

**Present:**

Councillor Bose, Chair  
D. Bondar  
H. Dhillon  
P. Harrison  
S. Keulen  
S. Rai  
M. Schutzbank  
R. Tamis  
R. Vanderende

**Absent:**

Councillor Bains, Vice Chair  
R. Brar  
B. Favaro  
W. Kim  
R. Sihota

**Staff Present:**

M. Kischnick, Senior Planner  
T. Sandstrom, Planner  
V. Jhingan, Director Project Delivery  
S. Meng, Administrative Assistant

Before the meeting was called to order, Councillor Bose mentioned statistics related to commercial and backyard flocks, compensation paid out for disease outbreaks, and the presence of Avian Influenza in Canada and globally.

**A. ADOPTIONS****1. Adoption of the Agenda**

It was Moved by P. Harrison  
Seconded by H. Dhillon  
That the agenda of the Agricultural and Food  
Policy Committee meeting of February 13, 2024, be adopted.  
Carried

**2. Adoption of the Minutes – January 9, 2024**

It was Moved by R. Vanderende  
Seconded by S. Rai  
That the minutes of the Agricultural and  
Food Policy Committee meeting held January 9, 2024, be adopted.  
Carried

**B. DELEGATIONS**

This section had no items to consider.

## C. STAFF PRESENTATIONS

### 1. **72nd Avenue Extension between 152 Street and 176 Street** Victor Jhingan, Director Project Delivery

The Director Project Delivery provided a presentation regarding the feasibility of extending 72nd Avenue through the ALR between 152 Street to 176 Street as requested by Council last Spring for staff to investigate. The following information was highlighted:

- Last Spring, Council asked staff to look into the feasibility of extending 72nd Avenue between 152 Street and 176 Street which is located within the Agricultural Land Reserve (ALR) and floodplain. A comprehensive assessment was undertaken and included an agricultural impact assessment. Staff plan to report back to Council before spring break to present the results of the feasibility review.
- Planned investments along 72nd Avenue corridor in the next 1-5 years include widening to four lanes between 144 Street and 152 Street, extending connecting 72 Avenue to Fraser Highway, and widening 72 Avenue in the East Clayton neighborhood as development progresses.
- In 1875, a 20 metre road corridor secured through the ALR exists between 152 Street and 176 Street which represented approximately 25 acres of land set aside for the 72nd Avenue corridor. Currently about 11 acres of the 25-acre corridor are being used for farm purposes, with the remaining land utilized for existing drainage ditches.
- Some public access concerns include farmers worrying about potential negative impacts on farm security due to increased public access, especially if pedestrian sidewalks and bike paths are included which leads to trespassing issues.
- Opening up 72nd Avenue may lead to increased congestion at major access points like 168 Street and 176 Street and potentially cause challenges with farm access.
- Farmers are worried about the project's impact on farmland with 11 acres potentially being lost within the corridor.
- Farmers' concerns include restrictions on pesticide application due to the road corridor, raising questions about mitigation strategies. Proposed mitigation measures from farmers include improved drainage and irrigation to benefit farming operations, full movement access to farm properties, fencing to prevent trespassing, and liquid manure piping systems.
- Traffic modeling indicates significant traffic volume on 72nd Avenue, highlighting its importance as an East-West corridor. Without the road extension, congestion on existing corridors is projected to worsen, emphasizing the need for 72nd Avenue to relieve traffic pressure.
- Five scenarios were developed for the road, ranging from a two-lane road without pedestrian/cycling facilities to a four-lane road with multi-use pathways. Each scenario has its benefits and drawbacks, including cost, footprint size, and impact on farm access and traffic capacity.
- The key decision regarding the road scenarios revolves around whether to construct a two-lane or four-lane road and whether to include pedestrian and cycling facilities.

