseen by a qualified registered professional, with specific knowledge of soils, drainage, fill placement and land reclamation.

d) Prior to commencement of the project, the Commission must review and approve the qualified registered professional who will be responsible for oversight of the project.

e) Prior to construction, the approved qualified registered professional overseeing the project must submit a schedule for monitoring and closure reports, to be reviewed and approved by the Commission, including any suggestions that may more properly facilitate his/her effectiveness to ensure that the Ministry of Transportation and Infrastructure successfully implements its commitments to agriculture.

f) If the approved qualified registered professional associated with the Application is replaced by any other qualified registered professional the Commission must be immediately notified and have the opportunity to review and approve the change. The new qualified registered professional must conduct all activities in substantial compliance with the information submitted with the Application and conditions set out in this decision.

TOPSOIL IMPACTS

g) Topsoils within the project footprint must be salvaged and relocated either within the affected parcel or to other ALR lands as per the Topsoil Conservation Program submitted as part of the application information package (Schedule C);

h) The qualified registered professional overseeing the project must submit an invasive plant management plan which outlines mitigation of invasive plants during and post-construction for a period of 5 calendar years.

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DRAINAGE IMPACTS

i) Drainage/irrigation system improvements must be carried out as per the *Highway Drainage Design and Water Quality Management Plan* submitted as part of the application package (Schedule B), including:

- Consideration of provincial, municipal and ARDSA standards for conveyance and freeboard;
- Vegetation of all ditch slopes;
- Incorporation of bioswales, water quality ponds, or constructed wetlands where feasible to discharge to irrigation ditches; and
- Regular inspection and maintenance of ditches, by the approved qualified registered professional, as needed.
- The stormwater management system for the Project will be designed to minimize the discharge of sediment and road chemicals (e.g., salt) into agricultural ditches.

IMPACTS TO AGRICULTURAL OPERATIONS

j) Rice Mill Road will serve as a farm route alternative to Steveston Highway and therefore will be maintained as an east-west connector for farm vehicles as per Schedule A.

k) Clear criteria for the crossing of agricultural equipment over the new bridge that takes into consideration issues regarding equipment size and access, and addresses potential benefits as outlined in Schedule D must be provided to the Commission for review and approval prior to the finalization of roadway plans.

l) Any fencing on ALR properties which is removed or damaged must be replaced by the Ministry of Transportation and Infrastructure at the time of construction. Road access must be maintained for any properties which have accesses affected by the Proposal.

FEES

m) As per Section 33.1 (2) of the Regulation, the Commission may take a document administration fee for the administration, processing, preparation, review, execution, filing or registration of reports required by the Commission. Fees are calculated according to Section 33.1 (2) of the Regulation and commensurate with the number of reports, site inspections or site monitoring that must be conducted or reviewed by the Commission. In order to facilitate the payment of these fees, a financial security in the form of an Irrevocable Letter of Credit (ILOC) in the amount of $3100 must be made payable to the Minister of Finance c/o the Agricultural Land Commission. This amount is estimated based on the expected number of reports and site inspections required throughout the duration of the Proposal as well as a reasonable contingency. This amount is subject to change based on condition (c) above. The ILOC is to ensure that document administration fees associated with monitoring reports are covered and to ensure that the Commission is able to conduct site inspections if it is found necessary to do so.

For greater clarity, some or all of the ILOC will be accessible to and used by the Commission per Section 33.1 (2) of the Regulation.

If, at the time that the final closure report is submitted, there remains a balance on the ILOC, the remainder amount will be refunded to the Applicant.

[29] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

[30] These are the unanimous reasons of the Executive Committee of the Agricultural Land Commission.

[31] A decision of the Executive Committee is a decision of the Commission pursuant to s. 11.1(5) of the *Agricultural Land Commission Act*.

[32] This decision is recorded as Resolution #35/2017 and is released on February 24th, 2017.

CERTIFICATION OF DECISION

Frank Leonard, Chair, on behalf of the Executive Committee

END OF DOCUMENT

ALR Acquisition in City of Richmond						
District	**Parcel**	**ALR RoW Acquisition**	**Non-productive ALR**	**Productive ALR**	**RoW Potentially Available for Farming**	**Reason for Non-Productive**
Richmond	A				2.255	
Richmond	B				1.743	
Richmond	C				2.189	
Richmond	Lot 37	0.192				
Richmond	Lot 38	0.232				
Richmond	Lot 39	0.213				
Richmond	Lot 40	0.319				
Richmond	Lot 41	0.450				
Richmond	Lot 42	0.258				
Richmond	Lot 43	0.811				
Richmond	Lot 44	1.327				
Richmond	Lot 45	0.875	0.537			Garden Infrastructure
Richmond	Lot 46	0.147				
Richmond	Lot 54	0.786				
Richmond	Lot 55	1.591				
Richmond	Lot 57 *	0.569			0.569	Under ramp structure
Richmond	D				1.136	
Richmond	E				2.087	
District Sub-Totals		**7.770**	**0.537**	**7.233**	**9.980**	
ALR Acquisition in Corporation of Delta						
District	**Parcel**	**ALR RoW Acquisition**	**Non-productive ALR**	**Productive ALR**	**RoW Potentially Available for Farming**	**Reason for non-productive**
Delta	Lot 61	0.772	0.772			Slough
Delta	Lot 62	1.950				
Delta	Lot 63	0.221				
Delta	Lot 64	0.161	0.076			Slough
Delta	Lot 65	0.011				
Delta	F				0.751	
Delta	Lot 66	0.397				
Delta	Lot 67 *	2.753			0.392	Under ramp structure
Delta	Lot 68	0.845				
Delta	Lot 69	0.947				
Delta	Lot 78	0.239				
Delta	Lot 81	0.232				
Delta	G				0.995	
Delta	Lot 71	0.420	0.420			Deltaworks Yard - Paved
Delta	Lot 72	0.778				
Delta	Lot 73	0.257				
Delta	Lot 74	0.115				
Delta	Lot 75	0.982				
Delta	Lot 76	0.013				
Delta	Lot 89	0.083				
Delta	H				1.750	
Delta	I				5.352	
Delta	J				1.474	
Delta	K				1.980	
District Sub-Totals		**11.176**	**1.268**	**9.908**	**12.695**	
Net Productive ALR and RoW Potentially Available for Farming				**17.142**	**22.674**	
Net effect on ALR Area in Richmond (ha)				**Gain**	**2.746**	
Net effect on ALR Area in Delta (ha)				**Gain**	**2.786**	
Total effect on ALR (ha)				**Net Gain**	**5.533**	

* RoW acquisition where land will remain available for cultivation underneath the raised bridge structure

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
G	2016-10-13	UPDATED TABLE	
F	2016-06-21	UPDATED TABLE	PGR
E	2016-03-07	UPDATED TABLE INFORMATION	PC
D	2016-02-23	REVISED NOTE RE:CULTIVATION	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
I	2016-11-21	UPDATED TABLE	PGR
H	2016-11-04	UPDATED TABLE (AREA K)	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-11-21

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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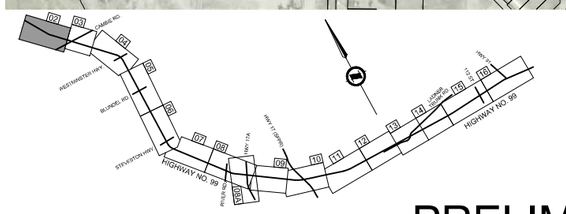
Nov 21, 2016 – 11:25am P:\2013 Projects\13-489\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017

HIGHWAY 99
RIVER RD.
GREAT CANADIAN WAY
BRIDGEPORT RD.
SEA ISLAND WAY
ST EDWARDS DR.
BIRD RD.
HIGHWAY 99
PATTERSON RD.
TUTTLE AVE.
No. 4 RD.
KILBY DR.
CAMBIE RD.
226

MATCH LINE SEE DWG H-1103-AOP



NOTE: 2014 ORTHOPHOTO BASE

NOTE: CONCEPT DESIGN PREPARED BASED ON PHOTOGRAMMETRY SURVEY INFORMATION. ACCURACY OF DESIGN INFORMATION PRESENTED IS LIMITED WITHIN SURVEY TOLERANCES ONLY. COORDINATE INFORMATION IS BASED ON UTM AND HAS NOT BEEN CONVERTED TO GROUND COORDINATES.

LEGEND:

- PROPERTY ACQUISITION
- ROW ACQUISITION WHERE LAND WILL REMAIN AVAILABLE FOR CULTIVATION UNDERNEATH THE RAISED BRIDGE STRUCTURE
- AGRICULTURAL LAND RESERVE
- ROW AVAILABLE FOR AGRICULTURE

