



To:	General Purposes Committee	Date:	July 12, 2016
From:	Victor Wei, P. Eng. Director, Transportation	File:	01-0150-20- THIG1/2016-Vol 01
Re:	George Massey Tunnel Replacement - Application to Agricultural Land Commission on Highway 99 Widening for Transportation, Utility and Recreational Trail Use		

Staff Recommendation

That a letter be sent to the Provincial Agricultural Land Commission:

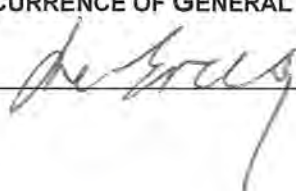
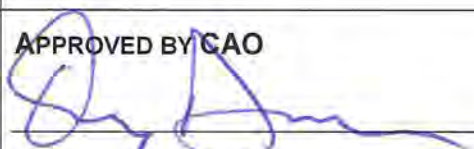
1. Requesting that the following further detailed information, as outlined in the attached report, be provided by the Ministry of Transportation and Infrastructure regarding its application for Transportation, Utility and Recreational Trail Use along the Highway 99 corridor to allow for the widening of Highway 99 as part of the George Massey Tunnel Replacement Project:
 - (a) Substantiate the claims of transportation benefits and specify how Rice Mill Road could become a farm route alternative to Steveston Highway without assuming any improvement costs to be borne by the municipality;
 - (b) Demonstrate how the Project will maintain, protect and enhance the City's riparian management areas and environmentally sensitive areas on both sides of Highway 99 through a net gain approach;
 - (c) Clarify how topsoil conservation will be undertaken;
 - (d) Ensure that the highway right-of-way identified for potential return to agricultural use will be farmed upon completion of the Project;
 - (e) Clarify how the Project will improve the highway right-of-way identified for potential return to agricultural use;
 - (f) Conduct a soils analysis study to better document and assess the soil capability of the parcels required for the Project and the highway right-of-way identified for potential return to agricultural use;
 - (g) Validate that the highway right-of-way identified for potential return to agricultural use will be improved to a soil capability class equal to or better than that of the parcels required for the Project to ensure a net gain in soil quality, not just total area; and

2. Expressing the following concerns regarding the proposed acquisition of a parcel of the City land comprising the Gardens Agricultural Park:
 - (a) Reduction in the overall size of the park by 17.8 percent;
 - (b) Reduction in the size of the park elements of the community gardens, agricultural demonstration gardens, and parking lot by 50 percent;
 - (c) Impact on the approved park design such that a new park design process must be undertaken including public consultation;
 - (d) Additional costs and resources required to undertake the park design process; and
3. Requesting that the approval of the application not be granted until the above information is submitted for further review and the above issues are considered by the Agricultural Land Commission and relevant stakeholders, including the City of Richmond, to be satisfactorily addressed.



Victor Wei, P. Eng.
 Director, Transportation
 (604-276-4131)

Att. 7

REPORT CONCURRENCE		
ROUTED TO: Parks Engineering Sustainability Policy Planning	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO 

Staff Report

Origin

On June 23, 2016, the Province announced that the Ministry of Transportation and Infrastructure (the Ministry) has submitted an application to the BC Agricultural Land Commission (the Commission) for *Transportation, Utility and Recreational Trail Use* for approximately 20 hectares of land within the Agricultural Land Reserve (ALR) for construction of the George Massey Tunnel Replacement Project (the Project) (see Attachment 1). This report provides staff comments on the application, which upon endorsement by Council, would then be forwarded to the Commission for consideration.

This report also advises of the Request for Qualifications (RFQ) issued June 28, 2016 by the Province for parties interested in delivering the Project and a Metro Vancouver report released June 29, 2016 that provides an analysis of the regional impacts of the Project.

Findings of Fact

Application Summary of Property Impacts

Per the application to the ALC, the Project comprises a new 3.3 km bridge and 24 km of Highway 99 improvements between Bridgeport Road in Richmond and Highway 91 in Delta, including replacement of the Westminster Highway, Steveston Highway and Highway 17A interchanges. The project will:

- Require use of 20.035 ha along the Highway 99 corridor with 8.135 ha in Richmond primarily along the west side, of which the project claims 7.314 ha are productive ALR lands. The reasons for the three parcels in Richmond that comprise the balance of 0.821 ha that are cited as non-productive ALR are stated as due to paving, garden infrastructure and a BC Hydro building.
- Make available up to 21.432 ha of Ministry-owned right-of-way for agricultural use with 10.243 ha located in Richmond, primarily along the east side of Highway 99.

A total of 32 properties are impacted with 14 located within the City of Richmond, including a parcel owned by the City. See Attachment 2 for summary tabular lists of the properties in Richmond, the land required and the existing zoning and land use. Attachment 3 contains the property acquisition plans for each parcel indicating the dimensions of the areas required and the size of the remaining parcel. The areas required from each property vary with typically more property required in the vicinity of the new Steveston Highway interchange where the highway will be wider primarily due to tie-in with the 10-lane bridge and the accommodation of on- and off-ramps.

Agricultural Impacts and Mitigation/Compensation Requirements

Section 7 of the application summarizes the agricultural impacts and the mitigation and compensation requirements. For parcels in Richmond, the potential effects identified by the applicant are typically:

- Loss of primarily Class 2 soils with some Class 1 and 3 soils¹ (cultivated or non-cultivated),
- Soil degradation due to temporary construction work,
- Impacts to the highway drainage/irrigation ditch on both sides of Highway 99 (which includes the City's designated Riparian Management Area (RMA) network),
- Removal of existing berm/hedge, and
- Effects on farm infrastructure and operation such as access, fencing and internal drainage.

Based on the current Project design, no farm properties will be bisected or otherwise fragmented by the Project. In addition to compensation for the loss of the land, the mitigation options typically identified by the applicant are:

- Improvements to the highway drainage/irrigation ditch (e.g., deepen ditch in specific locations), new lateral ditches that tie-in to the highway drainage system, and replacement of field drain connections. The ditches referenced by the applicant include the City's RMAs.
- Topsoil conservation whereby topsoil removed from the area required for the right-of-way will be salvaged and returned to farm operators along the route for farming. If the owner/operator does not want the topsoil, it will be used by the Project to reclaim right-of-way to be made available for agricultural use.
- Replacement of a berm along the new property line.

Application Process

The Project application would follow the *Transportation, Utility and Recreational Trail Use* process, and therefore, there is no local government review process as shown on the right side of Figure 1. Before the Commission issues an order, the Commission may request comments and information from the applicable local government and the Commission would inform the local government of its decision. Based on past comments by Commission staff regarding the Project, it is anticipated that the Commission will consult with stakeholders including the Richmond Farmers Institute and the Delta Farmers Institute.

The Commission will communicate the majority of its decisions in writing (electronic or mail) within 60 business days of an application being received. The 60 business day application process may not be consecutive given the specifics of an application; the Commission may "pause" the 60 business day timeline (e.g., to meet with the applicant, undertake a site visit, request additional information). The applicant may also ask the Commission to pause the processing of an application at any time.

Per the ALC website, the following is a list of possible steps once the Commission process commences upon receipt of the application:

- Acknowledgement of receipt of application and fee

¹ Class 1: Land either has no or only very slight limitations that restrict its use for the production of common agricultural crops.

Class 2: Land has minor limitations that require good on-going management practices or slightly restrict the range of crops, or both.

Class 3: Land has limitations that require moderately intensive management practices or moderately restrict the range of crops, or both.

- Creation of ALR context, agricultural capability and orthophoto maps
- GIS spatial verification of application location
- Research previous or relevant application history
- Request additional information
- Commission Panel review of all application information provided by the Applicant and Local Government (if applicable)
- Conduct a site visit (at the Commission's discretion)
- Conduct an exclusion meeting
- Conduct an applicant meeting (at the Commission's discretion)
- Drafting and finalizing a decision

The length of processing time for each application varies depending on the type of application, statutory requirements within the *Agricultural Land Commission Act*, information provided, necessity for site visit or applicant meetings, etc.

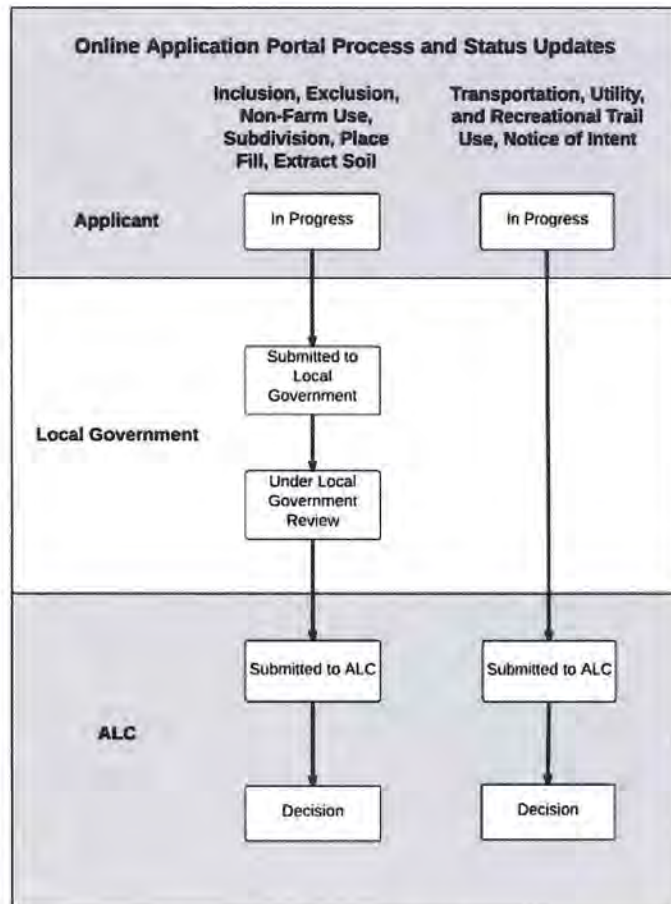


Figure 1: ALC Application Process

Commissioners who are tasked with making the decision review and typically meet as a group to discuss the application. Following discussion, the Commissioners may request further information from the applicant, request a site visit, request a meeting with the applicant and direct staff to draft a decision.