- Traffic modeling indicates that by 2050, a two-lane road would be fully saturated with bumper-to-bumper traffic, necessitating consideration for future capacity.
- The potential construction of the 72nd Avenue corridor could eliminate the need for the Bear Creek Connector, thereby reducing potential impacts on future ALR land. Alternatively, the Bear Creek Connector could be repurposed as a pedestrian-only corridor, while 72nd Avenue focuses on vehicular traffic and park access.
- While scenario one is the cheapest, it fails to meet traffic capacity needs and lacks meaningful access for farmers. Options 2 through 4 are comparable in cost, leading to the suggestion that opting for a four-lane road would be more beneficial for future needs and farmer preferences. Scenario five, although the most expensive and impactful, offers pedestrian and cycling facilities.
- Following the feasibility assessment meeting, the next steps involve presenting to Council on March 11th to determine whether to proceed with detailed design and further engagement. If approved, construction could potentially commence by fall 2025, with an expected duration of up to 8 years, including negotiation with farmers, securing right of way, obtaining regulatory approvals, and allowing for settlement periods required for construction.

In response to questions from the Committee, the following information was provided:

- In 1875, a Gazette was the newspaper and in The Gazette there was a notice that this portion of land is set aside for road. There is a process to officially change the designation of the land into dedicated roads. While technically referred to as a Gazette Road., it serves as a dedicated road for practical purposes. Within the 20 metre corridor is a Gazette Road owned by the province, the City could convert that into dedicated roads without having to go to the five owners on either side of the corridor.
- Currently, 152 Street is being widened, including a portion that was Gazette Road which has been cleaned up as part of the project.
- The process to convert Gazette Road to Crown Road or a road corridor typically takes about a month, and this conversion is being considered.
- There is no land set aside for the Bear Creek connector but there is a big portion of the land that is not set aside that would have to be secured.
- The preference is to have full movement intersection versus an overpass and 176 Street as an overpass would require land from the ALR.
- With 176 Street being full movement, 168 Street shows significant volumes therefore a lot of people will use 72 Avenue to get on and off 168 Street.
- Staff will look into whether 80 Avenue from Fraser Hwy to 176 Street will be widened to 4 lane road.
- Investing \$130 million in the project may not yield the desired benefits without having full intersection movements at the major road crossings such as 168 Street and 176 Street.
- The dynamic nature of farming operations, including leasing land year-to-year, underscores the need for flexible solutions to address changing needs and access requirements over time.

- There are concerns about legislation regarding drainage ditches, with the right to farm conflicting with setback requirements from the Water Sustainability Act (WSA). It is argued that agricultural use should take precedence over these setbacks, as achieving riparian conditions in drainage ditches may not be feasible or practical for farming purposes.
- There may be solutions to address the setback issue, such as obtaining approvals for zero setbacks as part of the ditch relocation process. This approach could mitigate concerns about setbacks affecting future construction near relocated drainage ditches.
- There are plans to upgrade existing ditches along the corridor to improve drainage for farmers, with potential enhancements such as deepening and improving segments where necessary. Additionally, there are considerations for quick wins in irrigation, including the possibility of installing a sluice gate at the pump station at 160th St. to enhance irrigation capabilities during the summer months. Detailed plans for these improvements will be fleshed out in the next phase, contingent upon the outcome of the feasibility assessment and direction for detailed design.
- An environmental assessment was conducted as part of the feasibility assessment and indicated that relocating watercourses may require provincial and federal approvals, similar to previous projects like 152 Street.
- The relocation of drainage ditches may require acquiring land from the Agricultural Land Reserve (ALR), potentially along the stretch of the channel. Additionally, widening intersection locations, such as at 168 Street and 176 Street, for left turn bays may necessitate acquiring land.
- The geotechnical investigation conducted test drills in December and January to assess ground conditions, providing insight into the necessary ground improvements for the project. Pre-loading and consolidation efforts spanning three years will be required to achieve the required levels for road construction.
- The primary consideration regarding organics is to reuse it, as it is a valuable material. The initial plan is to provide it to farmers for reuse.
- The Ministry's preference may be to build an interchange rather than a signal at the Hwy 15 location due to concerns about traffic queuing and congestion on the Highway. Various scenarios, including full-moving intersections and overpasses are being modeled to assess impacts and reach a resolution. While a resolution may take some time, it is anticipated to be months rather than years away.
- The plan is to present a report to Council on March 11th, seeking direction on whether to proceed with detailed design, not construction. Following this, detailed design work will commence, involving meetings with individual property owners and relevant committees and the broader public. Once design details are finalized and property-related matters are addressed, another presentation to Council will be made to request approval for awarding the construction contract. The focus is on progressing step by step and not moving to construction until detailed design is completed and approved.
- Land Commission application could potentially be made before the end of the summer if the project progresses to the design phase.