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
E	2016-04-19	REVISED LEGEND	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m
CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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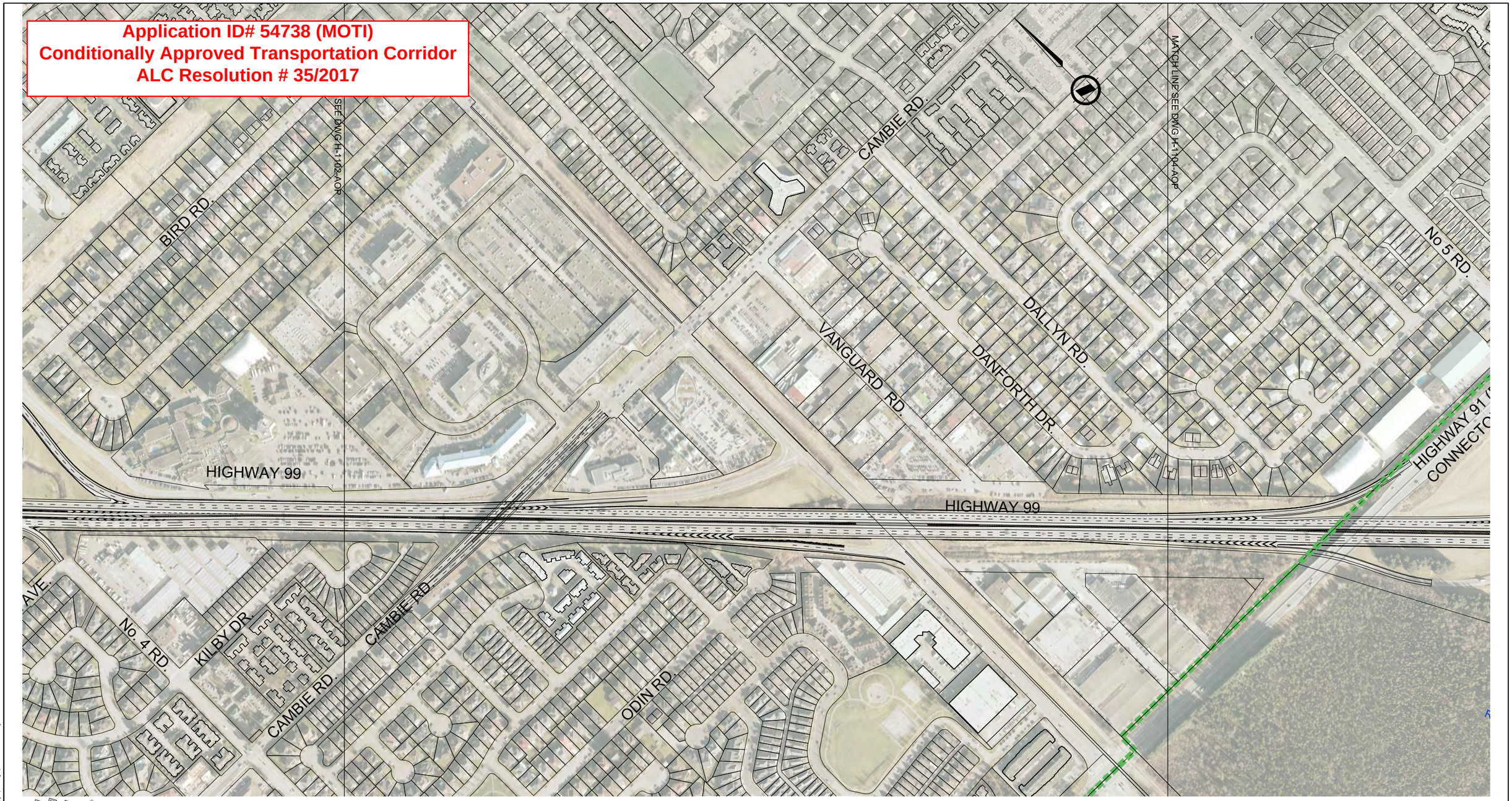
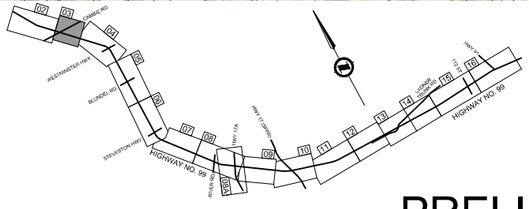
Oct 18, 2016 – 1:51pm P:\2013 Projects\13-4893\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
E	2016-04-19	REVISED LEGEND	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL --- DATE ---
QUALITY ASSURANCE --- DATE ---
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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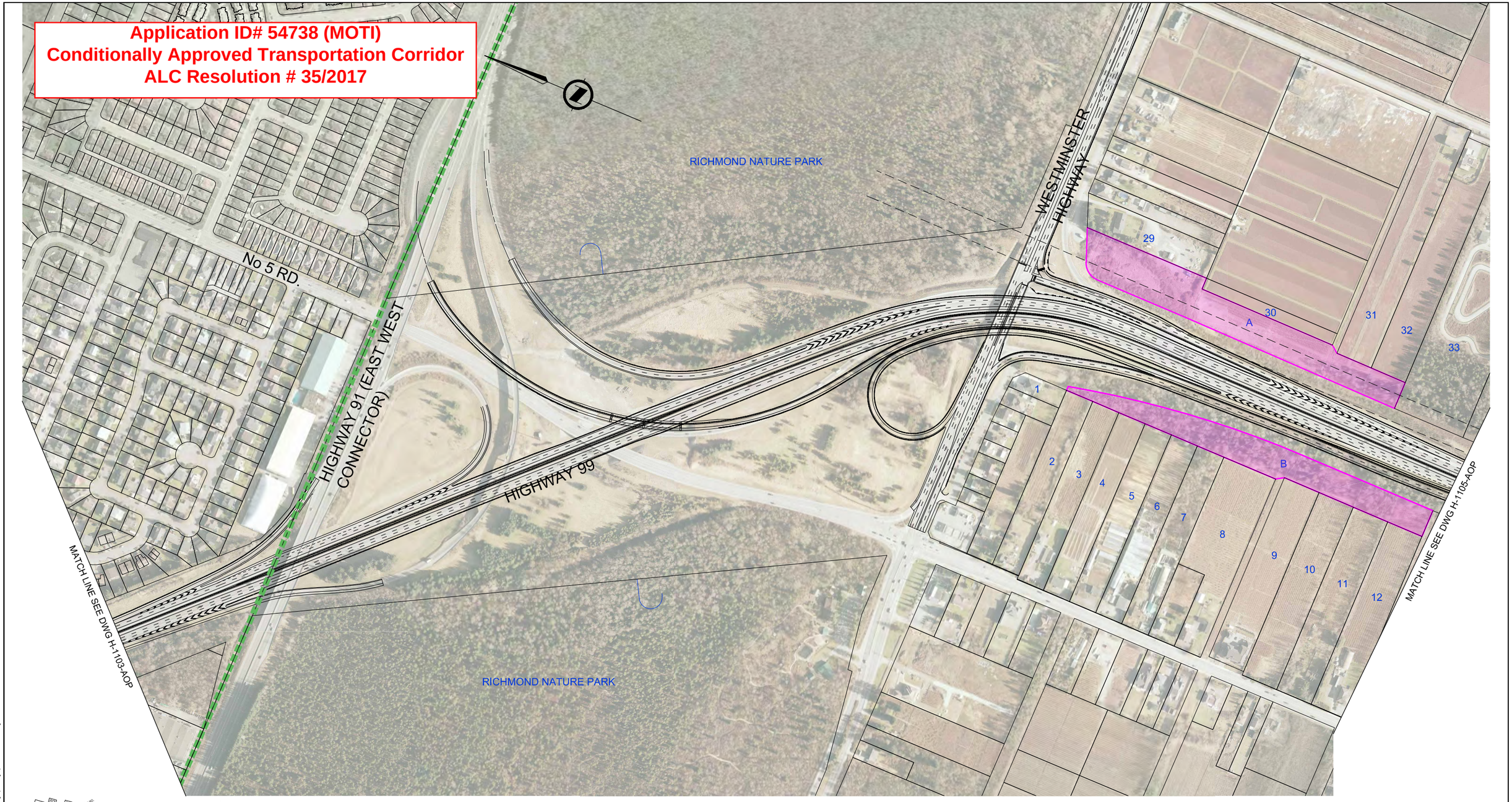
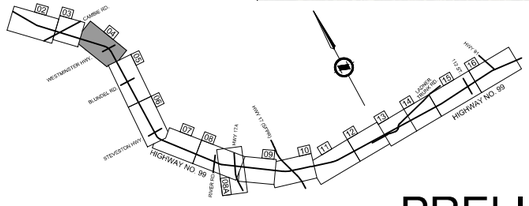
Oct 18, 2016 - 1:53pm P:\2013 Projects\13-489\00 - CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
E	2016-04-19	REVISED LEGEND	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m
CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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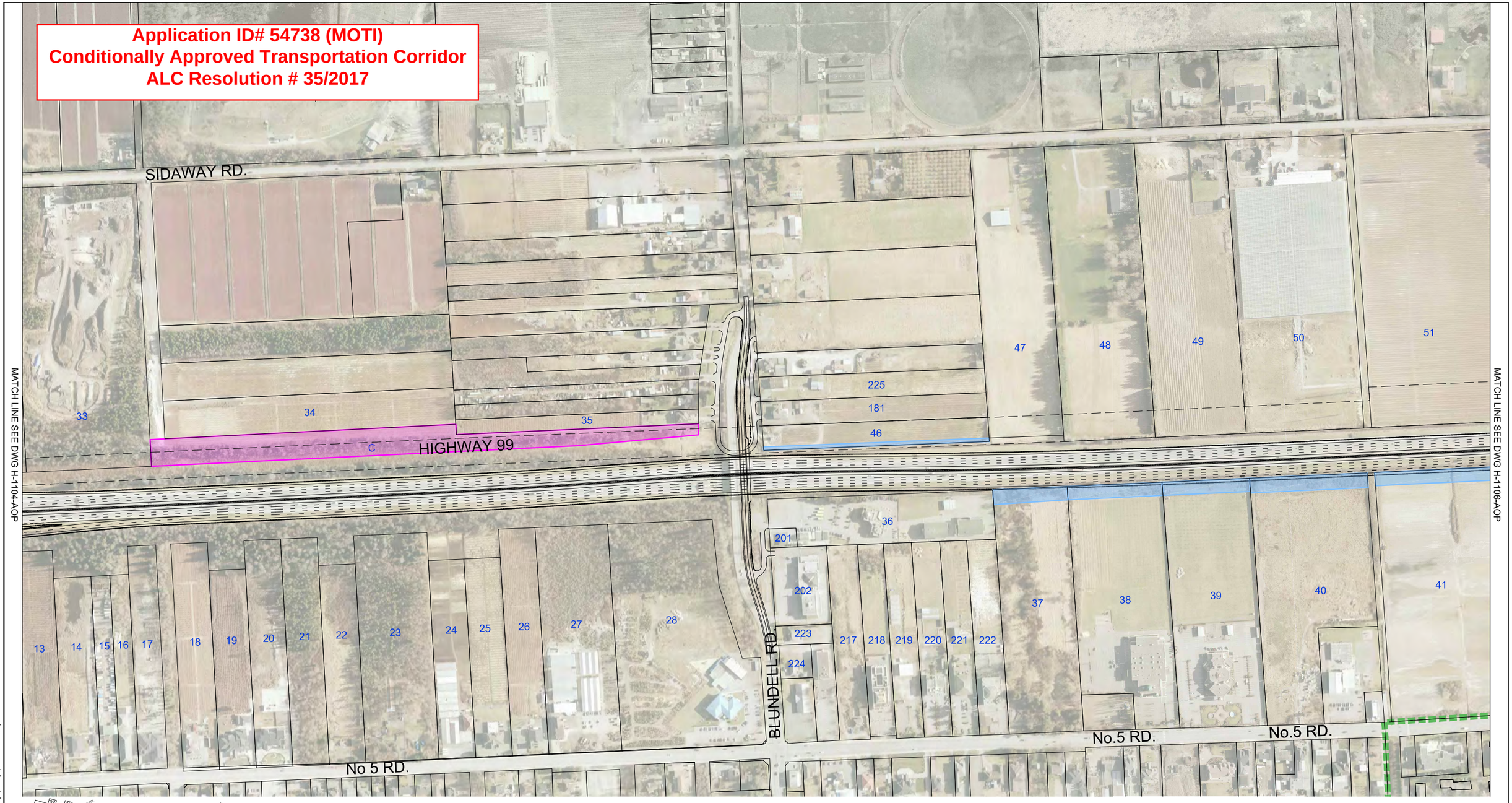
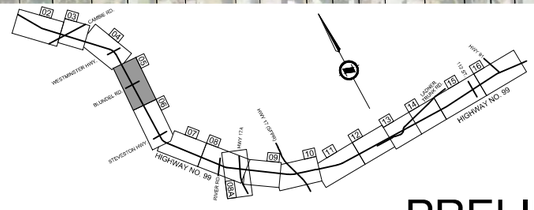
Oct 18, 2016 – 1:55pm P:\2013 Projects\13-459\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
G	2016-04-19	REVISED LEGEND	PGR
F	2016-03-07	REMOVAL OF SRW FROM LOT 37	PGR
E	2016-03-07	REVISED LOT 40 AND 46 AREAS	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
H	2016-10-13	VARIOUS AREAS REVISED	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

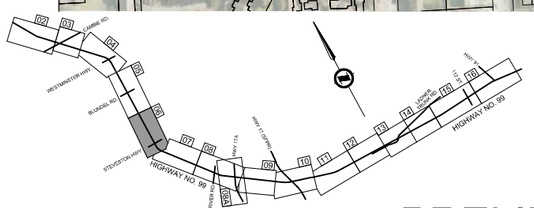
DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REC	DRAWING NUMBER	REV
-—	—	—	H-1105-AOP	H

Oct 18, 2016 – 1:57pm P:\2013 Projects\13-489\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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- ROW AVAILABLE FOR AGRICULTURE

PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
G	2016-10-13	VARIOUS AREAS REVISED	PGR
F	2016-05-04	UPDATED ROW AREAS	PGR
E	2016-04-19	REVISED LEGEND, UPDATED ROW AREAS	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m
CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

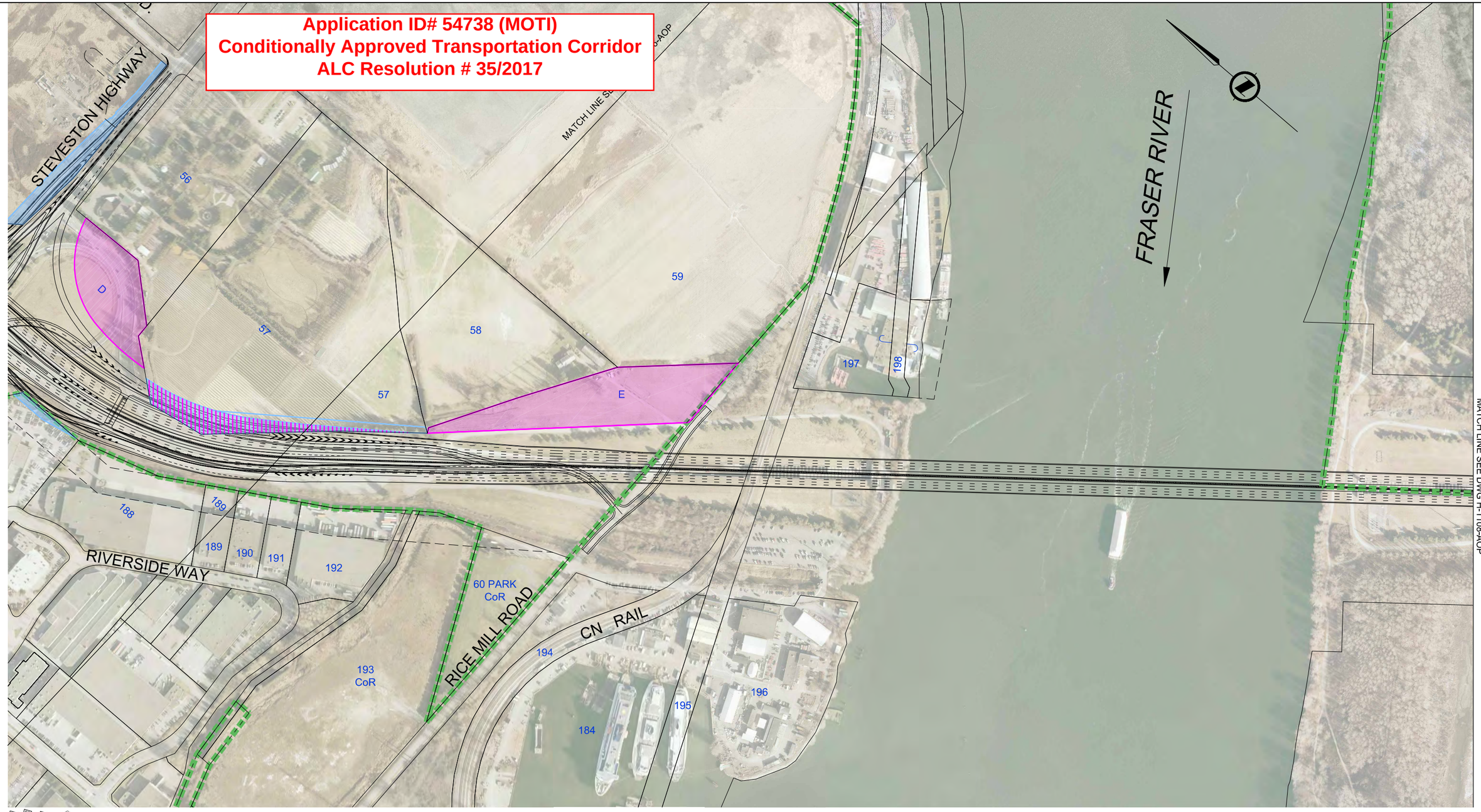
DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