Once a decision is drafted, it is reviewed by all Commissioners who considered the application. When the Commissioners are satisfied that the draft decision accurately reflects their consideration, they will authorize the decision to be released to the applicant and copied to the local government. Decisions are posted publicly on the Commission website 10-14 days after the application is released to the applicant.

Notice to Property Owners Affected by the George Massey Tunnel Replacement Project

Formal notification sent by mail from the Ministry to the City that the Project may affect property owned the City is dated June 25, 2016 (Attachment 4) but for undetermined reasons was not received until July 11, 2016. This notification is a requirement of the application process to the Agricultural Land Commission. The notice states that if property acquisition is required, the purchase is “*based on fair market value as determined through a mutually agreeable appraisal.*” As an affected landowner of the Gardens Agricultural Park, the City may direct any concerns about the proposal to the Commission within 14 days of receiving the notification.

Analysis

Agricultural Enhancement Strategies

Section 8 of the application identifies agricultural enhancement strategies with respect to transportation benefits, drainage/irrigation system improvements, topsoil salvage, and right-of-way lands available for agriculture.

Transportation Benefits

The cited transportation benefits include better reliability in getting goods to market via reduced congestion and queuing along Highway 99, improved safety of a new bridge and improved local community connectivity. However, there is no analysis to support some of the statements. For example, the application states that the *“Highway 99 widening will provide more capacity for regional trips that currently use local streets in Richmond to avoid highway congestion”* and that as this regional traffic returns to the highway, these local roads will become more available to agricultural traffic and other local traffic. There is no data provided to substantiate this assertion.

The application also states that 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.”* No further information is provided and thus it is not clear how Rice Mill Road could function as a farm route alternative or what local connections would be necessary given that Rice Mill Road currently connects at its western end to No. 5 Road, which has limited right-of-way and is located in an industrial area. The application appears to assume that the City would undertake the *“supporting municipal connections”* in order to realize the stated benefits; this is not considered to be appropriate as the applicant should bear all costs for such improvements.

The application also states that the new Steveston Highway interchange and the new Blundell Road overpass will provide improved service for farm vehicles needing to cross Highway 99.

Further Information Required: Substantiation of the claims of the transportation benefits (e.g., that regional trips using local roads will return to Highway 99) and a detailed description of how Rice Mill Road could become a farm route alternative to Steveston Highway without assuming any improvement costs to be borne by the City.

Drainage/Irrigation System Improvements (which encompass City RMAs)

This section of the application does not make any reference to the City’s designated RMAs or Environmentally Sensitive Areas (ESAs), which are located on both sides of Highway 99, or the Ecological Network Management Strategy. Reference is made to agricultural “ditches,” or the general term “ditches” is used throughout this document, negating the on-going discussions staff have had with the Project team regarding the status of the RMAs as channelized (i.e., not ephemeral) watercourses.

There is no mention of the peat soils through the Richmond Nature Park and other areas within the project footprint nor does the application discuss the intrinsic ecological values of the

watercourses and overall open drainage system, which provide valuable ecosystem services that should be recognized.

With respect to the proposed drainage design strategy, the application identifies “*Add stormwater management ponds where possible to capture highway runoff and control the flow release rates*” as an objective to mitigate risks. The narrowly defined solution of ponds should be broadened to consider other stormwater management options such as bio-swales where possible. In addition, the typical cross-sections that indicate the planned approach to drainage design do not recognize RMA setbacks nor provide any best management practices for native plantings within the setbacks or road verge.

Further Information Required: Demonstration of how the Project will maintain, protect and enhance the City’s riparian management areas and environmentally sensitive areas on both sides of Highway 99 through a net gain approach.

Topsoil Salvage

The application states that most farm operators along the route have indicated that they wish to participate in the topsoil salvage program. The organically enriched plough layer (generally 20-30 cm deep) will be stripped and stockpiled for reuse. The ultimate topsoil stripping timing, stockpile placement and end use will be determined with each property owner on a field by field basis.

Further Information Required: Greater detail regarding how topsoil conservation will be undertaken.

Right-of-Way Lands Available for Agriculture

The application identifies six right-of-way parcels in Richmond that will be made available for agriculture (Attachment 5). Of these parcels, four are right-of-way parcels along the east side of Highway 99 and are described as having a high suitability for crop production (Class 1, 2 or 3 after improvement). The remaining two parcels comprise one parcel within the current Steveston Highway interchange and one parcel under the elevated bridge structure.

The application acknowledges that MoTI “*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.*” Under this scenario, there is no guarantee that the highway right-of-way will be farmed and thus no certainty that there will be new farming activity to off-set the loss of the actively cultivated parcels that are required for the Project.

The application states that most of the areas within the highway right-of-way identified for potential return to agricultural use “*would be restored and reclaimed to equal capability as adjacent cultivated areas in an effort to offset Project-related loss of agricultural land, in cooperation with local farmers.*” Rather than matching the reclaimed land to the same capability of the adjacent land, the Project should compare the class of land removed and the class of land returned to ensure there is an equitable balance and that, overall, an equal or better class of soil is given back. The application does not provide a summary breakdown on a parcel-by-parcel basis

of the class of soils removed and the class of soils to be returned. A comprehensive soils analysis study should be undertaken to better document and assess the soil capability of the parcels required for the Project and the highway right-of-way identified for potential return to agricultural use.

Reclamation of the right-of-way may be challenging. Currently, three of the parcels along the east side of Highway 99 are densely occupied with mature trees plus a watercourse runs along the eastern edge of the highway and the BC Hydro power line runs along the western boundaries.

The application also references the City's No. 5 Road Backlands Policy and states that "*the Project Team will continue to work with the City of Richmond in developing practical mitigation measures for the Backlands.*" The potential Project-related mitigation measures identified include:

- Maintaining and/or improving drainage/irrigation ditches to meet agricultural drainage criteria.
- Salvaging surplus soil from highway widening areas for use in the Backlands (to be negotiated on a farm-by-farm basis).
- Maintaining or improving farm infrastructure (including fencing and buffering).
- Exploring potential consolidation of parcels (led by the City of Richmond).
- Exploring long-term agricultural lease options (led by the City of Richmond).

There is no information provided as to what actions would be "*led by the City of Richmond*" with respect to the potential consolidation of parcels or long-term lease options.

Further Information Required: Commitment that the highway right-of-way to be made available for agricultural use will be farmed upon completion of the Project. Greater detail as to how the Project will improve the highway right-of-way identified for potential return to agricultural use. Validation that the highway right-of-way identified for potential return to agricultural use will be improved to a soil capability class equal to or better than that of the parcels required for the Project to ensure a net gain in soil quality, not just total area. Conduct a soils analysis study to assess the soil capability of the parcels required for the Project and the highway right-of-way identified for potential return to agricultural use. Provide clarification of the City's potential actions regarding the potential consolidation of parcels or long-term lease options.

Impact of the George Massey Tunnel Replacement Project on the Gardens Agricultural Park

The parcels required for the Project include 0.875 hectares of land currently within the City's Gardens Agricultural Park (see Attachment 3, Parcel #10: 10640 No. 5 Road). This loss of this land would result in the eastern park boundary shifting, on average, 35 metres to the west of its current location and equates to an overall 17.8 percent reduction in the size of the park. Such a shift in the park's eastern boundary would significantly impact the approved park plan. In particular, the parking lot, community gardens, agricultural demonstration gardens, and landscape buffer would all be reduced in size by approximately 50 percent and would no longer function in the manner envisioned in the approved park plan. Consequently, a new park plan would need to be developed with a re-examination of the park's original program elements and an assessment of the extent to which the displaced elements can be integrated into a new park

plan. Additional consulting services and a new public consultation process would be required as part of this work. Staff therefore recommend that these additional concerns also be submitted to the Commission as part of the City's comments on the Ministry's application.

City of Richmond Agricultural Advisory Committee

Staff will table the Ministry's application to the Commission as an agenda item for the next meeting of the City's Agricultural Advisory Committee to be held July 14, 2016. Staff will provide a verbal update of the discussion when this report is presented at the General Purposes Committee to be held July 18, 2016.

Issuance of Request for Qualifications for the George Massey Tunnel Replacement Project

The Province issued a Request for Qualifications (RFQ) on June 28, 2016 (see Attachment 6 for the media release) for parties to express their interest in, and qualifications for, the design, construction, partial financing, operation, maintenance, and rehabilitation of the Highway 99 corridor between Bridgeport Road in Richmond and Highway 91 in Delta, including a new bridge to replace the existing George Massey Tunnel and improvements to Highway 99, over a 30-year period (including five years of design and construction).

The RFQ stage will identify and select a target list of three qualified respondents by September 2016, who may then be invited to respond to a Request for Proposals (RFP) also anticipated to be issued in September 2016. The proponents will then have one year to prepare technical and financial submissions with the preferred proponent to be announced in Winter/Spring 2017. Financial close is targeted for Summer 2017.