The Committee provided the following comments:

- A committee member stated that scenario one and scenario two are not even worth conversation because this will eliminate farming.
- A committee member stated the Land Commission will be a significant hurdle because the project involves bisecting the last large section of farmland in the city.
- A committee member stated an increase traffic flow on 80th Avenue has caused some police instances with a couple of properties nearby.
- A committee member stated the high volume of traffic on a potential two-lane highway, with approximately 31 cars passing by every minute, poses significant challenges for farmers needing to cross the road with equipment. Suggestions include incorporating tunnels underneath the road or elevating the road to maintain access to agricultural land. The proposed corridor, particularly the connection to 168th Street, raises concerns about the impact on farming in the area.
- A committee member stated although public trespassing is a concern it is also important to consider that a pedestrian pathway is needed along farm routes to ensure safe access for workers, particularly in areas like 168th Street where pedestrian safety is a concern for farm workers who often access farms by walking to them. Prioritizing pedestrian infrastructure not only enhances safety but also supports sustainable transportation options for farm workers who rely on buses and walking.
- A committee member raised a concern regarding the terminology used for drainage ditches, which environmental regulations may classify as watercourses. Relocating these ditches to the edge of the corridor could result in additional setbacks, that could prohibit farming activities. It is suggested that the design should address this issue by ensuring proper pitching of ditches to maintain compliance with regulations and allow for continued agricultural use.
- A committee member raised concerns about the potential classification of relocated drainage ditches as fish-bearing streams, which could lead to streamside setbacks, that could significantly impact farmers' properties, especially with the opening of 72nd Avenue. This could result in encumbrances on properties where farmers would have to give up additional land. While the project is deemed necessary, there is a need to ensure that these ditches are not classified as watercourses to mitigate the impact on farmers.
- A committee member stated a potential technical solution to maintain connectivity across the corridor involves aligning driveways on both sides of the road, allowing for easy cross-traffic access. However, challenges may arise during peak rush hours and harvesting season, which could be addressed by setting driveway locations further west of the intersection of 176th Street to avoid queuing and traffic blockages.
- A committee member offered a suggestion to implement a activated signal for farmers to remotely activate the crossing when needed, rather than having a full-time traffic light, providing convenient access for farmers while maintaining traffic flow across the road corridor.
- The Chair suggested this delegation to be presented at Environment and Climate Change Committee.

- A committee member stated the pump station on Coast Meridian was intentionally built within the road right-of-way due to the absence of plans for road construction. With the introduction of culverts under the new 72nd Avenue, considerations must be made regarding the location of the pump station along this corridor.
- A committee member stated to alleviate traffic congestion and encourage the use of public transportation, there is a need for a park-and-ride facility at key intersections such as 176th Street on Fraser Highway or 72nd Avenue, particularly in conjunction with the introduction of rapid bus services connecting to SkyTrain stations. This infrastructure is crucial for reducing reliance on cars and facilitating smoother traffic flow, akin to existing setups seen in South Surrey.