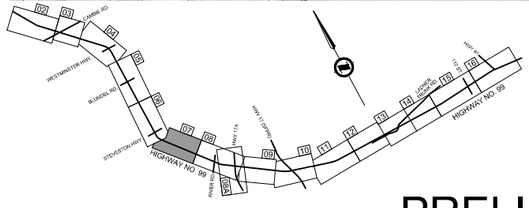
GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
- —	—	—	H-1106-AOP	G

Oct 18, 2016 – 1:59pm P:\2013 Projects\13-459\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

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- AGRICULTURAL LAND RESERVE
- ROW AVAILABLE FOR AGRICULTURE

REV	DATE	REVISIONS	SIGNATURE
G	2016-10-13	VARIOUS AREAS REVISED	PGR
F	2016-04-19	REVISED LEGEND,	PGR
E	2016-02-29	ROAD LABEL REMOVED	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m
CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

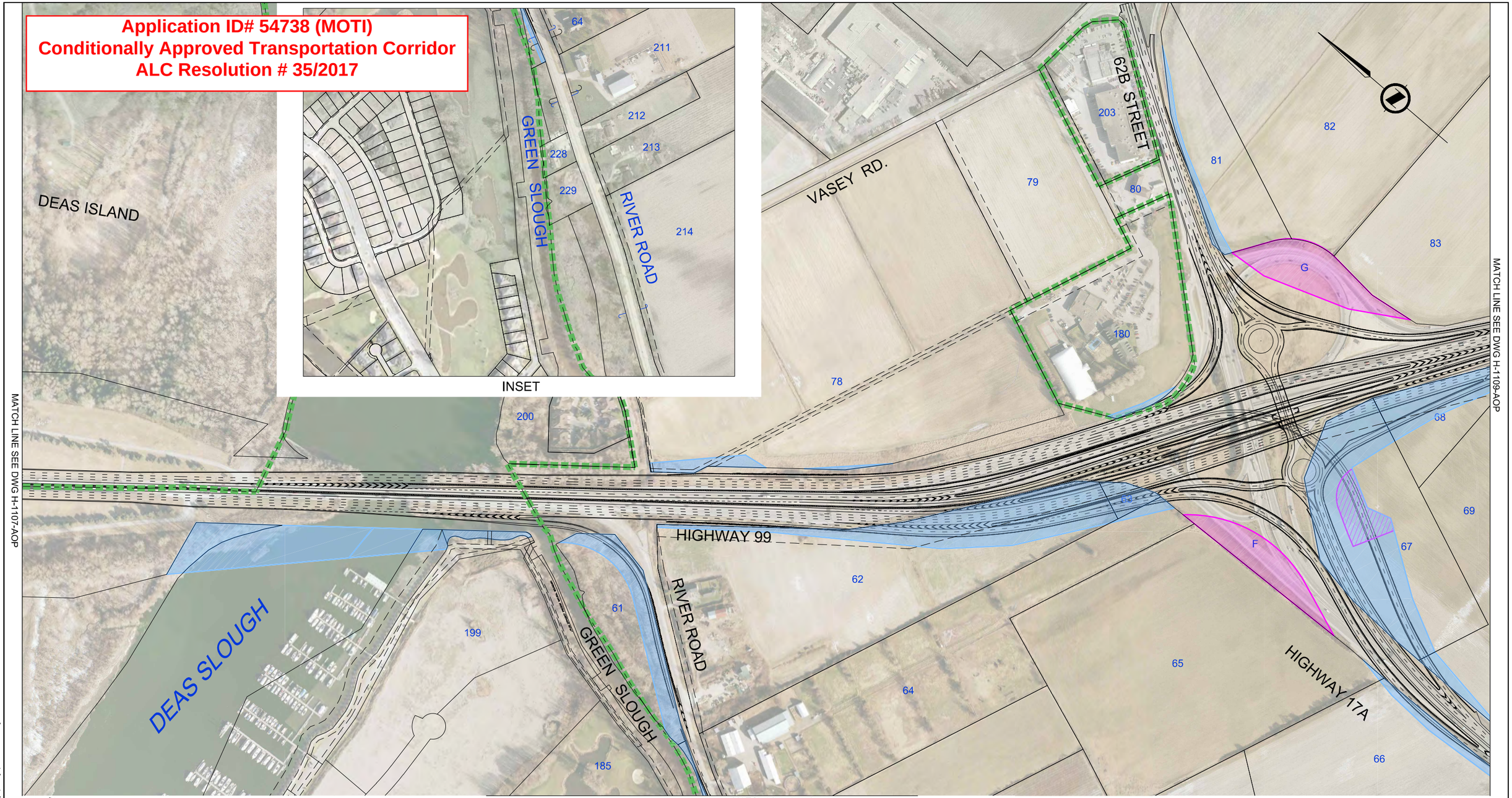
GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
-—	—	—	H-1107-AOP	G

MATCH LINE SEE DWG H-1108-AOP

Oct 18, 2016 – 2:01pm P:\2013 Projects\13-459\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

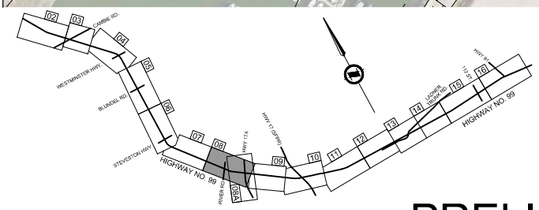
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



MATCH LINE SEE DWG H-1107-AOP

MATCH LINE SEE DWG H-1109-AOP

MATCH LINE SEE INSET TOP



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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

REV	DATE	REVISIONS	SIGNATURE
G	2016-10-13	VARIOUS AREAS REVISED	PGR
F	2016-05-04	UPDATED ROW AREAS	PGR
E	2016-04-19	REVISED LEGEND, UPDATED ROW AREAS	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA — MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG

DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19

QUALITY CONTROL — DATE —

QUALITY ASSURANCE — DATE —

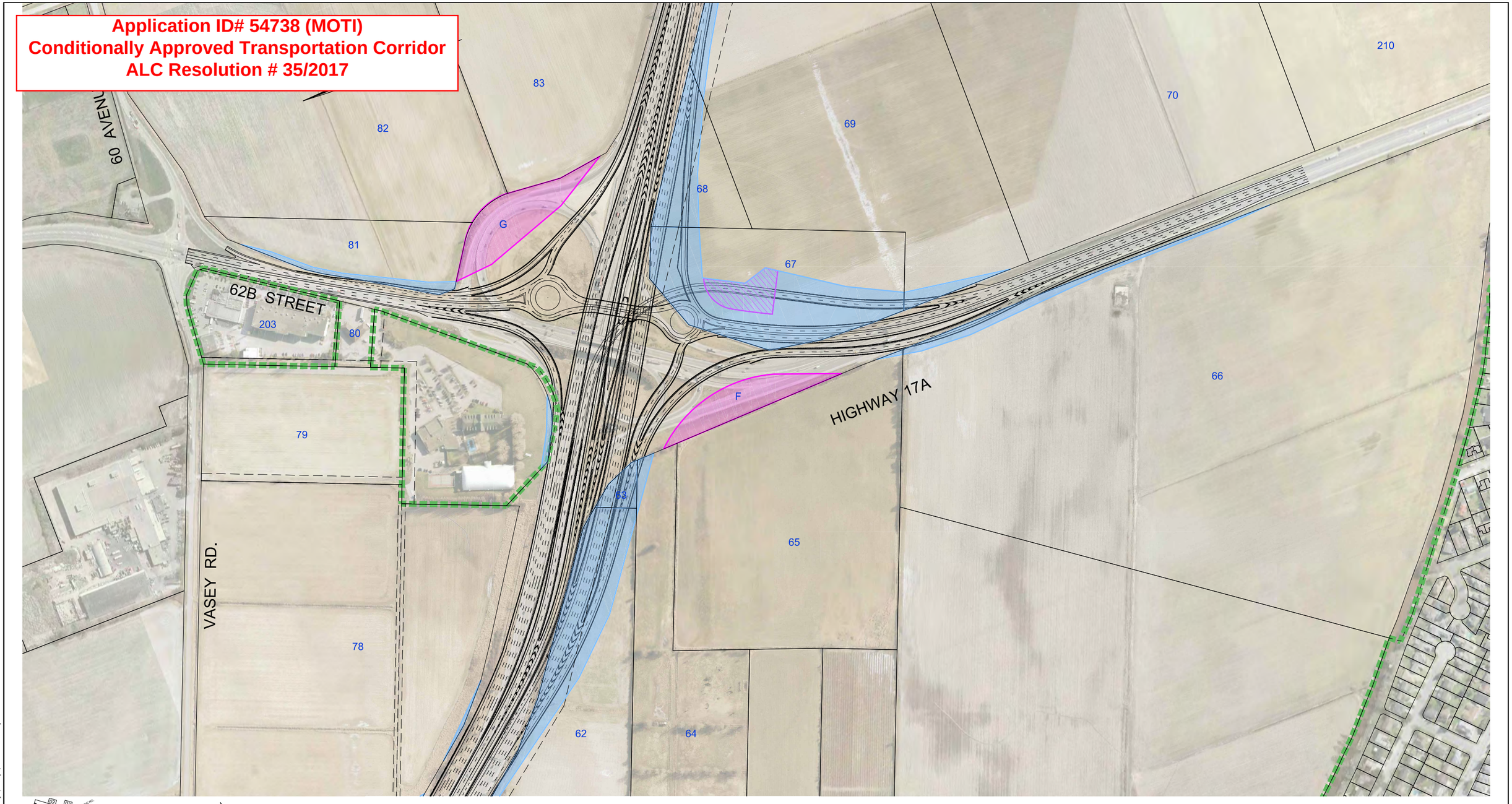
DRAWN PGR DATE 2016-01-19

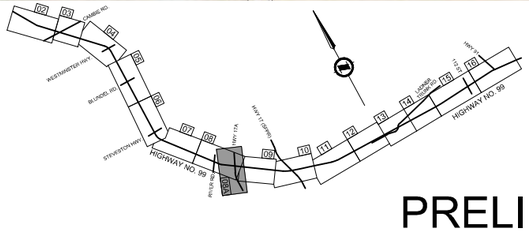
GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
-—	—	—	H-1108-AOP	G

Oct 18, 2016 – 2:03pm P:\2013 Projects\13-489\05 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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REV	DATE	REVISIONS	SIGNATURE
G	2016-10-13	VARIOUS AREAS REVISED	PGR
F	2016-05-04	UPDATED ROW AREAS	PGR
E	2016-04-19	REVISED LEGEND, UPDATED ROW AREAS	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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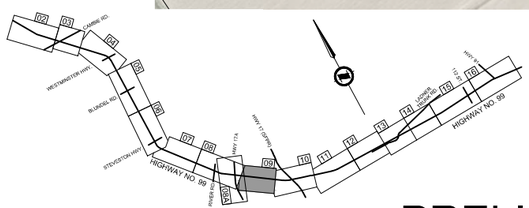
Oct 18, 2016 – 2:05pm P:\2013 Projects\13-489\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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F	2016-05-04	UPDATED ROW AREAS	PGR
E	2016-04-19	REVISED LEGEND, UPDATED ROW AREAS	PGR
D	2016-02-23	REVISED LEGEND	PGR
C	2016-02-17	ADDITION OF CONCEPT DESIGN	PGR
B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
A	2016-01-19	ISSUED TO PROJECT TEAM	PGR