The Project is anticipated to be funded by Transportation Investment Corporation through pre-determined construction period milestone payments, with the Concessionaire anticipated to be responsible for obtaining approximately \$750 million to finance construction of the balance of the Project.

Metro Vancouver Report on Regional Impacts of the George Massey Tunnel Replacement Project

On June 29, 2016, Metro Vancouver released a report that provides an analysis of the regional impacts of the Project (see Attachment 7 for the media release and resolution). The report identified a number of concerns including:

- Insufficient consideration of alternatives to a 10-lane bridge and the negative impacts on transit ridership, greenhouse gas emissions, energy consumption, and air quality of the expanded roadway capacity of the Project that would promote increased single occupant vehicle usage.
- The removal of the tunnel and the potential for future increased dredging of the Fraser River.
- The impact on local road, pedestrian and cycling networks that tie-in to the Project, necessitating improvements to be funded by local governments rather than the Project.

The issues raised by the Metro Vancouver Board are consistent with those cited by Council in past resolutions regarding the Project. Staff continue to seek information from the Project team regarding the City's outstanding concerns.

Project Information Provided by the George Massey Tunnel Replacement Project Team

At the City-Project regular technical meeting held July 5, 2016, the Project team provided staff with the following documents related to past staff requests regarding technical issues to be addressed:

- Origin-Destination Studies using Bluetooth: A sample of case studies describing the methodology and results of origin-destination (O-D) surveys using Bluetooth technology.
- Traffic Data: Summary description of the sources of traffic data collected and analyzed by the Ministry for the Project (i.e., count stations, manual and tube counts, queue length surveys, corridor travel times, bike shuttle counts, and collision data).
- Traffic Section of Environmental Assessment (EA) Application: Work-in-progress draft revision (watermarked July 4, 2016) for Traffic, which describes the existing conditions related to traffic safety, traffic volumes, congestion, and mode share, and the anticipated changes resulting from Project components and activities. That information is used to support the assessment of potential Project-related effects on terrestrial wildlife, atmospheric noise, air quality, land use, and human health. The draft is a revision from that originally submitted in May 2016 as part of the complete EA application for the Project and may undergo further revisions before re-submission to the BC Environmental Assessment Office.

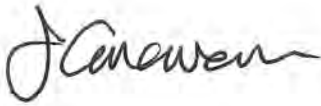
Based on staff's preliminary review of the above documents, the information provided does not fully address the outstanding technical issues related to these topics. Information regarding the sample size and its statistical significance for each O-D study conducted for the Project remains outstanding. Similarly, the traffic section of the EA application does not contain any technical analysis or discussion of the Project-related effects of traffic volumes on local roads. Staff will continue to request more detailed analysis.

Financial Impact

None.

Conclusion

The Ministry of Transportation and Infrastructure has submitted an application to the BC Agricultural Land Commission for *Transportation, Utility and Recreational Trail Use* for approximately 20 hectares of land within the Agricultural Land Reserve for construction of the George Massey Tunnel Replacement Project. The application neither provides sufficient information to ensure that there will be a net gain in agricultural land in terms of soil capability nor addresses how the Project will mitigate and enhance the City's designated riparian management areas and environmentally sensitive areas that are located on either side of Highway 99. Per the formal notification to the City from the Ministry advising of the process and the opportunity for the City to provide comments, staff recommend that the BC Agricultural Land Commission be advised of the City's concerns to ensure they are considered by the Commission in its decision.



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Senior Planner
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JC:dc

- Att. 1: Media Release – Province seeking ALC approval for Massey replacement (June 23, 2016)
- Att. 2: Summary Tables of Properties to be Acquired (Richmond parcels only)
- Att. 3: Property Acquisition Plans (Richmond parcels only)
- Att. 4: Letter from Ministry Notifying Property Owners of Intent to Acquire Property
- Att. 5: Highway Right-of-Way to be made Available for Agricultural Use (Richmond parcels only)
- Att. 6: Media Release – Province seeking qualified firms for Massey replacement (June 28, 2016)
- Att. 7: Media Release – Metro Vancouver releases impact assessment of George Massey Tunnel Replacement project (June 29, 2016) and Board Resolution

British Columbia News

Province seeking ALC approval for Massey replacement

<https://news.gov.bc.ca/11344>

Thursday, June 23, 2016 4:00 PM

Victoria - The Ministry of Transportation and Infrastructure has applied to the Agricultural Land Commission (ALC) as part of the permitting process for the George Massey Tunnel Replacement Project.

Based on the current design, the ministry anticipates there will be a net increase of agricultural land in Delta and Richmond, as it will give unused highway right-of-way back to agriculture when the project is finished.

The selected option of replacing the George Massey Tunnel with a new bridge on the existing Highway 99 corridor minimizes the impact to agricultural lands, as most of the project will be carried out within the existing Highway 99 right-of-way. The Province will only need small portions of land along sections of the highway in Richmond and Delta.

The project will also bring other benefits to the agricultural community, including better drainage through the construction of improved highway and farm field ditches, traffic congestion relief, and greater reliability in getting products to market with improved access across the highway and through communities.

The ministry has been working closely with the ALC, the Ministry of Agriculture, farmers in Richmond and Delta, land owners and local municipalities in preparation for this application. The ministry anticipates a decision from the ALC in fall 2016.

There are other environmental benefits to the George Massey Tunnel Replacement Project. Transit and HOV travel on Highway 99 will be more convenient and attractive, with 50 kilometres of dedicated transit lanes and new ramps at Bridgeport Road with direct transit access to and from Canada Line at Bridgeport Station, and space to accommodate future rapid transit. Multi-use pathways on both sides of the bridge will help make cycling and walking viable transportation alternatives across the river.

It is estimated that about 9,000 direct jobs will be created over the life of the George Massey Tunnel Replacement Project. Construction will begin in 2017.

The ALC is an independent administrative tribunal dedicated to preserving agricultural land and encouraging farming in British Columbia.

Media Contacts

Media Relations
Government Communications and Public Engagement
Ministry of Transportation and Infrastructure
250 356-8241

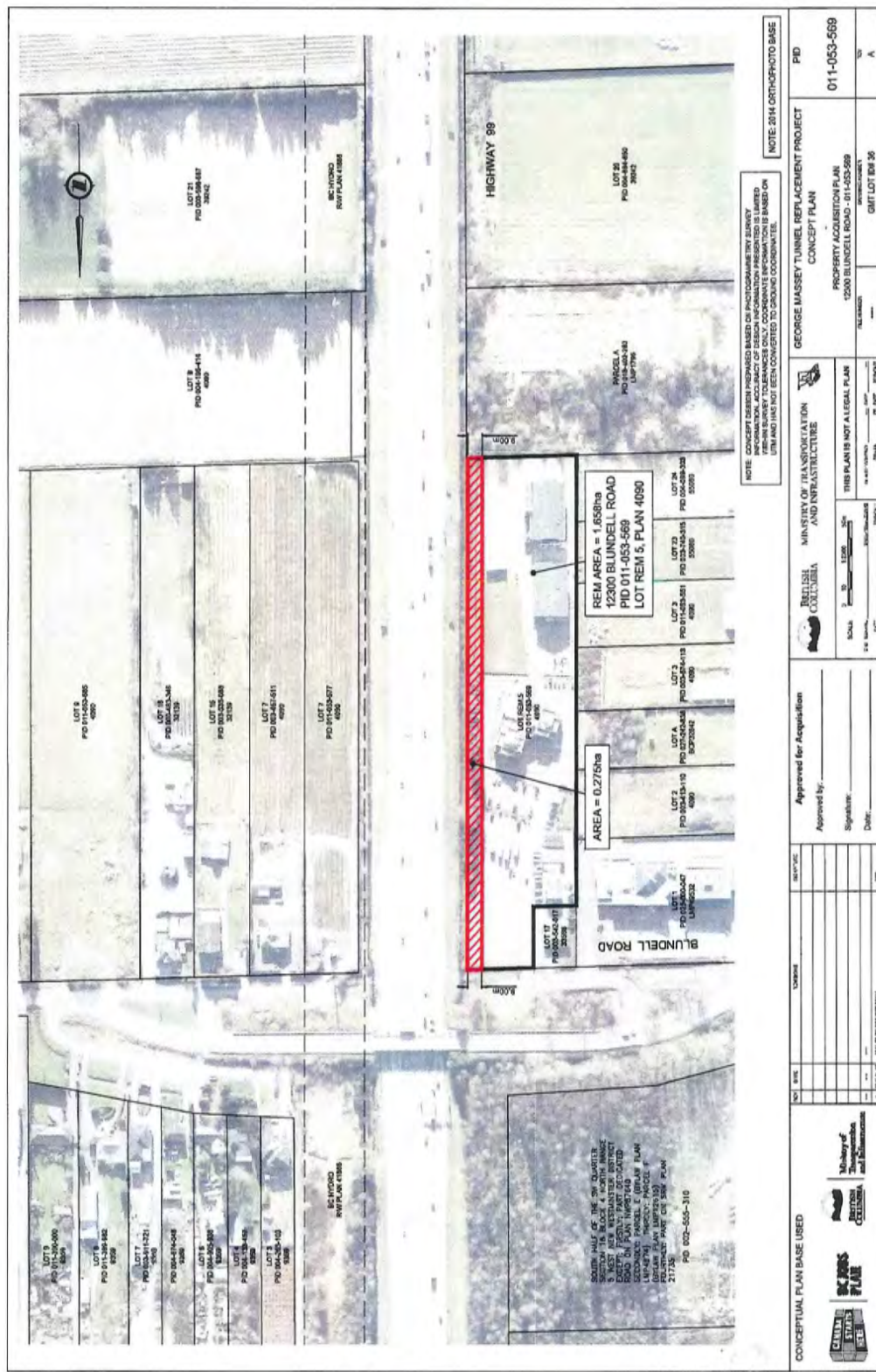
Parcels in Richmond Required for George Massey Tunnel Replacement Project