M. Schutzbank joined the meeting at 6:29 p.m.

R. Vanderende left the meeting at 7:15 p.m.

R. Vanderende returned to the meeting at 7:18 p.m.

**2. Development Application 7919-0172-00**

Tanner Sandstrom, Planner

Address: 7180 and 7160 – 152 Street

The Planner summarized the report dated February 5, 2024, regarding Development Application No. 7919-0172-00 which proposes Rezoning and Development Permit to allow a farm market. The following information was highlighted:

- The proposal was previously presented to the Agricultural and Food Policy Advisory Committee (AFPAC) at their meeting on January 14, 2020.
- The current proposal under Development Application No. 7919-0172-00 is to rezone the property from the General Agriculture Zone (A-1) to a Comprehensive Development Zone (CD), and to consolidate the two lots (7180 & 7160 152 Street) into a single parcel to develop a farm market.
- The A-1 Zone provides further restrictions on farm display and retail sales of products that all A-1 and ALR properties in Surrey must adhere to. Farm retail sales in Surrey A-1 Zone are restricted to 93 square metres in area, must be located entirely in a building, and 50 percent of the items for sale must be produced by the farm operation.
- The property is exempt from the ALR regulations on use and subdivision as the property size is less than 2 acres, as per section 23(1) of the ALCA. As such, only the regulations of the A-1 Zone and Agricultural Designation in the OCP apply to this property.
- The owners have answered all questions proposed by past committee members at the previous committee meeting.
- The current site plan shows 20 parking stalls, a significant reduction from the 58 parking spaces previously provided. The proposed site plan has been reviewed by City Staff through a Form and Character development permit where it was recommended to reduce the number of paved areas on site.

In response to questions from the Committee, the Planner and Senior Planner provided the following information:

- The project aims for 50% of products to be sourced from the farm operation (in keeping with A-1 Zone requirements), with plans to provide farm products from properties within the same farm operation.
- The building size is currently 748 square meters, down from the originally proposed 929 square meters. Parking requirements have been adjusted to provide 20 stalls based on updated regulations, ensuring compliance with parking and road requirements.
- The Agrology report conducted by a Professional Agrologist and a Restoration and GIS specialist made recommendations that there can be certain planting boxes and vegetables grown over the septic field.
- It is proposed that the existing dwelling will be demolished and driveway access is on 72nd Avenue.
- Senior Planner stated regarding parking, it is the number of minimum stalls the property is allowed to have, but the parking cannot be regulated further by way of the CD Zone to provide parking maximums. If there is a reduction proposed increase in parking and the building size, or a proposed change in use for what could be operated out of there (if resold) it can be regulated through the CD zone and parking, use and building size regulations can be enforced.

The Committee provided the following comments:

- A committee member stated that the current zoning allows for two homes to be built on the parcel if the farm market is not developed. However, the development of a farm market provides a more beneficial use for the land, offering greater value to the community compared to a residential development. While there may be challenges to address, such as access issues, the consensus is that a farm market is a preferable option over alternative developments like a gas station or additional residential properties.
- A committee member stated this application will result in positive impact towards agriculture.
- A committee member stated the owner of the parcel has already started farming the back of the parcel and selling their produce locally. While there are concerns about the potential size of residential developments on the land, the development of a farm market is seen as a preferable alternative. The main consideration is ensuring that the farm market utilizes as much local produce as possible to benefit the community.

It was

Moved by H. Dhillon

Seconded by S. Keulen

That the Agricultural and Food Policy

Committee recommend that the General Manager of Planning and Development support Development Application 7919-0172-00 with limiting maximum parking stalls to 20 as applied for and all extra land to be landscaped with trees and turf at higher elevation to restrict overflow parking of the landscape and to prioritize the sales of locally grown produce.