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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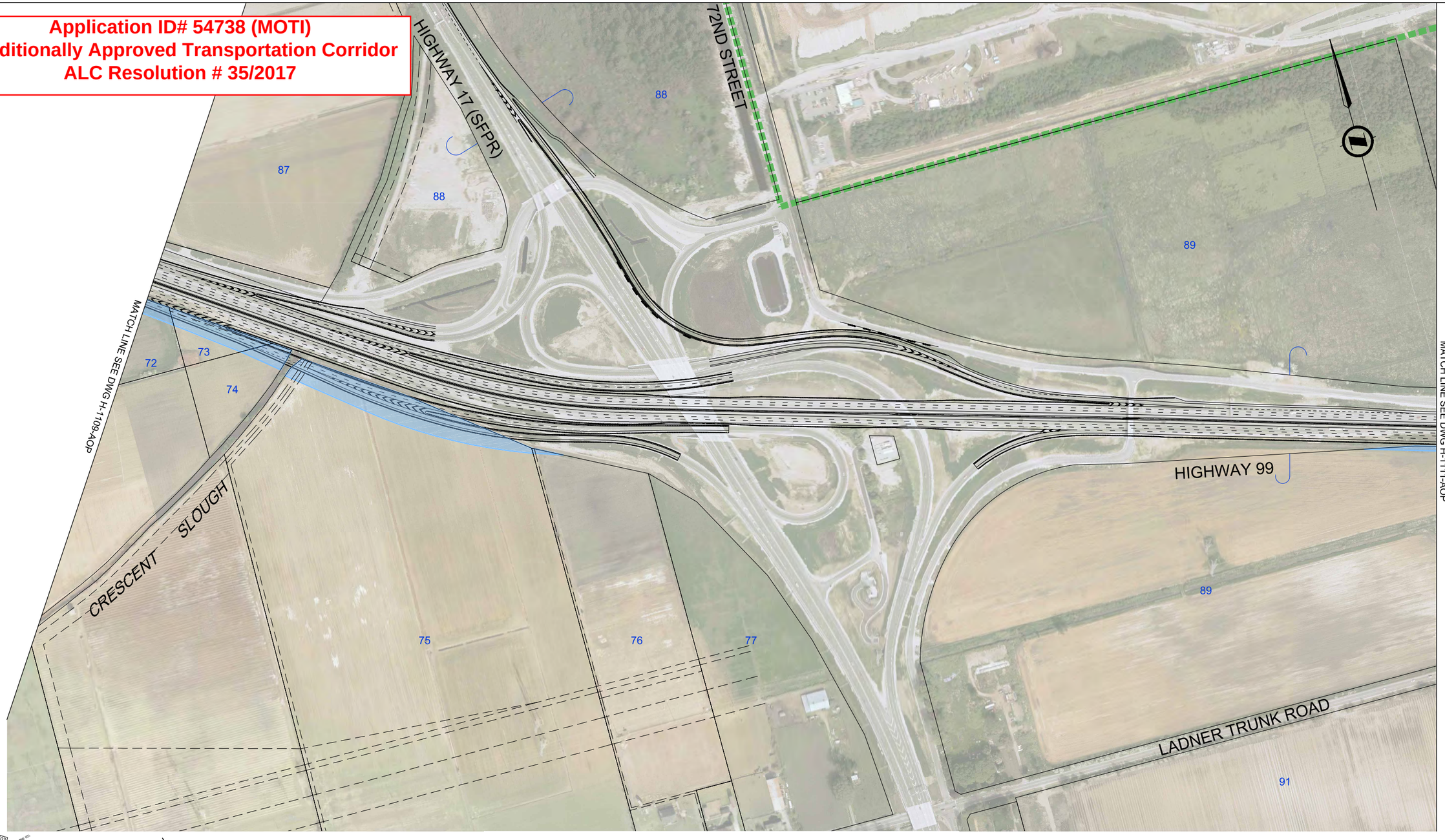
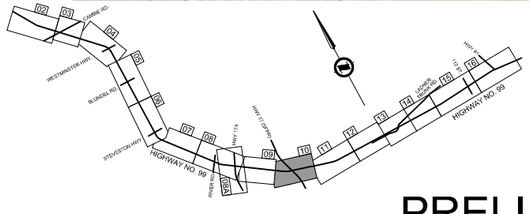
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





NOTE: 2014 ORTHOPHOTO BASE

NOTE: CONCEPT DESIGN PREPARED BASED ON PHOTOGRAMMETRY SURVEY INFORMATION. ACCURACY OF DESIGN INFORMATION PRESENTED IS LIMITED WITHIN SURVEY TOLERANCES ONLY. COORDINATE INFORMATION IS BASED ON UTM AND HAS NOT BEEN CONVERTED TO GROUND COORDINATES.

LEGEND:

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- ROW ACQUISITION WHERE LAND WILL REMAIN AVAILABLE FOR CULTIVATION UNDERNEATH THE RAISED BRIDGE STRUCTURE
- AGRICULTURAL LAND RESERVE
- ROW AVAILABLE FOR AGRICULTURE

REV	DATE	REVISIONS	SIGNATURE
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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

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DRAWN PGR DATE 2016-01-19

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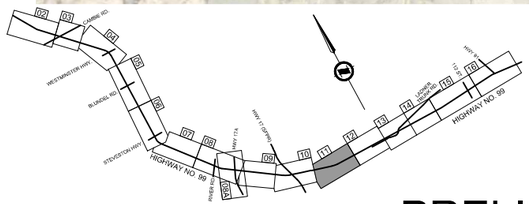
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

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DRAWN PGR DATE 2016-01-19

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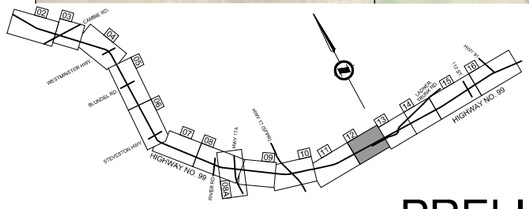
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m
CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

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PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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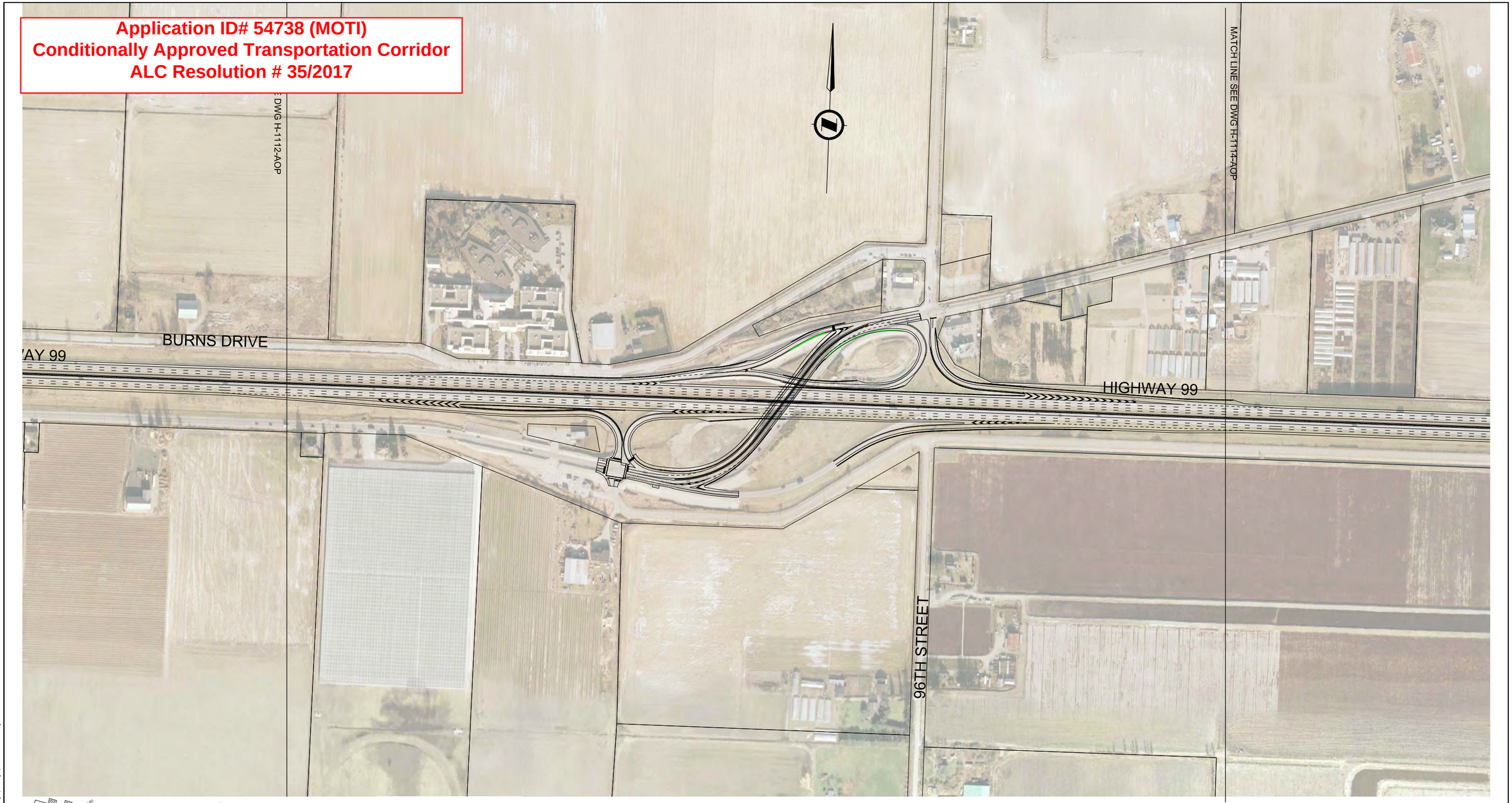
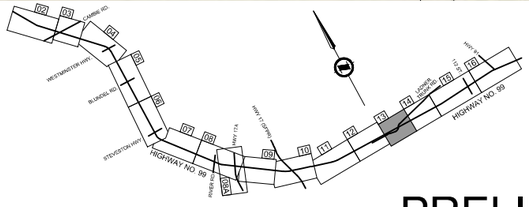
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
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BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
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PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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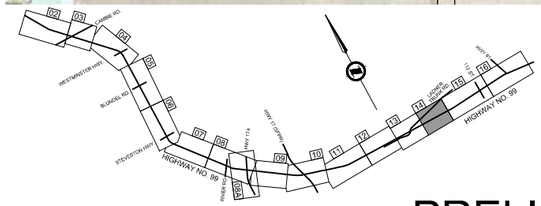
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

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DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL — DATE —
QUALITY ASSURANCE — DATE —
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
REFERENCE CONCEPT
HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

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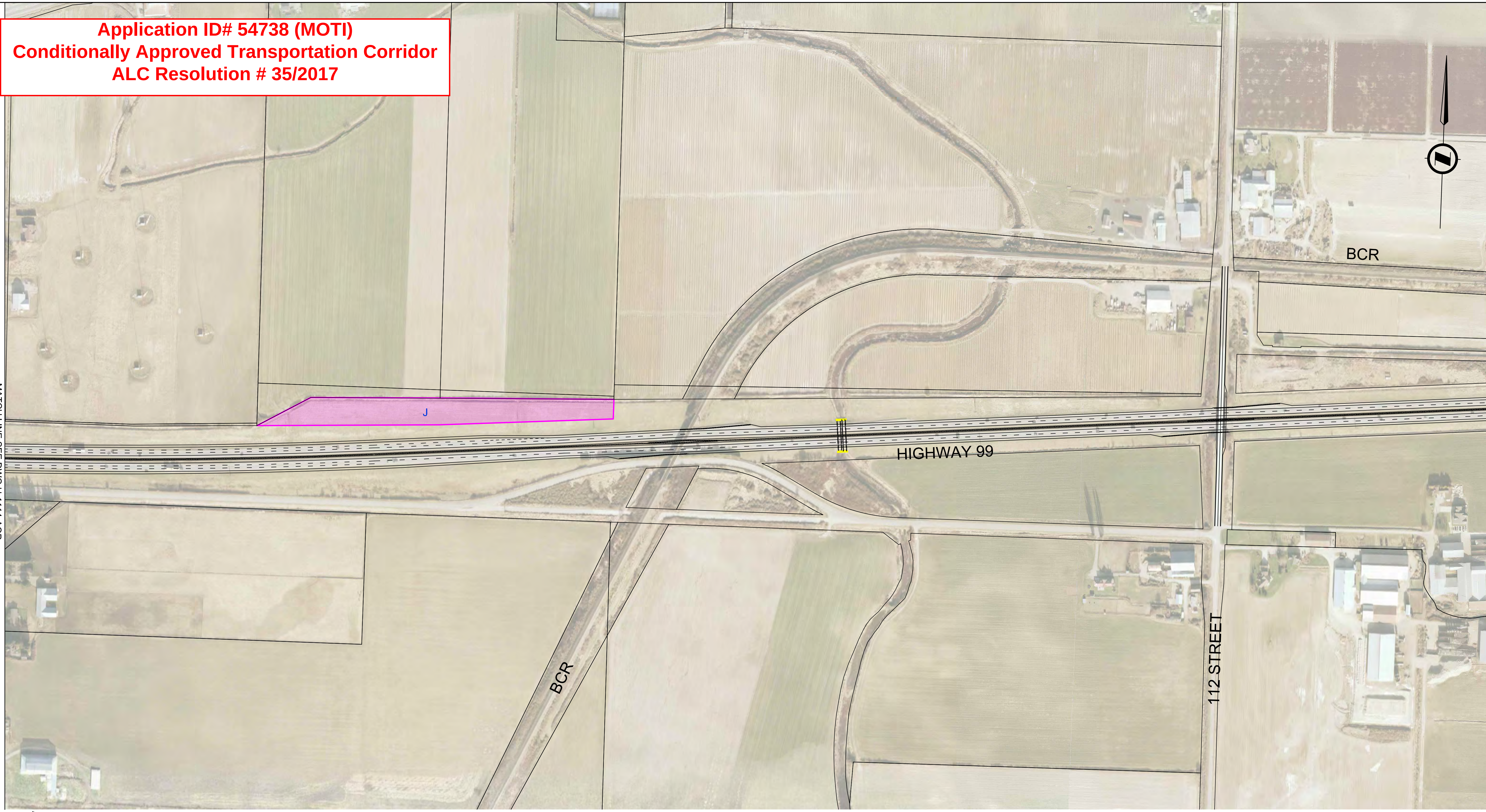
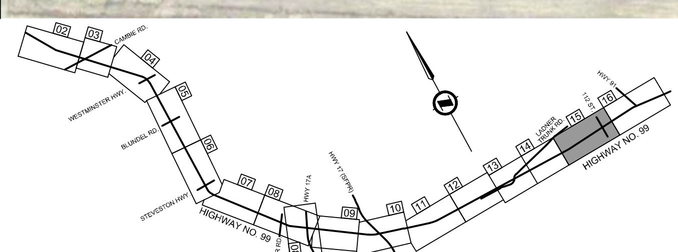
Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017