#	Location/Parcel Identifier	Owner	Total Parcel Area (ha)	Parcel Area Required (ha)	% of Total Parcel Area	Depth of Parcel Required (m)	Date of Purchase	Zoning
1	12300 Blundell Rd 011-053-569	BC Muslim Association	1.933	0.275	14.2%	9.0	05/29/1974	ASY-Assembly
2	8320 No 5 Road 018-402-283	Shia Muslim Community of BC	3.343	0.679	20.3%	66.97-67.74	12/30/2015	ASY/AG1-Assembly/ Agriculture
3	8580 No 5 Road 004-884-850	Shia Muslim Community of BC	3.963	0.232	5.9%	18.0	04/22/1999	ASY/AG1-Assembly/ Agriculture
4	8600 No 5 Road 004-328-850	India Cultural Centre of Canada Inc	3.961	0.213	5.4%	18.0	02/19/1991	ASY/AG1-Assembly/ Agriculture
5	8720 No 5 Road 003-772-047	Qiyu Xu	4.297	0.319	7.4%	20.0	05/12/2016	ASY/AG1-Assembly/ Agriculture
6	9220 No 5 Road 007-397-038	World Growth Investments Inc	8.401	0.450	5.4%	18.0	06/11/2004	ASY/AG1-Assembly/ Agriculture
7	9360 No 5 Road 010-166-386	Catholic Independent Schools of Vancouver	4.761	0.258	5.4%	18.0	05/22/2015	ASY/AG1-Assembly/ Agriculture
8	9500 No 5 Road 004-856-686	Second Sun Realty Fund Ltd	12.595	0.811	6.4%	18.0-28.0	02/13/2013	GC-Golf Course
9	10060 No 5 Road 025-566-806	Lingyen Mountain Temple (Canada) Inc	9.15	1.327	14.5%	29.0-36.0	01/06/2003	ASY/AG1-Assembly/ Agriculture
10	10640 No 5 Road 028-631-595	City of Richmond	4.935	0.875	17.7%	34.0-36.0	07/22/2011	ZA3-Agriculture and Botanical Garden
11	12420 Blundell Rd 011-053-577	BC Transportation Finance Authority (Province of BC)	1.013	0.091	9.0%	0.0-5.0	03/01/2016	AG1-Agriculture
12	10051 Sidaway Rd 025-533-452	Parmajit Sandu, Gurdip Sandu, Amitpal Sandu	11.661	0.494	4.2%	5.0-22.5	03/24/2012	AG1-Agriculture
13	12871 Steveston Hwy 013-069-241	Sunshine Cranberry Farm Ltd, Inc	13.900	0.372 1.120	10.7%	0.0-19.96 26.41-47.14	01/10/2012	AG1-Agriculture
14	11311 Rice Mill Rd 003-568-491	Harry Hogler	10.604	0.617	5.8%	0.0-33.8	08/12/2014	AG1-Agriculture

**Parcels in Richmond Required for George Massey Tunnel Replacement Project:
Existing Land Use**

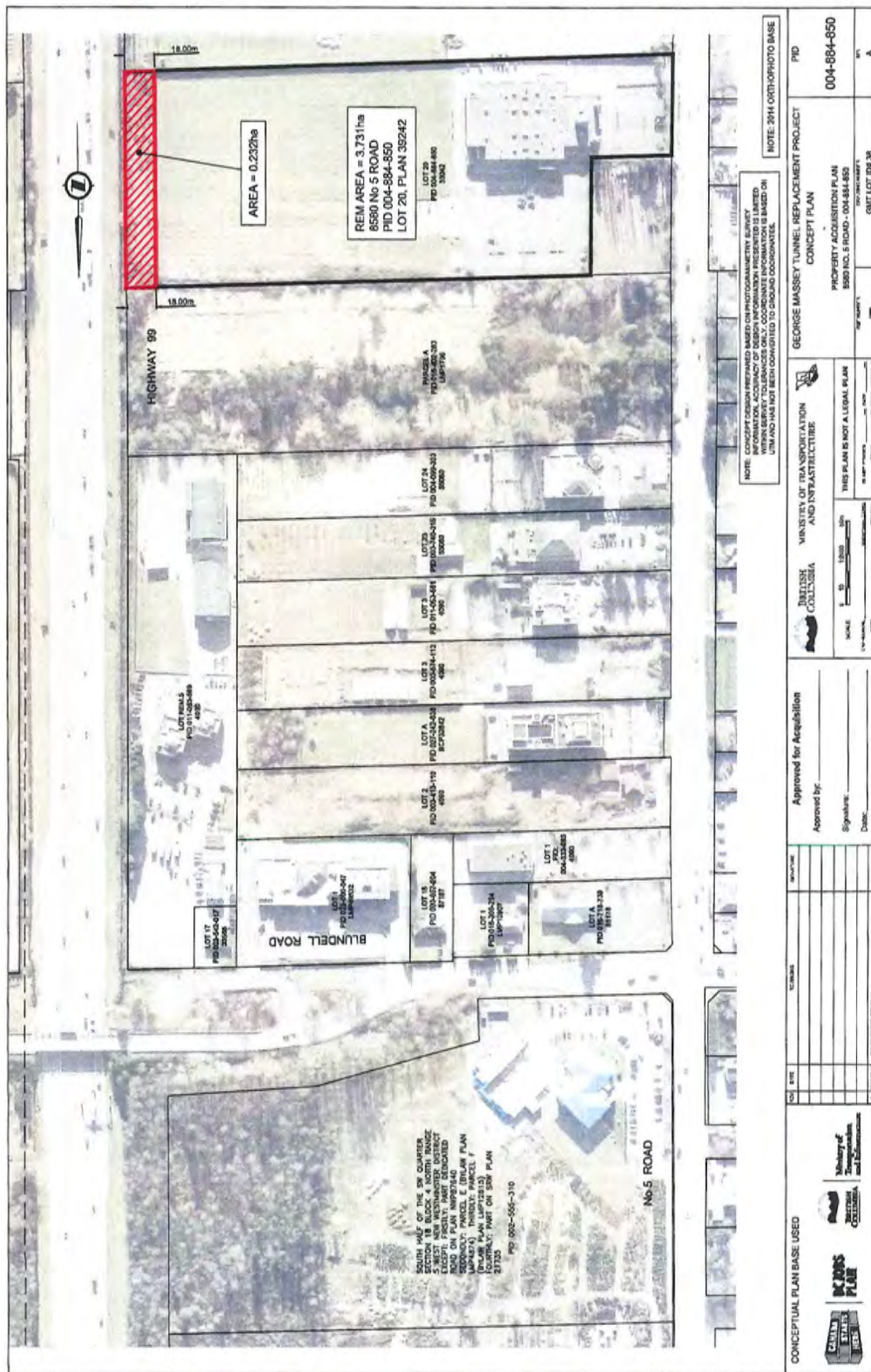
#	Location/Parcel Identifier	Owner	Parcel Area Required (ha)	Cultivated (ha)	Non-Cultivated (ha)	Non-Productive ALR (ha)	Fill (ha)	Existing Land Use
1	12300 Blundell Rd 011-053-569	BC Muslim Association	0.275	-	-	0.275	-	Paved
2	8320 No 5 Road 018-402-283	Shia Muslim Community of BC	0.679	-	0.679	-	-	Non-cultivated
3	8580 No 5 Road 004-884-850	Shia Muslim Community of BC	0.232	-	0.232	-	-	Fruit trees (not intensively maintained)
4	8600 No 5 Road 004-328-850	India Cultural Centre of Canada Inc	0.213	0.036	0.177	-	-	Fruit trees (not intensively maintained)
5	8720 No 5 Road 003-772-047	Qiyu Xu	0.319	-	-	-	0.319	Fill site
6	9220 No 5 Road 007-397-038	World Growth Investments Inc	0.450	0.450	-	-	-	Field vegetables
7	9360 No 5 Road 010-166-386	Catholic Independent Schools of Vancouver	0.258	0.175	0.083	-	-	Hay
8	9500 No 5 Road 004-856-686	Second Sun Realty Fund Ltd	0.811	-	0.811	-	-	Former golf course
9	10060 No 5 Road 025-566-806	Lingyen Mountain Temple (Canada) Inc	1.327	0.789	0.539	-	-	Hay/Tree fruits (not intensively maintained)
10	10640 No 5 Road 028-631-595	City of Richmond	0.875	-	0.338	0.537	-	Proposed park and agricultural/ demonstration gardens
11	12420 Blundell Rd 011-053-577	BC Transportation Finance Authority (Province of BC)	0.091	0.083	-	0.009	-	Blueberries
12	10051 Sidaway Rd 025-533-452	Parmajit Sandu, Gurdip Sandu, Amitpal Sandu	0.494	0.494	-	-	-	Blueberries
13	12871 Steveston Hwy 013-069-241	Sunshine Cranberry Farm Ltd, Inc	0.372 1.120	-	-	-	0.372 1.120	Fill site
14	11311 Rice Mill Rd 003-568-491	Harry Hogler	0.617	0.287	0.331	-	-	Farmers' market, mixed vegetables, berries, winery