Carried

**3. Development Application 7922-0291-00**

Tanner Sandstrom, Planner

Address: 3316 - 168 Street

The Planner summarized the report dated February 5, 2024, regarding Development Application No. 7922-0291-00 which proposes Farm Store and Non Adhering Residential Use Application for a Residential Home. The following information was highlighted:

- The applicant is also proposing a Non-Adhering Residential Use (NARU) application with the Agricultural Land Commission (ALC) to temporarily retain the existing dwelling during construction of the new dwelling. The existing dwelling would be demolished following completion of the new single-family dwelling.
- The applicant is proposing a Development Variance Permit (DVP) to increase the maximum setback of a single-family dwelling in the A-1 Zone from 50 metres to 65 metres and the maximum depth of the farm residential footprint (homeplate) from 60 metres to 70 metres.
- The applicant is also proposing a farm store at the front of the property facing west.
- In the event that the ALC does not permit the retention of the existing dwelling, the owner will be forced to demolish the existing home.
- The proposed new dwelling will be consistent with the maximum floor area restrictions of 350 square metres.

In response to questions from the Committee, the Planner provided the following information:

- Existing driveway will remain towards the house and the owner plans to farm the area and have it fenced off with proposed houses behind it.
- The existing driveway is believed to remain. The reason the owner could not have it north of the existing house to stay within the residential footprint is because of the prescribed 10 meters set back for Part 7A stream side. There are two watercourses adjacent to the frontage and the northern side lot line thus the reason for the increase to the residential footprint.
- Staff visited the site and confirmed a variety of crops and produce were being grown onsite.

The Committee provided the following comments:

- The Chair noted that the city should not accept this application without a covenant of the existing house being removed.
- A committee member stated the right-away on 168 Street is 10 metres, if the house is being pushed back only 5 metres, this will ensure the existing house gets torn down.
- The Chair raised a problem with the existing driveway staying as it makes the footprint larger.



It was Moved by S. Keulen  
 Seconded by H. Dhillon  
 That the Agricultural and Food Policy  
 Committee recommend that the General Manager of Planning and Development  
 support Development Application 7922-0291-00 with the condition of retaining  
 bonding of the existing house to be demolished.

Carried

**4. Development Application 7923-0318-00**

Tanner Sandstrom, Planner  
 Address: 4409 – 152 Street

The Planner summarized the report dated February 2, 2024, regarding Development Application No. 7923-0318-00 which proposes a Development Variance Permit to reduce the side yard flanking setback (south) of the General Agricultural Zone (A-1) from 30 metres to 15 metres in order to construct a farm shed. The following information was highlighted:

- Applicant proposed Development Variance Permit to reduce the side yard flanking setback (south) of the General Agricultural Zone (A-1) from 30 metres to 15 metres in order to construct a farm shed.

In response to questions from the Committee, the Planner and Senior Planner provided the following information:

- Unopen road allowance along 44th Avenue where the side yard flanking setback is going from prescribed 30 metres to 15 metres to construct another farm building for machinery and blueberry storage.
- Setbacks in the Ministry of Agriculture Bylaw standards guide, recommend small setback for farm sheds than are provided for in the current zoning A-1 Zone within the ALR, which would be more in keeping with 15 m setbacks proposed.

The Committee provided the following comments:

- A committee member stated there is no issues as the road is a technicality of 30 metres flanking road which does not exist.

It was Moved by S. Keulen  
 Seconded by P. Harrison  
 That the Agricultural and Food Policy  
 Committee recommend that the General Manager of Planning and Development  
 support Development Application 7923-0318-00.

Carried

**D. INTEGRITY OF THE AGRICULTURAL LAND**

- A committee member stated Farm Protection development permits and the Agricultural plan and the Surrey Agricultural and Food Strategy have positive push to support agriculture overall.
- Ideas was discussed around implementing community gardens.

**E. NEXT MEETING**

The next meeting of the Agricultural and Food Policy Committee is scheduled for Tuesday, March 12, 2024 with proposed location in Meeting Room 125 A and B at Surrey Operations Centre.

**F. ADJOURNMENT**

It was

Moved by H. Dhillon  
Seconded by M. Schutzbank  
That the Agricultural and Food Policy

Committee meeting be adjourned.

Carried

The Agricultural and Food Policy Committee adjourned at 8:00 p.m.

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Jennifer Ficocelli, City Clerk

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Councillor Bose, Chairperson