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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

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B	2016-01-21	VARIOUS REVISIONS. RE-ISSUED TO PROJECT TEAM	PGR
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BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

CAD FILENAME GMTR-1100ALCO.DWG
DATE 2016-10-18

DESIGNED SBT DATE 2016-01-19
QUALITY CONTROL --- DATE ---
QUALITY ASSURANCE --- DATE ---
DRAWN PGR DATE 2016-01-19

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
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HIGHWAY 99: BRIDGEPORT ROAD TO HWY. 91 (ANNACIS HWY.)
AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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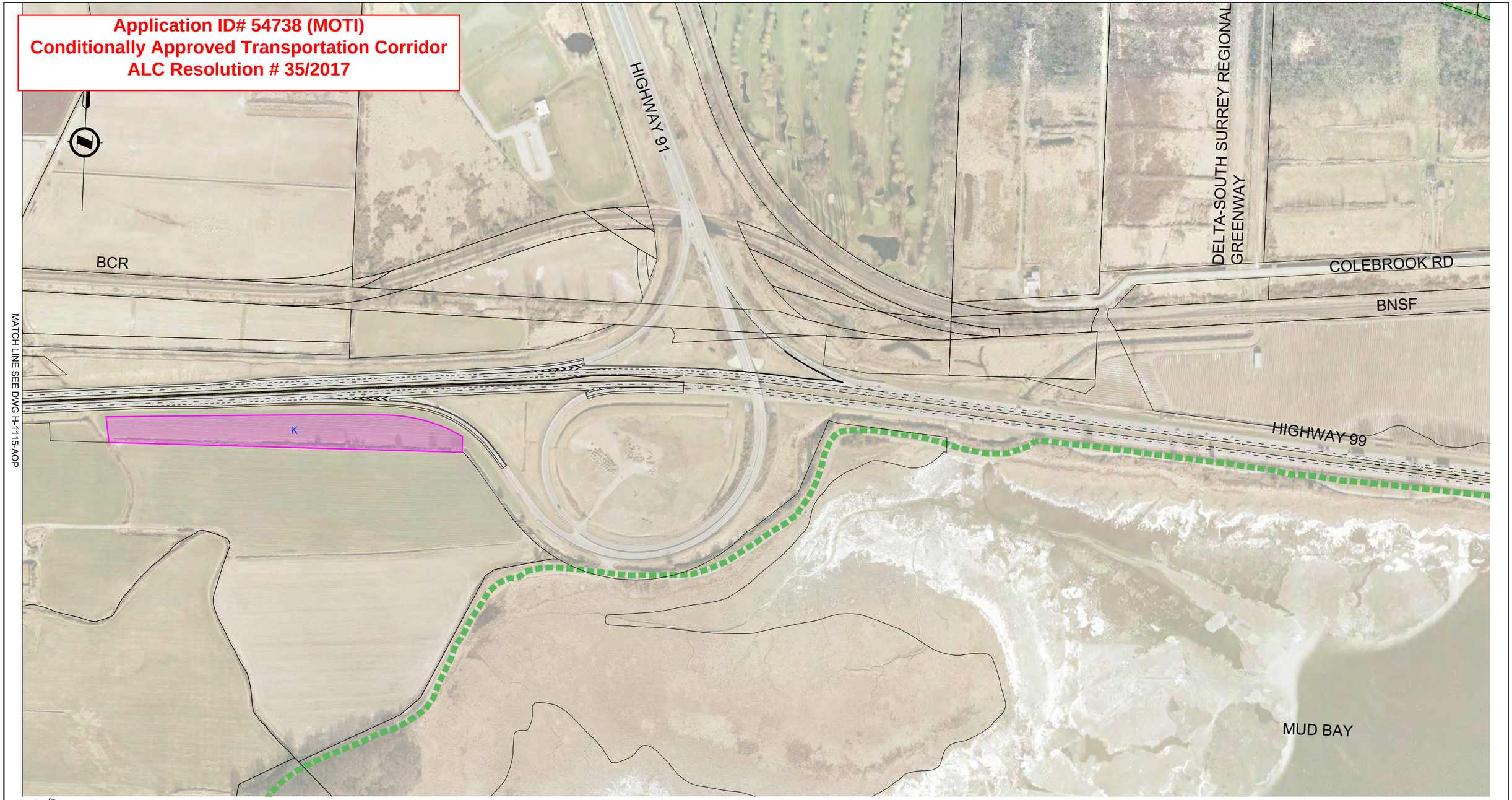
Oct 18, 2016 – 2:18pm P:\2013 Projects\13-489\00 – CAD Files\DWG\Design\Drawings\GMTR-1100ALCO.dwg

Application ID# 54738 (MOTI)
Conditionally Approved Transportation Corridor
ALC Resolution # 35/2017



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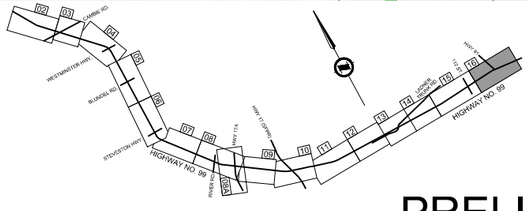

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PRELIMINARY DRAFT
FOR DISCUSSION PURPOSES ONLY

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B	2016-01-21	VARIOUS REVISIONS, RE-ISSUED TO PROJECT TEAM	PGR
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BRITISH COLUMBIA
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

SCALE 0 25 1:5000 125m

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DATE 2016-10-18

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DRAWN PGR DATE 2016-01-19

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AGRICULTURE PROPERTY CALCULATION OVERVIEW
PRELIMINARY DRAFT - FOR INFORMATION ONLY

FILE NUMBER	PROJECT NUMBER	REG	DRAWING NUMBER	REV
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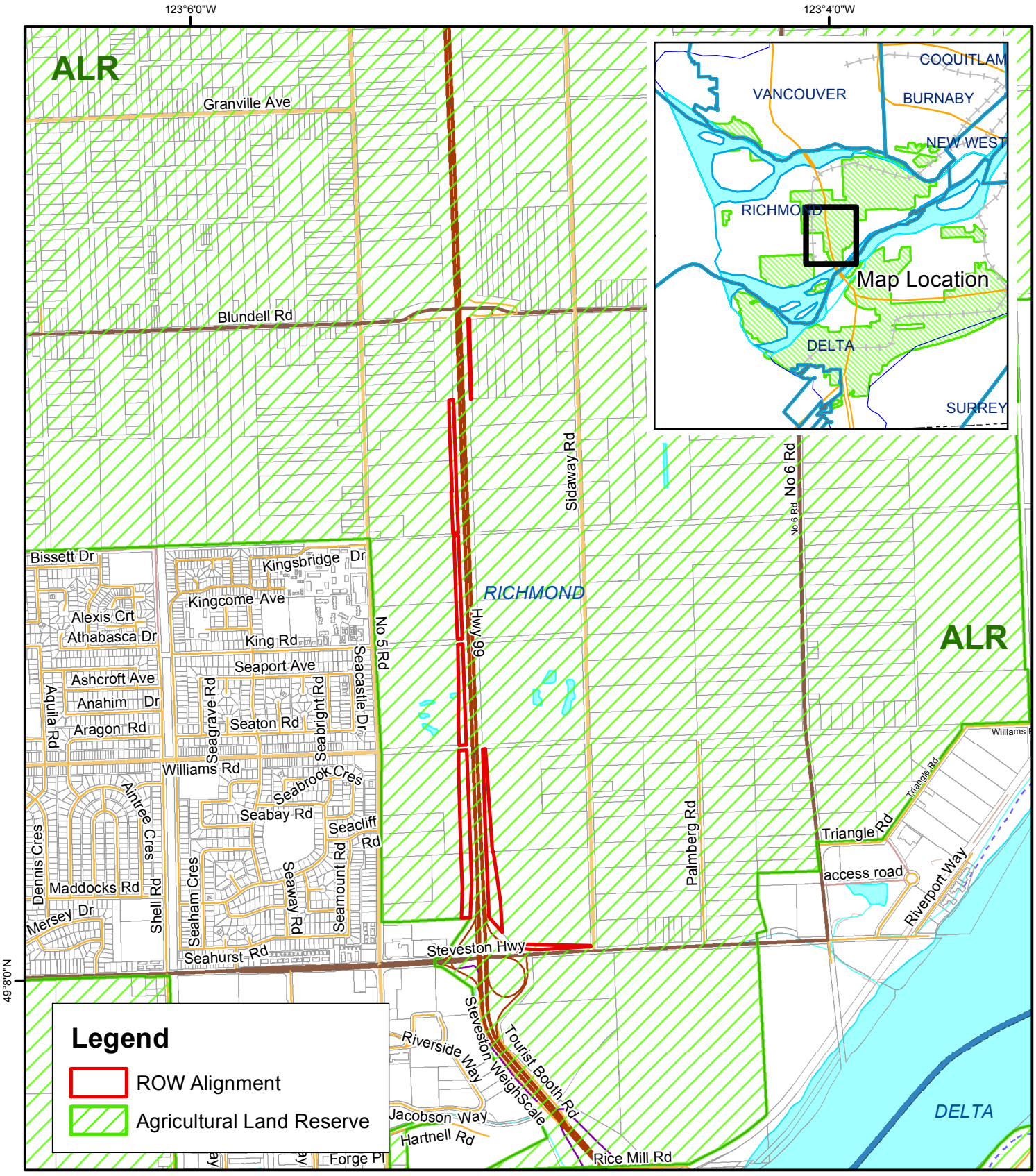


ALC

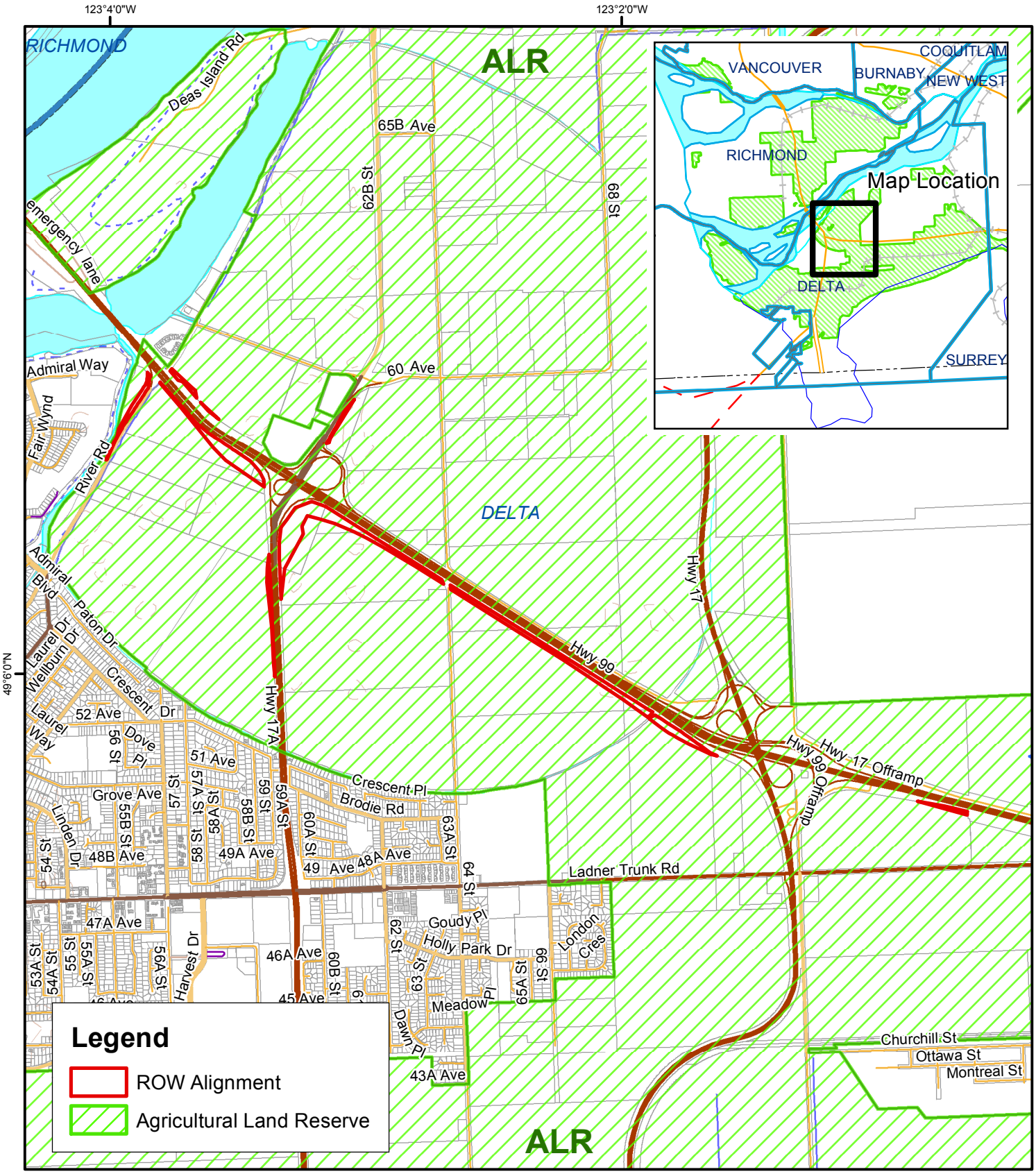
ALR Context Map
Map 1 of 2

Map Scale: 1:20,000

200 0 200 400 600 800 1,000

Meters

ALC File #:	54738
Mapsheet #:	92G.015
Map Produced:	December 22, 2016
Regional District:	Greater Vancouver



