

Agriculture, Environment, and Investment Advisory Committee Minutes

Location: Virtual
Wednesday, September 15, 2021
Time: 6:03 p.m.

Present:

Councillor Patton, Chair
M. Lamont
S. Rai
S. Van Keulen

Regrets:

Councillor Nagra, Vice-Chair
Shannon Lambie, Agriculture Land
Commission
Mikayla Roberts, Ministry of
Agriculture

Staff Present:

J. Colenutt, Manager, Design & Construction
N. Conti, Project Engineer
G. Corda, Project Supervisor
V. Jhingan, Design & Construction Project
Manager
Y. Yohannes, Manager, Utilities
L. Anderson, Administrative Assistant

A. ADOPTIONS

1. Adoption of the Agenda

It was Moved by M. Lamont
Seconded by S. Rai
That the agenda of the Agriculture,
Environment, and Investment Advisory Committee be adopted.
Carried

2. Adoption of the Minutes

It was Moved by S. Van Keulen
Seconded by S. Rai
That the minutes of the Agriculture,
Environment, and Investment Advisory Committee meeting held June 9, 2021
be adopted.
Carried

B. DELEGATIONS

1. Goran Corda, Project Supervisor, City of Surrey

Goran Corda, Project Supervisor, and Jason Colenutt, Manager, Design and Construction, were in attendance to provide a presentation regarding 32 Avenue widening from 176 Street to 188 Street and to seek feedback from the Committee.

A brief PowerPoint presentation was given, providing an overview of the project and the impact, mitigation and enhancements anticipated.

The following was highlighted:

- 32 Avenue is one of the busiest east-west routes in Surrey; one of the two truck routes south of Highway 10.

- With over 15,000 vehicles 1,200 trucks per day, 32 Avenue is a critical link for Surrey and the regional transportation network, connecting Highway 99 with major neighbourhoods (Rosemary Heights, Grandview Heights and Campbell Heights).
- In terms of the scope of the project, 32 Avenue will widen from two lanes to four lanes for general traffic, including cycling and pedestrian pathways. In doing so, will develop context sensitive design to limit ALR and environmental impacts to the ALR lands and environmentally protected streams that are along both sides of the road corridor.
- Consultation of the road design took place two years ago with the property owners in surrounding neighbourhoods. Feedback was primarily received from farmers wanting vehicle access to their farms. In that respect, the arterial road was designed to:
 - provide a narrower cross section to limit impacts to ALR properties and environment, and to limit impacts to nearby watercourses;
 - improve access and safety for farm vehicles; and
 - enhance roadside ditches to improve drainage for adjacent farmland.ALC approval of the cross section design was received July 12, 2019.
- Environmental impacts of the road design will be the removal of the aquatic habitat by infilling existing ditches, and the removal of riparian vegetation by widening the road. To compensate, there will be the development of wetland ponds on Park Land at 18611 – 32 Avenue:
 - creating smaller ponds within Park Land providing aquatic and terrestrial habitat;
 - planting of riparian vegetation and trees;
 - the creation of an amenity and gateway feature into the Park; and
 - with no tree loss or tree removal, as defined by the City's by-law.Note: the Park is in ALR land and will require ALC approval.
- Next steps:
 - Apply for environmental approvals from Province and Federal Government - October 2021
 - Apply for ALC approval - October 2021
 - Finalize project design - Spring, 2022
 - Tender/construction start – Fall, 2022
 - Construction completion – Fall, 2023

The Committee thanked staff for the presentation and additional comments were as follows:

- Widening for five lanes to have a turning lane in the centre is appreciated.
- There are well established hedge rows that operate quite a lot of wildlife crossings. Staff are currently investigating opportunities for wildlife crossings to address the road widening at these key green infrastructure corridors.

- Staff anticipate ALC support for the wetland ponds, however if not supported, alternative solutions/options will be sought of which the Committee will be informed.

2. **Newton Conti, Project Engineer, City of Surrey**

Newton Conti, Project Engineer, , and Jason Colenutt, Manager, Design and Construction, were in attendance to provide a presentation regarding 152 Street widening from Nicomekl River to the Serpentine River, being completed as part of the Disaster Mitigation and Adaptation Fund project.

A brief PowerPoint presentation was given, providing an overview of the project design and enhancements anticipated.