Parcel #1: 12300 Blundell Road





Parcel #3: 8580 No. 5 Road

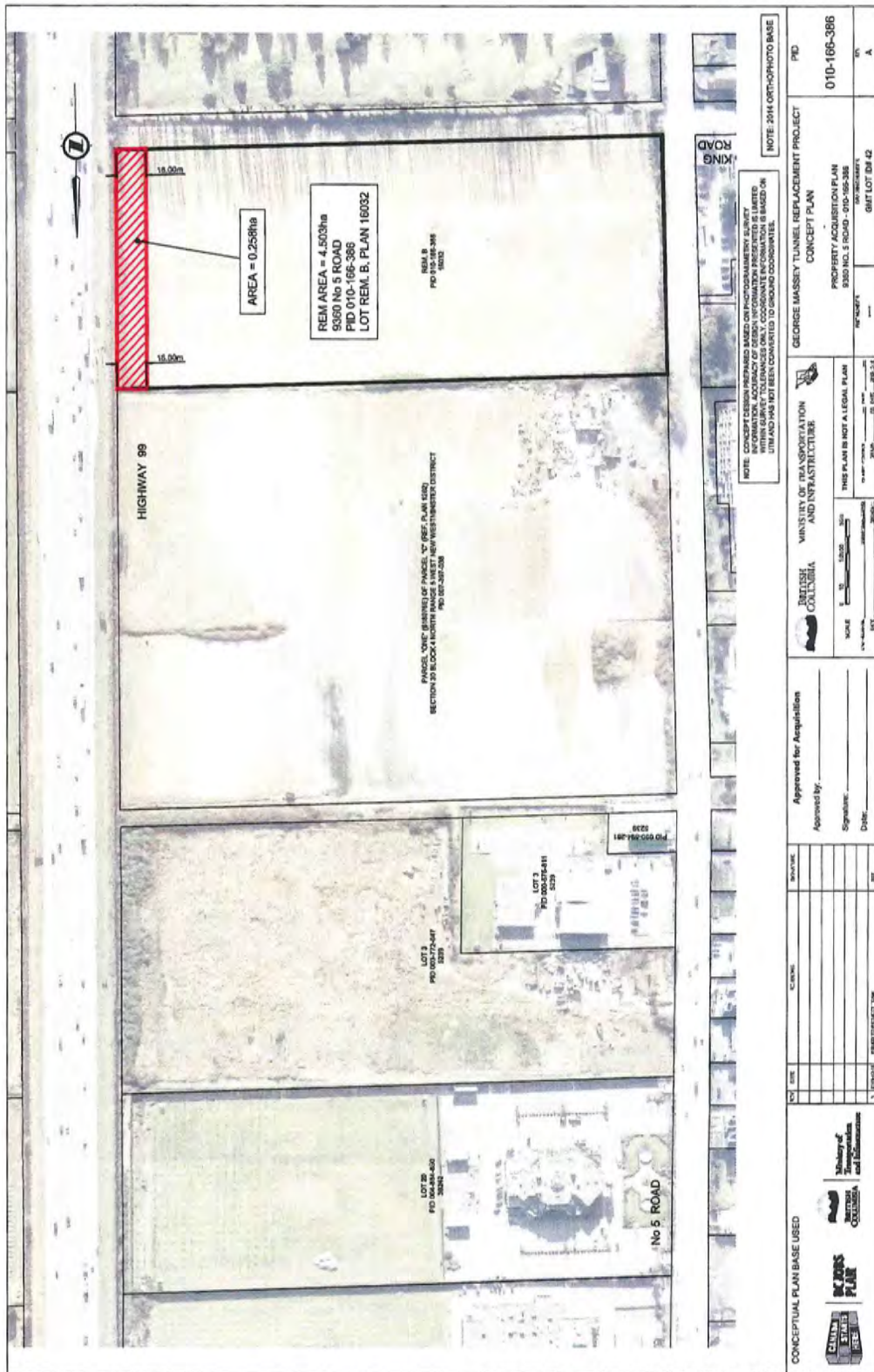




Attachment 3 Cont'd

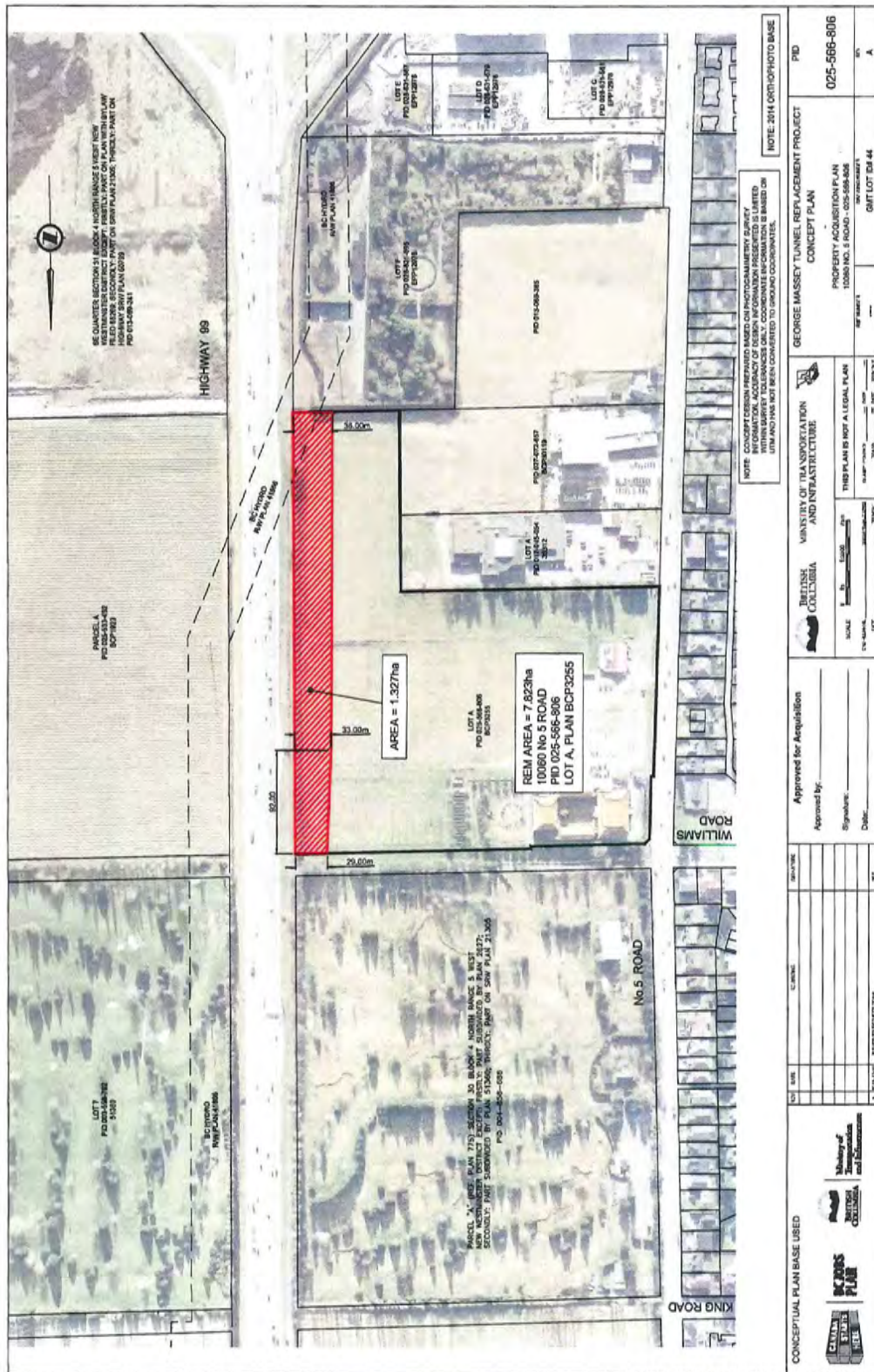




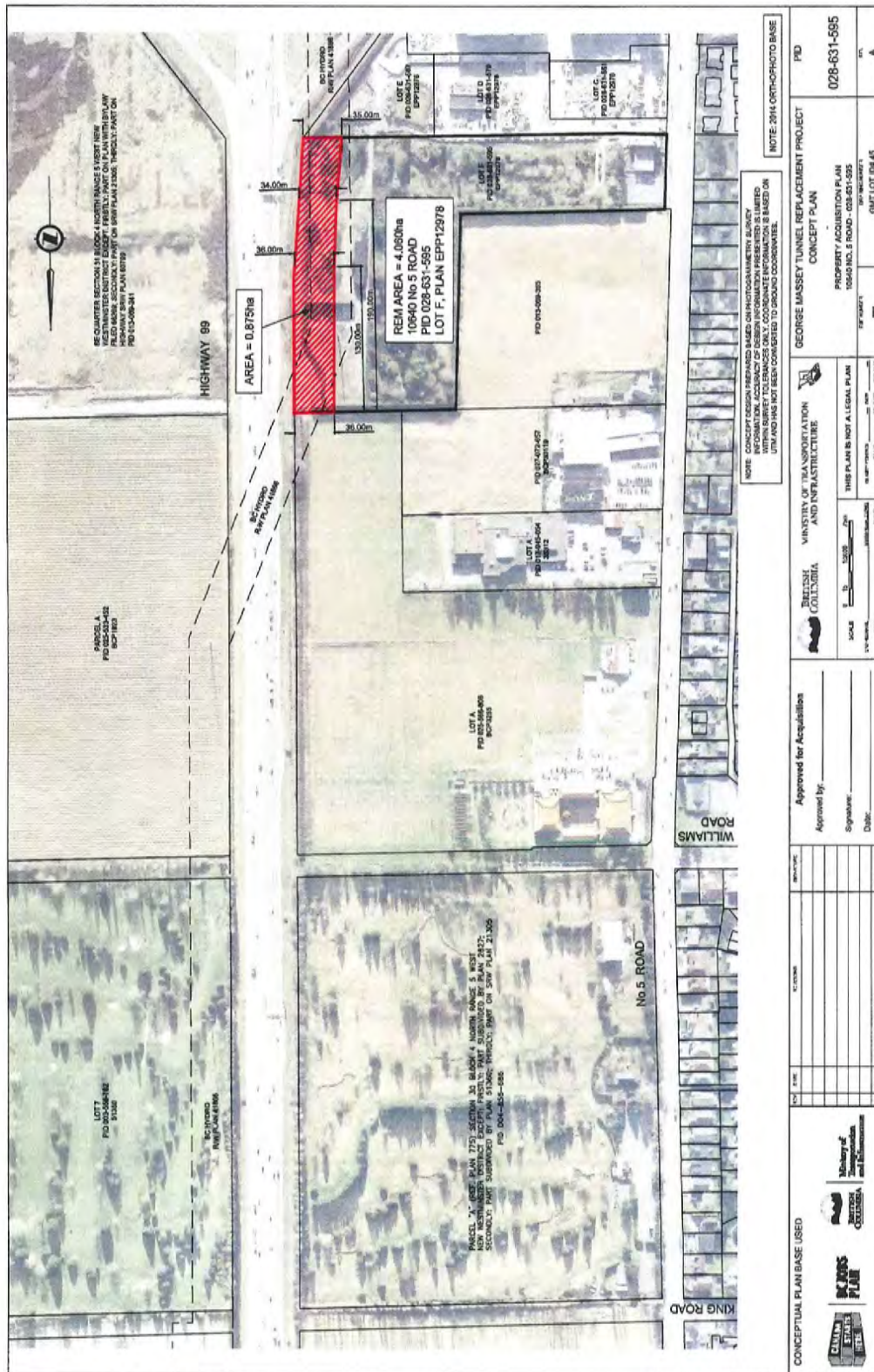




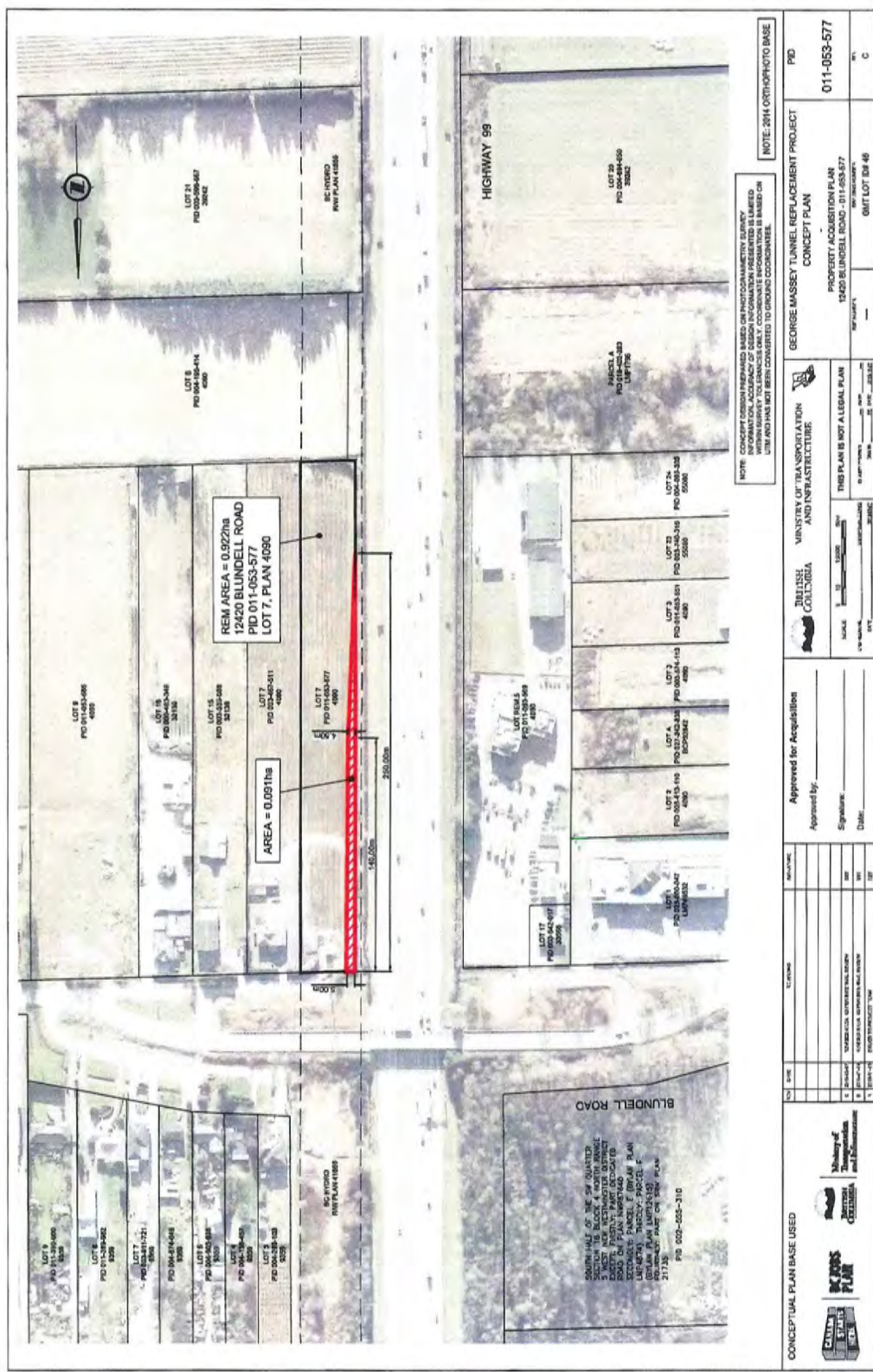
Parcel #9: 10600 No. 5 Road



Parcel #10: 10640 No. 5 Road



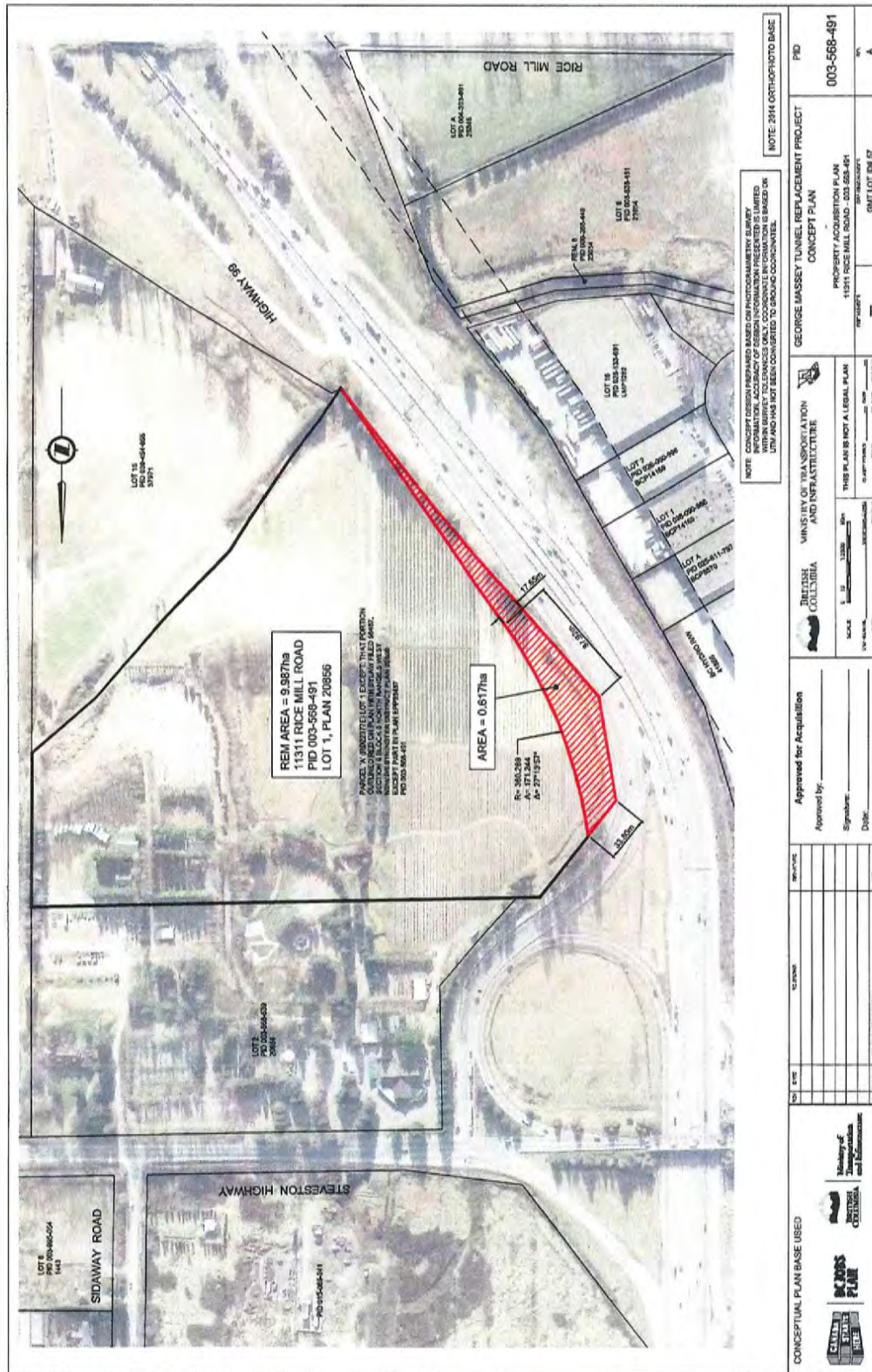
Parcel #11: 12420 Blundell Road







Parcel #14: 11311 Rice Mill Road





June 25, 2016

File: PS 730604

City Of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Attention: City of Richmond

To Whom It May Concern:

**Re: GEORGE MASSEY TUNNEL REPLACEMENT PROJECT
LOT F SECTION 31 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT
PLAN EPP12978 PID 028-631-595**

The Ministry of Transportation and Infrastructure (the Ministry) is undertaking the George Massey Tunnel Replacement Project (the Project), which will include:

- Construction of a new bridge;
- Replacement of three key interchanges at Westminster Highway, Steveston Highway and Highway 17A; and
- Improvements along 24 km of Highway 99 from Bridgeport Road to Highway 91.