ALR Context Map
Map 2 of 2

Map Scale: 1:25,000

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Meters

ALC File #:	54738
Mapsheet #:	92G.015
Map Produced:	December 22, 2016
Regional District:	Greater Vancouver

AGRICULTURAL LAND COMMISSION FILE 54738

SCHEDULE A

Documentation as provided by the Applicant

Transportation Benefits to Agriculture in Delta and Richmond

The George Massey Tunnel Replacement Project (the Project) includes widening Highway 99 from Bridgeport Road in Richmond to Highway 91 in Delta, including a new bridge across the Fraser River to replace the tunnel. These improvements will have a substantial benefit to agriculture in both these communities. Movement of goods along the Highway 99 corridor will be safer and more efficient and reliable. Access to and across Highway 99 will also be enhanced through the reconstruction of three interchanges and replacement of five overpasses. By improving travel times (up to 30 minutes a day), safety, trip reliability and access to all road users, the Project also reduces traffic-related delays for farm vehicles.

The Project will also complement the recently opened South Fraser Perimeter Road (Highway 17), which extends 40 km from Deltaport Way in Delta to Highway 1 in Surrey. These two corridors are the backbone of the east-west major highway network in Metro Vancouver.

TRANSPORTATION BENEFITS TO AGRICULTURE	
Location	**Reliability in Getting Goods to Market**
Highway 99 Corridor	• The new bridge will provide a much higher level of service and will make trips across the river safer and more reliable. • The new crossing will eliminate the lengthy traffic queues that currently happen daily in both directions during peak periods. • Dedicated transit/HOV lanes between Bridgeport Road and Highway 91 plus additional lanes to accommodate slower moving and merging traffic. • Highway 99 widening will provide more capacity for regional trips that currently use local streets in Richmond to avoid highway congestion. • As Richmond regional traffic returns to the highway, these local roads will become more available to agricultural traffic and other local traffic.

TRANSPORTATION BENEFITS TO AGRICULTURE	
	• Highway 99 widening in Delta north of Highway 91 will encourage more drivers to use Highway 99 instead of Ladner Trunk Road, This will provide better service for farming, including slower-moving farm vehicles on Ladner Trunk Road.
Location	**Improved Safety**
Fraser River Crossing	• The Tunnel will be replaced with a new bridge that will include dedicated transit/HOV lanes and additional lanes to accommodate slower moving and merging traffic. • The new 10 lane bridge will provide a much higher level of service and will make trips across the river safer and more reliable. • Ability to accommodate large overheight and overwidth farm equipment using the new bridge, under permit. • Reduction in delays due to congestion.
Location	**Improved Local Community Connectivity**
Highway 91/Westminster Highway; Steveston Highway; Highway 17A	• Reconstructed interchanges on Highway 99 at Westminster Highway, Steveston Highway and Highway 17A will provide greatly improved service for farm vehicles needing to cross the Highway 99 corridor. • Wider lanes to accommodate oversize farm vehicles. • Elimination of signal lights will result in free flowing traffic movements with less congestion delay.

TRANSPORTATION BENEFITS TO AGRICULTURE	
Rice Mill Road - Richmond	• New, direct connections will be provided to Rice Mill Road from Highway 99 southbound and from Rice Mill Road to Highway 99 northbound. • The portion of Rice Mill Road under the new bridge will be constructed wide enough to accommodate farm equipment, with the potential to become a farm route alternative to Steveston Highway, if supporting municipal connections are made.
River Road - Delta	• In conjunction with the Project, the Corporation of Delta plans to extend River Road underneath Highway 99. This two-lane, two-way connection, will improve access between farms on both sides of Highway 99 and provide an excellent non-highway connection for farm vehicles.
Blundell Road Ladner Trunk Road 112 Street	• Several other existing crossings of Highway 99 will be reconstructed and realigned, including at: Blundell Road; Ladner Trunk Road and 112 Street. These upgraded crossings will provide safer, faster and more reliable service for all farm-related traffic.
Highway 17 Interchange	• A new ramp will be constructed to provide a Highway 99 northbound to Highway 17 eastbound connection which will provide better access for all traffic, including farm traffic.

The Ministry of Transportation continues to work with other agencies including the Corporation of Delta and the City of Richmond to help facilitate local transportation improvements and connections.

AGRICULTURAL LAND COMMISSION FILE 54738

SCHEDULE B

Documentation as provided by the Applicant

Highway Drainage Design in Agricultural Areas

1. Background

The George Massey Tunnel Replacement Project (the Project) will include several new crossings and interchanges as well as widening of Highway 99 at a number of locations where the Project borders agricultural lands. In most of these areas new ditches will be constructed along the new highway right-of-way to facilitate drainage. An effective drainage system is very important for agricultural producers because high water tables can affect crop production and contribute to soil degradation if farm machinery works on saturated soils. This memorandum:

- Outlines the drainage design and construction criteria that will be applied to the Project where it is located adjacent to Agricultural Land Reserve (ALR) lands;
- Provides a general description of existing drainage patterns and infrastructure along the Highway 99 corridor in the Project area;
- Identifies locations within the Project area where drainage issues have been identified;
- Describes the key components of the reference design concept to optimize drainage where the Project borders agricultural land; and
- Briefly describes the planned approach to stormwater quality management.

2. Drainage Criteria and Standards

The general drainage criteria for new and upgraded highways in BC are specified in the 2012 Standard Specification for Highway Construction (Ministry of Transportation and Infrastructure 2011). The specifications address drainage ditch construction and maintenance, and environmental protection measures associated with drainage during construction, but do not include guidance for highways bordering agricultural areas. The specific drainage design criteria for highways are specified in the BC Supplement to TAC Geometric Design Guideline (Ministry of Transportation and Infrastructure 2007). Chapter 1000 describes general design guidelines, design flood events, and specific requirements for drainage design related to highway construction.

The main criterion that would apply where there are adjacent agricultural lands is that drainage systems must limit post-development peak water levels to ensure that no increase in flooding occurs as a result of the 100 year return period storm.

The agriculture-specific drainage criteria for BC are those published by the B.C. Ministry of Agriculture (2002). They are routinely referred to as the “ARDSA” criteria because they were initially developed under the Agricultural and Rural Development Subsidiary Agreement (ARDSA). The B.C. regional drainage criteria (Ministry of Agriculture 2002) are:

- To remove the runoff from the 10 year, 5 day storm, within 5 days in the dormant period (November 1 to February 28);
- To remove the runoff from the 10 year, 2 day storm, within 2 days in the growing period (March 1 to October 31);
- Between storm events and in periods when drainage is required, the base flow in channels must be maintained at 1.2 m below field elevation (the freeboard).
- The conveyance system must be sized appropriately for both base flow and design storm flow.

The 1.2 m freeboard requirement is considered critical for spring and fall, but higher water levels are acceptable in summer if the higher levels act to provide sub-irrigation where crops and soil conditions are appropriate (Ministry of Agriculture 2002). The freeboard requirement is for periods “when drainage is required”, but this is sometimes interpreted as including wintertime in the lower Fraser Valley. In practice, there are few lowland road ditches (either provincial highways or local roads) in the Lower Mainland that currently achieve ≥1.2 m freeboard in winter. Nevertheless, the Ministry of Transportation and Infrastructure (the Ministry) will work closely with the Corporation of Delta (CoD) and the City of Richmond (CoR) during detailed design to obtain consistency with their freeboards in agricultural areas. The majority of ditches directly receiving runoff from agricultural land are located outside of the highway right-of-way. Therefore ARDSA criteria related to runoff removal will be considered in cases where the highway drainage system will impact existing field drainage. A requirement of the drainage design will be to maintain water levels during the stipulated storm events to pre-construction levels or lower and, by doing so, minimize the volume that is added to runoff from adjacent agricultural land.

3. Bridge Deck Runoff

Rainwater runoff from the surface of the new bridge will be captured in pipes beneath the bridge deck so that it does not directly enter the Fraser River. The runoff will be directed to treatment ponds and/or constructed wetlands on either side of the river. Those ponds will be located either within the highway right-of-way or outside ALR boundaries. Outflow from the ponds/wetlands will be to the Fraser River either via a rock weir (or similar structure) or by infiltrating to ground. The outflow will not be directed onto ALR land.

4. Description of Existing Drainage Patterns

Drainage within the Project area is characteristic of flat topography resulting in slow moving flows, significant ditch storage, and dynamic flow networks of ditches and culverts. General drainage basins, ditches, and significant drainage features are shown on Figures 1 (Richmond) and 2 (Delta), attached. The drainage basin boundaries shown on the figures are approximate because of the extremely flat topography in the area; however, they provide a general indication of existing flow patterns. Property-level drainage mapping is provided in Section 5 of the ALC Application.

Richmond Drainage

Drainage originating north of Westminster Highway generally flows north to the Bath Slough or Shell Road North pump station. The area immediately north of Westminster Highway within the Richmond Nature Park is in the ALR. Within the Nature Park, drainage is split, flowing both north and south.

South of Westminster Highway runoff is conveyed south along Highway 99 in ditches on each side of the road. Both ditches also serve to collect runoff from adjacent areas within the City of Richmond and are required to convey significant flow in design storm events. These ditches are critical for accommodating drainage for adjacent agricultural lands.

On the west side of Highway 99 the ditch conveys runoff south in an open channel to the Steveston Interchange, and then further south through a combination of open channels and culverts to the City of Richmond’s Peace Arch pump station located west of the George Massey Tunnel.

A significant flow volume in the west ditch originates from the CoR storm sewer system, which discharges into the highway ditch at eight locations. Water is conveyed through a 900 mm diameter culvert beneath the Blundell Road overpass embankment and through a 1500 mm concrete box culvert beneath Steveston Highway.

On the east side of the highway the existing drainage ditch conveys runoff south toward the Steveston Highway Interchange and then east along Steveston Highway to the No. 6 Road South Pump Station. Lateral ditches connect the highway and Sideway Road ditches to the east at several locations. These ditches are nearly flat and they connect the two drainage systems. The majority of the flow that originates on the east side of the highway will flow to the No. 6 Road South Pump Station; however, two 900 mm diameter culverts under Highway 99 transfer small flow volumes to the west side of the highway and to the Peace Arch pump station.

The George Massey Tunnel approach and entry are surrounded by a flood protection berm. Runoff from within the berm is conveyed in a ditch system to a pumphouse where it is pumped into the Fraser River.

Some ditches within the CoR Project area also serve to provide irrigation to adjacent agricultural land.

Delta Drainage

Drainage within the CoD in general is accomplished with a complex network of ditches and culverts, which also serve to provide irrigation to adjacent agricultural land. Highway runoff is primarily conveyed in open ditches with minor conveyance culverts crossings. Highway ditches in this area ultimately drain into the greater irrigation/drainage network, however, unlike highway drainage in the CoR, the Highway 99 ditches do not form an integral part of the greater drainage system.

Highway 99 drainage contributes to seven different drainage basins within the CoD, which ultimately flow into either the Fraser River or Boundary Bay. These drainage basins are also closely related to the irrigation zones.

On the east side of Delta, relatively small drainage basins for Deas Island, Green Slough, and north of the Highway 17A/Highway 99 interchange flow to their respective pump stations and into the Fraser River.

From River Road through to 88th Street, the majority of the drainage from Highway 99 contributes to Crescent Slough, which outfalls at the Green Slough pump station. This includes the Highway 17A and Highway 17 (South Fraser Perimeter Road) interchanges. In general, drainage does not cross the highway; however, at 64th Street a 900 mm diameter culvert accommodates flow to the south. Crescent Slough is also a significant source of irrigation water.

Boundary Bay Airport Pump Station and Beharrel Pump Station accommodate flow from the south side of the Highway between the South Fraser Perimeter Road and 96 Avenue. The Oliver Pump Station basin is a large area at the east end of the Highway.

As part of the Agricultural Enhancement Strategy for the South Fraser Perimeter Road, the Ministry funded and constructed the Delta Irrigation Enhancement Project (DIEP). When it was initiated, the goal of DIEP was to provide water to approximately 7,840 ha of southwest Delta, of which 6,300 ha were being actively farmed but crop production was constrained by lack of access to quality irrigation water (MOTI 2011). Construction of DIEP works began in 2011 and was completed in 2015. The CoD has been responsible for operating and managing the system for the past two years. The system is currently running well, providing the expected benefits. As-built drawings of the DIEP infrastructure are available on request.