The following was highlighted:

- This project is part of the City's Disaster Mitigation and Adaptation Fund program to help implement the City's Coastal Flood Adaptation Strategy, improving flood resiliency by providing:
 - Congestion relief;
 - Multimodal transportation;
 - Disaster route; and
 - Four lane widening,securing a functional north-south connection and also ensuring farmers have access to lands during a major flood.
- The corridor supports 21,800 vehicles and 5,150 transit commuters per day and currently at grade two-lane road with no dedicated walking or cycling facilities.
- When completed, there will be a four-lane corridor from 32 Avenue to Highway 1.
- Three road design options were considered:
 - Option 1: Two-Way Left Turn
 - Option 2: Median, No Left Turn
 - Option 3: Two-Way Left Turn, Raising(An overview of the three road designs was provided, noting the difference in property impacts for the three options.)
- Option 1 is the final concept moving forward to detailed design:
 - Raise roadway and widen from two lanes to four lanes;
 - Add left turn lane for property access and cycling/walking facilities along the east side.
 - Greening up the corridor by installing trees/native plantings along boulevard, ditches and medians; and
 - Reduce impacts to ditches, including ARDSA.

- King George Boulevard multi-use pathway (MUP) along the east shoulder will act as primary dyke (line of defense) if dyke breached.
- Reduced required elevation on 152 Street which reduced overall road width, property impacts and ultimately costs. Due to the overall cost savings, funding can be transferred towards the Nicomekl Bridge Twinning project to add another bridge.
- The road cross section was developed in consultation with local farmers to ensure their needs are met and limited impacts to ALR properties. Left turn access and egress to properties improves access and safety for farm vehicles.
- In an effort to increase Surrey's urban canopy, trees and native plants will be installed along the median and boulevards.
- Providing the MUP along the east side will promote multimodal transportation, creating a connection to the rest of bike network.
- Relocation and restoration of all ditches and streams will not result in any environmental changes or net loss of aquatic habitat; no environmental compensation is anticipated.
- All ditches including ARDSA, which are drainage ditches that convey drainage for agricultural properties, will be maintained.
- Next steps:
 - 70% design completed and apply for regulatory approvals from Province and Federal Government - October 2021
 - Public engagement – November 2021
 - Apply for ALC approval – November 2021
 - Finalize project design – December 2021
 - Construction start (pending regulatory approvals) – Late Spring 2022
 - Anticipated construction completion – Fall 2023

The Committee thanked staff for the presentation and additional comments were as follows:

- The intent of the centre lane is to allow for dual left hand. When the original rendering was reviewed, it was felt there was too much barren space from the added concrete that took away from the nature of driving through the ALR. The compromise is to put a centre median with planting so that it is not all asphalt, while still providing the left in and left out at driveways.
- Providing space to wait within the median to permit the movement of agriculture equipment vehicles, will ensure the steady flow of traffic.
- It should be noted that, while the intent is good, species of plants often recommended for medians are often species that attract pollinators (Lavender, Russian Sage, etc.). Given the anticipated traffic in the area, the insects drawn to the plants for pollination are more likely to be killed by vehicles. Non-pollinator or grasses that do not bloom or create any pollen, should be considered for the medians.

- With respect to additional enhancements to the area (e.g., extending the MUP to the Serpentine River to enhance the whole area), funding provided is for the improvement to the dyke, anything beyond that is not eligible for additional Federal funding. Staff will review with Transportation to determine where within the 10-Year Plan the completion of the MUP is intended.

C. NEW BUSINESS

This section had no items to consider.

D. OUTSTANDING BUSINESS

1. Verbal Updates

Discussion ensued with respect to understanding the business needs of the agriculture community and providing assistance specific to those needs. It was suggested that a staff liaison be appointed to help navigate through the process.

E. ITEMS REFERRED BY COUNCIL

This section had no items to consider.

F. CORRESPONDENCE

This section had no items to consider.

G. NEXT MEETING

The next meeting of the Agriculture, Environment, and Investment Advisory Committee is rescheduled for Wednesday, October 13, 2021, at 6:00 p.m.

H. ADJOURNMENT

It was
Investment Advisory Committee meeting adjourn.

Moved by S. Van Keulen
Seconded by M. Lamont
That the Agriculture, Environment, and
Carried

The Agriculture, Environment, and Investment Advisory Committee adjourned at 6:58 p.m.

Jennifer Ficocelli, City Clerk

Councillor Allison Patton, Chair