The highway improvements, which will extend through portions of the Agricultural Land Reserve (ALR) in Richmond and Delta, may affect your property. As such, I want to keep you informed of our process. Additionally, if property acquisition is required, the purchase is based on fair market value as determined through a mutually agreeable appraisal.

The Ministry is applying to the Provincial Agricultural Land Commission (ALC) for approval to construct the Project. I have enclosed a copy of the Ministry's Property Acquisition Plan, which shows the major engineering design features and proposed right-of-way requirements within your property. I have also enclosed an Agricultural Land Commission pamphlet that describes the application process, ALC approval requirements, and provides an opportunity for affected land owners to inform the ALC of any concerns.

.. / 2

**Ministry of
Transportation
and Infrastructure**

George Massey Tunnel
Replacement Project

Mailing Address:
2030 - 11662 Steveston Highway
Richmond, BC V7A 1N6

Facsimile: 604-713-0491
Information: 1-855-562-7739
<http://engage.gov.bc.ca/masseytunnel>

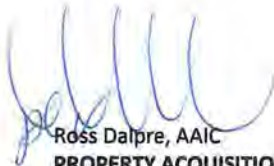
City of Richmond
June 25, 2016

Page 2

Engineering design plans, Property Acquisition Plans, the Agricultural Use Assessment report, and the ALC application are available for viewing by appointment at the Project Information Office in Ironwood Plaza (2030 – 11662 Steveston Highway, Richmond).

I would be pleased to answer any questions you have regarding this application or to arrange a time for you to view the Project plans and documents. I can be reached at 604-319-9989 or by email at ross.dalpre@gov.bc.ca.

Sincerely,



Ross Dalpre, AALC
PROPERTY ACQUISITION COORDINATOR
George Massey Tunnel Replacement Project
604-319-9989

Enclosures (2):

- Property Acquisition Plan
- ALC Pamphlet *Transportation, Utility and Recreational Uses on Agricultural Land – An Advisory for Landowners in the Agricultural Land Reserve*

TRANSPORTATION AND UTILITY CORRIDORS AND AGRICULTURAL LAND**AN ADVISORY FOR LANDOWNERS IN THE AGRICULTURAL LAND RESERVE**

The purpose of this advisory is to describe the application process for pipelines, roads, recreational trails and other utility corridors in the Agricultural Land Reserve (ALR), and the rights and duties of proponents and affected landowners. It does not address compensation or other issues that may arise between a proponent and a landowner, which are private matters to be resolved between the parties and their professional advisors.

Application Process

The provincial *Agricultural Land Commission Act* protects agricultural land in BC for present and future farm use. Proponents of transportation and utility corridors through the ALR must, in addition to obtaining a landowner's permission, apply and receive permission from the Agricultural Land Commission for such development. Upon receipt of an application, the Commission may contact local governments and other agencies for their comments and recommendations. After reviewing the proposal, the Commission will make a decision and communicate this in writing to the proponent.

The proponent is responsible for notifying the affected landowners at two stages in the process:

- At the time the application is filed with the Commission, and
- When the Commission makes a decision.

If the Commission approves an application, the second notice must include any conditions of approval imposed by the Commission.

Landowner's Rights

As an owner of land in the ALR through which a gas, sewer or water line, road, recreation trail or other utility corridor is being proposed, you have the right:

During the Route Selection Stage

- To all information from the proponent on the options and preferred route location of the transportation or utility corridor through your property; and
- To contact the proponent and the Commission to express concerns or suggest specific changes to the preferred route location.

During the Application Stage

- To be notified by the proponent that an application under the *Agricultural Land Commission Act* has been filed for that portion of the proposal which affects your property; and
- To contact the proponent and the Commission to express concerns or make suggestions on site preparation and reclamation.

During the Decision Stage

- If approved, to be notified by the proponent of the Commission's decision, by way of a copy of the Commission's approval letter outlining the conditions of approval; and
- To view any of the proponent's site preparation and reclamation reports submitted to the Commission. (During any negotiations between a landowner and the proponent, the landowner may request construction or rehabilitation conditions beyond those specified by the Commission.)

During the Construction & Reclamation Stages

- To review all site preparation, construction and reclamation work as it proceeds; and
- To contact the Commission directly if the Commission's conditions are not being met.

To ensure that the Commission's conditions are being met, the Commission staff Agrologist will review the construction and reclamation procedures. If the procedures being used do not satisfy the approved conditions, the Commission may amend the conditions or issue a stop work order. The Commission Agrologist has the authority to modify the approval conditions, provided the modifications do not materially alter the intent of the approval.

Notification of Affected Landowners

The Commission requires the proponent to give this advisory to affected landowners. If you have any concerns about the proposal, please complete the back of this form and send it to the Commission within 14 days of receiving the notification.

Provincial Agricultural Land Commission
133 - 4940 Canada Way, Burnaby, BC V5G 4K6
Telephone (604) 660-7000 Fax (604) 660-7033

The Agricultural Land Commission requires proponents of transportation and utility corridors through ALR land to notify affected landowners. If you have any concerns about the proposed transportation or utility proposal, please complete the following and send it to the Commission within 14 days of receipt of this brochure.

Please note that the information on this form and other documents you provide are collected to process an application under the *Agricultural Land Commission Act* and regulation. This information will be available for review by any member of the public. If you have any questions about the collection and use of this information, contact the Agricultural Land Commission and ask for the staff member handling the application.