5. ALR Areas Identified as Having Existing Drainage Issues

Through discussions with land owners and from field assessment, several areas adjacent to the Project have been identified as having drainage challenges. Examples include the farm properties on the east side of Highway 99 on either side of Steveston Highway. In addition, flow in the existing ditches on both sides of Highway 99 through Richmond is occasionally constrained by conveyance capacity. Specific locations include the culvert that takes flow from the north side of the interchange at Steveston Highway to the south side and on towards the Fraser River.

As the reference concept is developed, the Ministry will identify opportunities to mitigate these issues through design and through maintenance once the Project is operational.

6. General Project Drainage Design Strategy

The proposed highway improvements incorporate additional lanes, significant improvements to interchanges and a new bridge crossing of the Fraser River, all of which increase the impervious area within the highway corridor. Without mitigation measures, the proposed works have the potential to impact the existing drainage system in the following ways:

- Increased flow rates from additional paved areas have the potential to increase water levels in the ditches, which in turn could increase flood risk upstream and downstream.
- Additional culverts could increase head loss at road crossings, which could further increase upstream water levels.
- Increased runoff volume from additional impervious area increases total flow volume and in turn could impact water levels and pump station operations downstream.
- Modified ditches and conveyance systems have the potential of changing overall flow patterns.
- Functioning drainage systems could be interrupted during construction.

Drainage within the ALR in the Project area is very sensitive to changes in the system of ditches and control structures. There are existing drainage issues in some areas, and it is important that the functionality of the existing drainage system is not adversely affected by the Project. Objectives to mitigate the identified risks have been developed with reference to design specifications, summarised earlier in this document. The following specific drainage objectives were formed for the Project to mitigate identified risks:

- Provide improvements to infrastructure to ensure that no increase in flooding occurs as a result of the 100-year design storm event.
- Provide improvements to infrastructure to mitigate flow volume increases to municipal pump stations.
- When replacing or installing new culverts, increase sizes to comply with current design criteria and consider possible climate change effects.
- Retain existing ditches at existing elevations and capacities. Increase capacity of ditches for additional storage and conveyance where possible.

- Deepen ditches in specific locations to improve drainage capacity and enable their use for irrigation.
- Re-grade and clean existing ditches within the corridor to improve hydraulic capacity and flow efficiency.
- Add stormwater management ponds where possible to capture highway runoff and control the flow release rates (see below for water quality considerations).
- Add temporary systems during construction that will not negatively affect overall drainage at times when the current system will be impacted.

Figures 3 and 4 attached show typical cross-sections to indicate the planned approach to drainage design.

These objectives are expected to be subsequently expanded and refined as detailed Project design proceeds and through further consultation with neighboring land owners, farmers, and stakeholders.

7. Water Quality Management

Some of the drainage ditches in the agricultural areas of Richmond and Delta are dual-purpose; conveying runoff during wet weather and serving as a source of irrigation water in summer and early autumn. The volume of rainwater and stormwater runoff in the Project area is highest during late autumn and winter, outside the irrigation season. While highway surfaces typically contain fewer contaminants than parking lots and urban roadways, where possible, measures will be incorporated into the Project design to minimize the potential for rainwater runoff from impermeable surfaces on the highway to carry sediment and other contaminants to irrigation ditches. Specific measures include:

- Catch basins with sufficient volume below the outlet will meet or exceed Ministry specifications to trap and retain coarse sediment, with regular catch basin cleaning;
- Planting grass along the highway margins to filter runoff from the shoulders;

- Incorporation of grassed waterways or bio-swales into the design of structures that convey surface runoff away from the highway to the adjacent ditches, to optimize infiltration and sediment filtration;
- Where there is sufficient space to avoid effects on agricultural land, sediment control ponds and dry or wet water quality ponds/constructed wetlands will be installed to provide a measure of treatment before water is released to ditches used for irrigation. Typically these ponds will initially be installed to control sedimentation during construction; then retained as part of the permanent highway structure.

It is important to note that the baseline quality of water in the ditches near Highway 99 is affected by runoff from urban and agricultural areas outside the Highway 99 RoW. The existing and future loadings of sediment and other contaminants from Highway 99 likely make up a small portion of the total loads. Nevertheless, the design measures noted above are intended to minimize changes compared to the baseline condition.

The standards and guidelines that will be used to inform the stormwater/rainwater detailed design include:

- *2012 Standard Specifications for Highway Construction* (B.C. MOTI 2011)
- *Environmental Best Practices for Highway Maintenance Activities* (B.C. MOTI 2010)
- *Develop with Care 2014: Environmental Guidelines for Urban and Rural Land Development in British Columbia* (B.C. MOE 2014).

Swales located between the highway and the main ditches are proposed to intercept sheet flow from the pavement. They will serve to improve water quality and decrease runoff rates at lower flows. Candidate locations include discontinuous sections on each side of the corridor between Westminster Highway and Steveston Highway, and between Highway 17A and the SFPR.

Runoff retention ponds will be used to attenuate peak flows, and to increase infiltration area. They will also serve to minimize potential for changes in water quality compared to baseline conditions. Large areas suitable for retention ponds are limited within the highway right-of-way; however, open areas within interchanges, and at each end of the bridge provide opportunities for such improvements.

8. Liaison with Richmond and Delta During Detailed Design and Construction

The Ministry will continue working with the CoD, the CoR, affected farmers and farmer's institutes when developing the Project design specifications. Discussions and workshops will be held to ensure a clear understanding of the ditch drainage and irrigation systems in each municipality, minimize the potential for the Project to compromise existing drainage and water quality, and to identify opportunities for drainage and irrigation improvements in agricultural areas while meeting municipal and provincial standards.

9. References

British Columbia Ministry of Agriculture, Food and Fisheries. 2002. Drainage Factsheet: Agricultural Drainage Criteria. Order no. 535.100-2. 7 pages.

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Ministry of Transportation and Infrastructure. 2011. 2012 Standard Specification for Highway Construction. Adopted November 1, 2011. Victoria.

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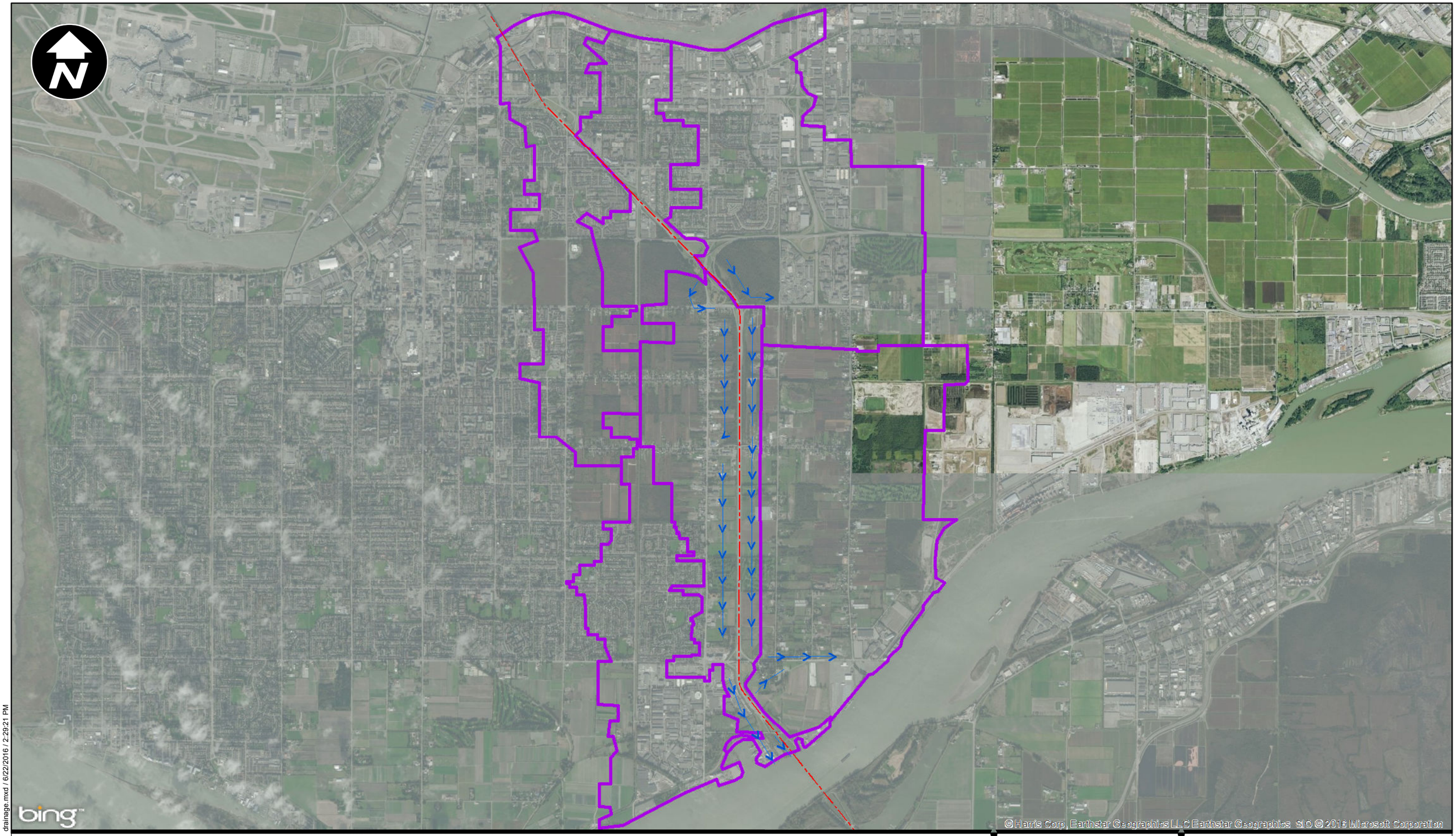

Associated Environmental

- Hwy 99 centreline
- Drainage Basins
- Flow Directions

0 500 1,000 1,500 2,000 2,500 Meters

PROJECT NO.: 2013-8207.020.003
DATE: June 2016
DRAWN BY: BdJ

FIGURE 1: EXISTING DRAINAGE IN VICINITY OF HWY 99 - RICHMOND

Ministry of Transportation and Infrastructure

George Massey Tunnel Replacement Project

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Associated Environmental

Hwy 99 centreline

Drainage Basins

Flow Directions

0 500 1,000 1,500 2,000 2,500 Meters

PROJECT NO.: 2013-8207.020.003
DATE: June 2016
DRAWN BY: BdJ

FIGURE 2: EXISTING DRAINAGE IN VICINITY OF HWY 99 - DELTA

Ministry of Transportation and Infrastructure

George Massey Tunnel Replacement Project

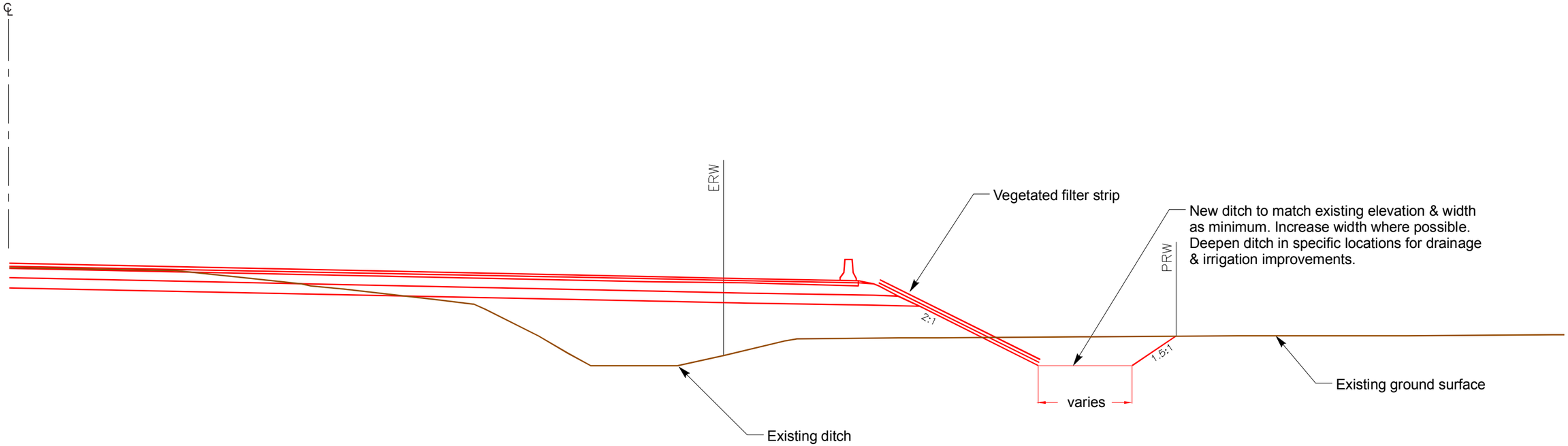
Notes:

1. Ditch design to consider provincial, municipal, and ARDSA standards for conveyance and freeboard.

2. Ditch slopes shall be vegetated.

3. Incorporate bioswales, water quality pond, or constructed wetland where feasible prior to discharge to irrigation ditches.

4. Inspect regularly and maintain ditches as needed.



TYPICAL SECTION

Associated Environmental

PROJECT NO.:	2013-8207.020.003
DATE:	June 2016
DRAWN BY:	BdJ

FIGURE 3: TYPICAL FILTER STRIP SECTION

Ministry of Transportation and Infrastructure

George Massey Tunnel Replacement Project

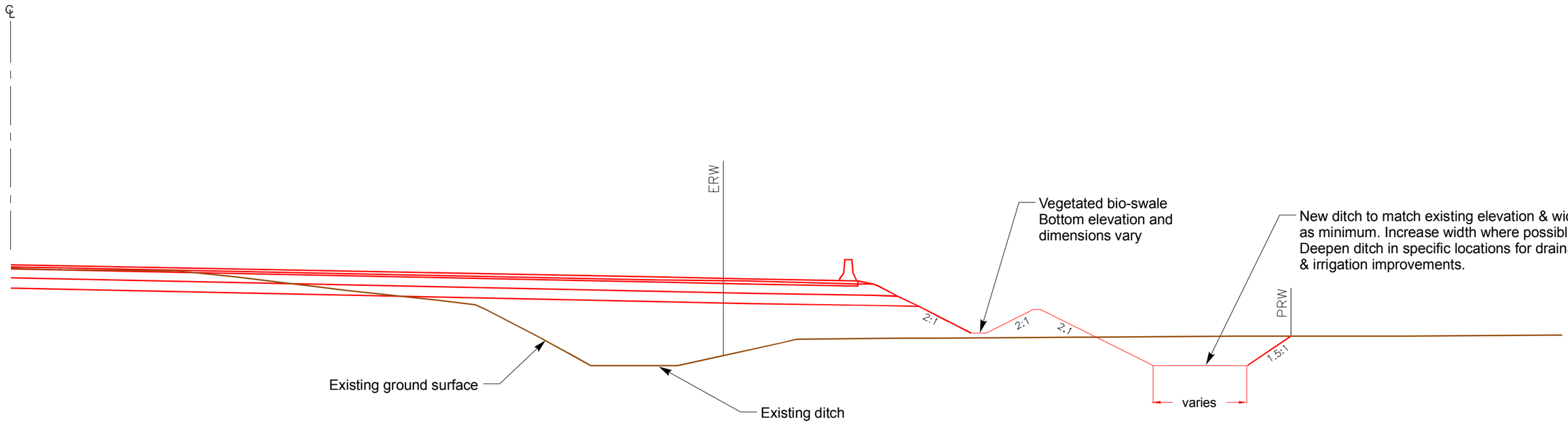
Notes:

1. Ditch design to consider provincial, municipal, and ARDSA standards for conveyance and freeboard.

2. Ditch slopes shall be vegetated.

3. Incorporate bioswales, water quality pond, or constructed wetland where feasible prior to discharge to irrigation ditches.

4. Inspect regularly and maintain ditches as needed.



TYPICAL SECTION

Associated Environmental

PROJECT NO.:	2013-8207.020.003
DATE:	June 2016
DRAWN BY:	BdJ

FIGURE 4: TYPICAL BIO-SWALE SECTION

Ministry of Transportation and Infrastructure

George Massey Tunnel Replacement Project

AGRICULTURAL LAND COMMISSION FILE 54738

SCHEDULE C

Documentation as provided by the Applicant

Benefits to Agriculture in Richmond and Delta through Topsoil Conservation

As part of the George Massey Tunnel Replacement Project (the Project) Agricultural Enhancement Strategy, topsoil removed from the area required for the road right-of-way (RoW) will be salvaged and returned to farm operators along the route for use in farming. This program recognizes the high value of good topsoil and its importance to the efficient production of healthy crops.

The Project's Professional Agrologists and Property Agents have held meetings with the farm operators along the route and most have indicated that they wish to participate in the topsoil salvage program. The topsoil stripping, storage and re-use will be supervised by a qualified Professional Agrologist. The monitoring Agrologist will maintain liaison with Agricultural Land Commission (ALC) staff during the course of the topsoil conservation program.

Process and Protocols

Mineral and shallow organic topsoil within the disturbed area of the RoW will be stripped, generally to a depth of 20 to 30 cm, from field areas and stored within the Project RoW or on-farm at sites designated in consultation with the owners. The stockpiles will be stabilized to avoid erosion by wind and precipitation, until suitable sites for final deposition are identified. Where possible, the topsoil will be used within the property from which it was stripped, used by the Project to reclaim RoW to be made available for agricultural use.

The following presents the general protocols of the Topsoil Conservation Program:

1. For cultivated (or historically cultivated) fields (including pasture and areas now grown in to bush), the organically enriched plough layer will be stripped and stockpiled for reuse. On the deltaic mineral soils, this layer is generally between 20-30 cm deep, so on average a depth of approximately 25 cm will be stripped. Only the organic enriched (dark coloured) topsoil will be taken. If the dark "topsoil" layer is thinner, less material will be stripped. The contractor will be instructed not to remove the lighter coloured mineral horizon (layer) under the topsoil and to avoid cutting into it with the stripping equipment.

2. Where shallow organic (peat) soils occur, the organic soil will be stripped to the mineral sub-soil layer. The contractor will be instructed not to remove the lighter coloured mineral horizon (layer) under the organic soil layer and to avoid cutting into it with the stripping equipment.

3. The ultimate topsoil stripping timing, stockpile placement, and end use will be determined with each property owner on a field by field basis. The owner will be encouraged to take the topsoil for use on nearby lands, as close to the RoW as possible (to avoid longer hauls). It will be the responsibility of the owner/operator to use the topsoil for improving the farm fields and to obtain agreement on any additional cost issues with the Project Property Agent.

4. If the owner/operator does not want the topsoil, it will be used by the Project to reclaim RoW to be made available for agricultural use.

5. In some cases it may be necessary to store stripped topsoil within the RoW or in temporary holding areas.

6. The excavated topsoil will be handled as little as possible and stored in low windrows. If the topsoil is to be left in place for any length of time (i.e., more than 6 months), it will be seeded to an annual ryegrass cover. Best efforts will be made to store stockpiles on level, well drained land. If the stockpile is adjacent to a drainage pathway, temporary sediment control measures, such as perimeter silt fencing, will be installed to prevent runoff, erosion or deposition.

7. Topsoil stockpiles will not exceed 2 metres if stored for extensive periods of time.

8. Topsoil will not be stripped during overly dry, wet or windy conditions.

9. In addition to liaising with the ALC, the Project team will work with City of Richmond and Corporation of Delta staff to ensure that municipal requirements are met, if local access routes are required for topsoil movement.

AGRICULTURAL LAND COMMISSION FILE 54738

SCHEDULE D

Documentation as provided by the Applicant

The Ministry is proposing to make 21 ha of currently unused RoW along the Highway 99 corridor available for future agricultural use, to off-set the loss of 20 ha of ALR land required for the Project. About 16 ha of the RoW required for the Project consists of current field areas, while about 17 ha of the RoW to be made available for agricultural use comprises relatively undisturbed soils that are highly suitable for cultivation.

Description of RoW Lands Available for Agricultural Use

The RoW lands to be made available for agricultural use consist of 12 separate parcels located on either side of Highway 99 between Westminster Highway in Richmond and 112th Street in Delta (refer to Section 3, Reference Concept Maps), including:

- 7 parcels, totaling almost 17 ha, have high capability soils and are suitable for crop production;
- 1 parcel within the current Steveston Highway interchange and 2 parcels within the Highway 17A interchange will require reclamation for agricultural use; and
- 2 parcels within the proposed Project RoW will be under high, elevated interchange ramp structures. These 2 parcels will be made available for agricultural use when Project construction is complete.

The attached table presents a summary description of the ALR RoW parcels available for agriculture.

Discussion

The Ministry objectives and requirements with respect to the disposition of the ALR RoW parcels available for agriculture include:

- While the Ministry is committed to achieving a “no net loss” balance, the Ministry requires flexibility in terms of the final identification of RoW parcels available for agriculture.
- The Ministry cannot force the use of the parcels for agriculture, but will make the lands available should an adjacent owner, or other party, want to pursue agricultural use.

- For some parcels, the Ministry may enter into a long term agricultural lease of the RoW.
- In cases where both the Ministry and the adjacent owner agree to a sale or land exchange, the Ministry will require consolidation of the parcel with the adjoining property.
- The Ministry will require that all native soil parcels (Parcels A, B, C, E, H, I, J) be used for crop production.
- Parcels within current interchanges (Parcels D, F and G), will either be reclaimed for crop production, or used for agricultural infrastructure.
- The determination of the proposed disposition, use and detailed reclamation plans for the parcels will be developed in consultation with land owners, the ALC and the CoD and CoR during the detailed design and construction phases of the Project.

Map Parcel Richmond	Area (ha)	Description	Potential Issues/Comments	Suitability for Cultivation	Potential User	Agricultural Capability Class	
						Unimproved	Improved
A	2.255	Area adjacent to Parcel 29 (built-up) is disturbed, but now overgrown; powerline runs along west boundary; ditch in hedgerow along highway	Likely suitable soil; leave narrow treed strip, with ditch, along highway	Low	*TBD*	5	3
		Area adjacent to Parcel 30 (cultivated, nursery) is cleared (grasses); powerline runs along west boundary; ditch in hedgerow along highway	Likely suitable soil; leave hedgerow/ditch along highway, part of powerline RoW	High	Parcel 30	5	3
		Areas adjacent to Parcels 31 (berries) and 32 (berries) are heavily treed; powerline runs along west boundary; ditch discontinuous in hedgerow along highway	Likely suitable soil; requires removal of trees; leave hedgerow/ditch along highway; part of powerline RoW	High	Parcels 31, 32	5	3
B	1.743	Area adjacent to Parcels 2-12 (mostly berries, vegetables, nursery) is heavily treed	Likely suitable soil; requires removal of trees; leave hedgerow/ditch along highway; part of powerline RoW	High	Parcels 2-12	5	3
C	2.152	Area adjacent to Parcel 34 (berries) is heavily treed; powerline runs along west boundary; ditch in hedgerow along highway	Likely suitable soil; requires removal of trees; leave hedgerow/ditch along highway	High	Parcel 34	4	2
		Area adjacent to Parcel 35 (berries) is heavily treed; powerline runs along west boundary; ditch in hedgerow along highway	Likely suitable soil; requires removal of trees; leave hedgerow/ditch along highway	High	Parcel 35	4	2
D	1.387	Area adjacent to Parcels 56 and 57 (Richmond Country Farms, buildings, vegetables, berries); currently within Steveston Highway interchange; recently placed fill covers; surface ~1m	Agricultural use requires removal/reclamation of current ramps; ultimate use (soil or non-soil bound) will determine reclamation requirements	Moderate (with reclamation, including topsoil placement)	Parcels 56/57	4	3
E	2.087	Area adjacent to Parcel 58 (vegetables, berries - leased by Richmond Country Farms) and Parcel 59 (forage) in grasses; hedgerow (bare field access track)	Likely suitable soil; tie-in to adjacent field (Parcel 58); requires removal of hedgerow and trees	High	Parcel 58	3	1-2
		Area adjacent to Parcel 59 (forage) in grasses and trees	Likely suitable soil; tie-in to adjacent field (Parcel 59); requires removal of a few shrubs	High	Parcel 59	3	2
Lot 57	0.617	Area adjacent to Parcel 57 (vegetables, berries) hedgerow and berries	Can continue to be cultivated under raised ramps	Moderate	Parcel 57	3	1
Sub-Total	**10.243**						

Map Parcel Delta	Area (ha)	Description	Potential Issues/Comments	Suitability for Cultivation	Potential User	Agricultural Capability Class	
						Unimproved	Improved
F	1.205	Area adjacent to Parcels 64 and 65 (forage) currently within Highway 99/17A interchange; including ramps and ditch	Crop use requires removal, reclamation of current ramps, ditch reconstruction and placement of topsoil	High (with reclamation)	Parcels 64, 65	3	1
G	1.016	Area adjacent to Parcels 81, 82 and 83 (forage) currently within Highway 99/17A interchange, including ramps	Crop use requires removal, reclamation of current ramps and placement of topsoil	High (with reclamation)	Parcels 81, 82, 83	4	2
H	1.750	Area adjacent to Parcel 90 (berries) is grassed with sparse trees; ditch	Likely suitable soil; requires removal of a few shrubs; relocation of ditch; under powerline RoW at west end	High	Parcel 90	4	3
I	5.352	Area lies at SE corner of Burns Bog between transmission line RoW and Highway 99 (shrubs/trees and path)	Likely suitable soil; requires removal of shrubs/trees	Moderate	TBD	4	3
J	1.474	In grass (forage)	Likely suitable soil	High	TBD	4-5	2-4
Lot 67	0.392	Area adjacent to Parcel 67 (forage)	Can continue to be cultivated under raised ramps	Moderate	Parcel 67	3-4	1-2
Sub-Total	**11.190**						