Name: _____

Address: _____

Telephone: _____ Fax: _____

Email: _____

Title Number(s) of Affected Property: _____

Current Use of Property: _____

Company or Agency Proposing the Right of Way: _____

Project Name (if any): _____

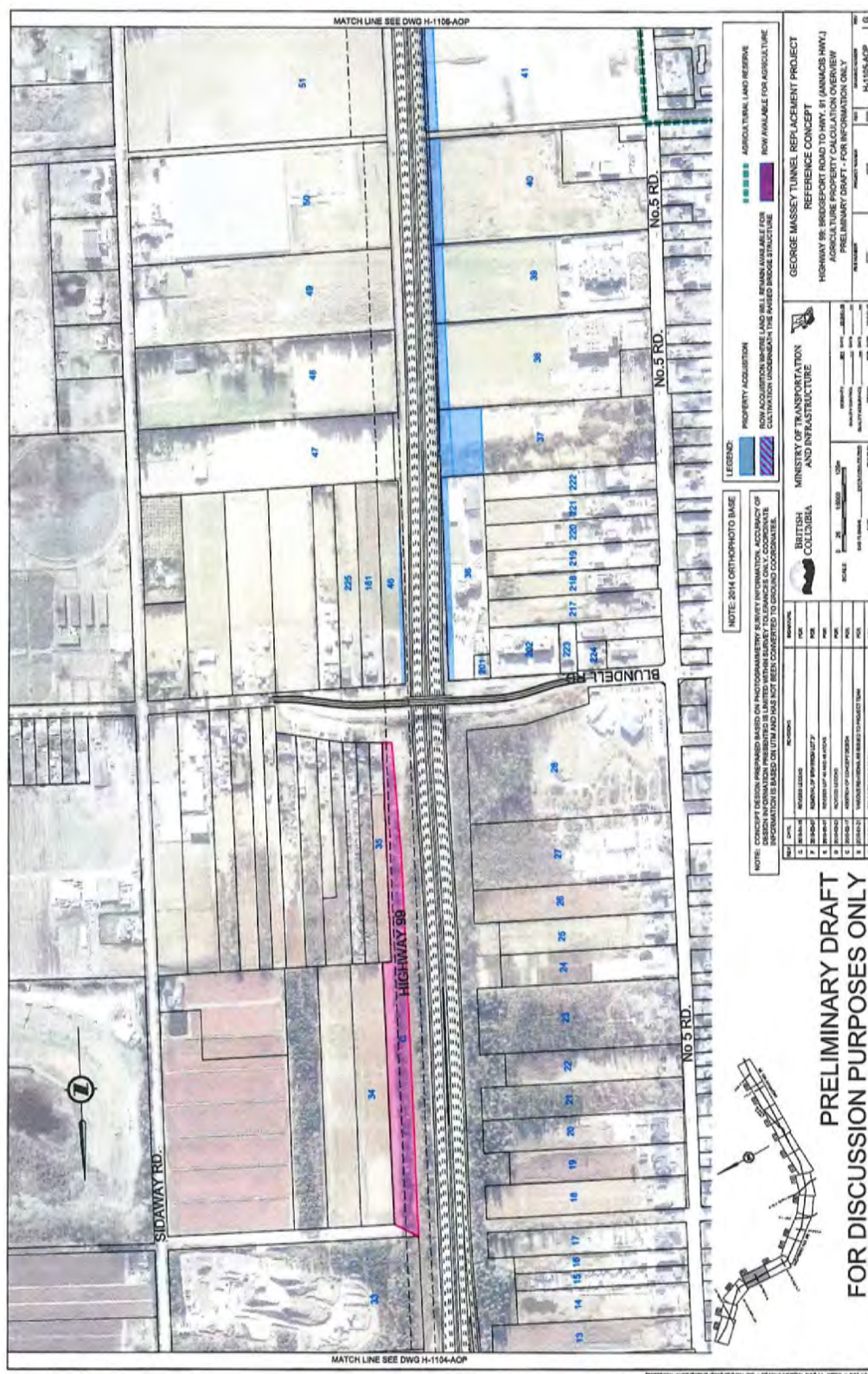
Comments & Suggestions: _____

Table 1. Continued

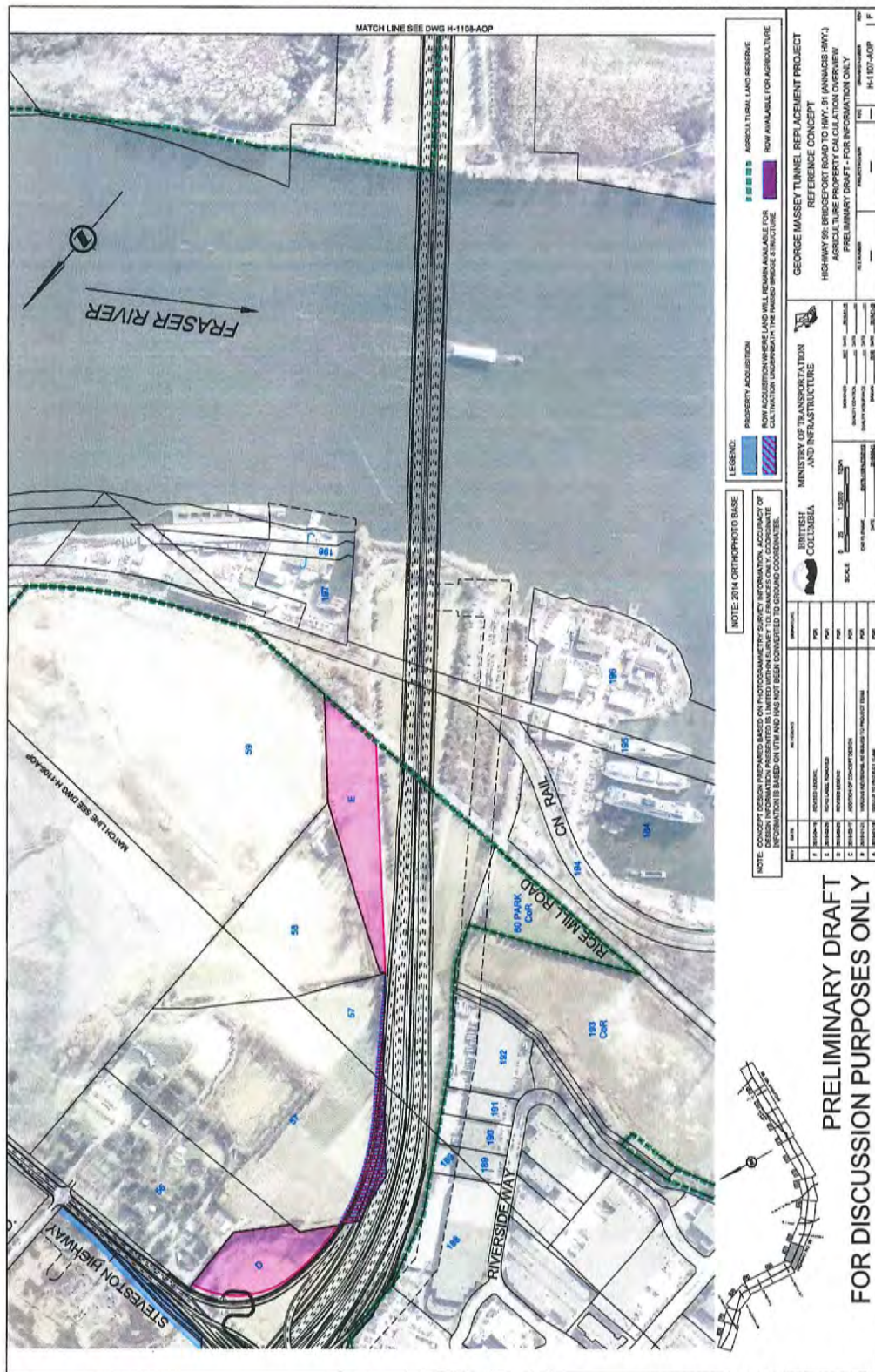
Provincial Agricultural Land Commission
133 - 4940 Canada Way, Burnaby, BC V5G 4K6
Telephone (604) 660-7000 Fax (604) 660-7033

Highway Right-of-Way to be Made Available for Agricultural Use (Pink Shaded Areas)





**Highway Right-of-Way to be Made Available for Agricultural Use
(Pink Shaded Areas)**



6/30/2016

Province seeking qualified firms for Massey replacement | BC Gov News

British Columbia News

Province seeking qualified firms for Massey replacement<https://news.gov.bc.ca/11393>

Tuesday, June 28, 2016 8:30 AM

Richmond - The Government of British Columbia has issued a Request for Qualifications (RFQ) for parties interested in delivering the George Massey Tunnel Replacement Project.

The project will be procured through a public-private partnership to design, build, partially finance, operate, maintain and rehabilitate the asset for a term of 30 years. This procurement approach best provides value to taxpayers. The RFQ is the first of a two-phase procurement process. Following the RFQ, government will request proposals from a shortlist of the three best-qualified teams in order to select a preferred proponent.

The procurement process for the George Massey Tunnel Replacement Project follows the guidelines of the Capital Asset Management Framework, Ministry of Finance Core Policies and Procedures, and Partnerships BC best practices.

Safety benefits of the project include a design that meets modern seismic standards, unlike the current tunnel; additional lanes that make merging safer for all vehicles and will reduce collisions by an estimated 35%; and wider lanes and shoulders that will improve safety and emergency response times.

The new bridge and associated highway improvements, including dedicated transit lanes, will cut some commute times in half and also improve travel-time reliability for the 10,000 transit passengers and more than 80,000 vehicles that use the tunnel each day.

Transportation Investment Corporation (TI Corp) will undertake the project and recover project costs through user tolls. The private partner will be responsible for financing a portion of the capital costs of the project.

The project includes:

- Construction of a 10-lane bridge built to modern seismic standards, with four general travel lanes and one dedicated transit/HOV lane in each direction;
- Replacement of three interchanges at Westminster Highway, Steveston Highway, and Highway 17A;
- Widening of approximately 24 kilometres of Highway 99 to accommodate dedicated transit/HOV lanes from Bridgeport Road in Richmond to Highway 91 in Delta;
- Replacement of the Deas Slough Bridge;
- Construction of multi-use pathways on either side of the bridge for cyclists and pedestrians; and
- Decommissioning of the tunnel.

It is estimated that about 9,000 direct jobs will be created over the life of the George Massey Tunnel Replacement Project. Construction will begin in 2017, with the bridge opening in 2022 and tunnel decommissioning in 2023.

Media Contacts**Media Relations**

Government Communications and Public Engagement
Ministry of Transportation and Infrastructure
250 356-8241

<https://news.gov.bc.ca/releases/2016TRAN0164-001160>

1/1



4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovancouver.org

MEDIA RELEASE

June 29, 2016

METRO VANCOUVER RELEASES IMPACT ASSESSMENT OF GEORGE MASSEY TUNNEL REPLACEMENT PROJECT

Collaboration Needed to Find Viable Solutions to Solve Congestion

The Metro Vancouver Board seeks to work with the Province, TransLink and other stakeholders to find mutually acceptable solutions to reduce congestion on the Highway 99 corridor in an economically and environmentally sustainable manner.

"History has demonstrated the world over, you can't reduce congestion by simply building more roads," said Greg Moore, Chair of Metro Vancouver. "This project represents an expansion of car-oriented infrastructure and diverts crucial funds from transportation projects that support the regional growth strategy."

Metro Vancouver understands the congestion issues facing Highway 99 and the George Massey tunnel, but is unable to support the George Massey Tunnel Replacement Project as proposed based on an evaluation of potential impacts to regional assets, infrastructure and legislative responsibilities.

"We recognize the necessity to enhance the movement of people and goods on Highway 99 and throughout the region, but the magnitude of a ten-lane bridge estimated at \$3.5 billion, has not been demonstrated and cannot be justified," adds Moore.

Released today, a Metro Vancouver report identifies key areas of concern, including the direct, indirect and cumulative regional impacts of the proposed bridge:

- Insufficient consideration of alternatives to a ten-lane bridge
- Lack of integration into the regional growth strategy and transportation network
- Ecological disruption to the Fraser River estuary, an important habitat for salmon and birds
- Impacts on Metro Vancouver infrastructure, including water mains and sewer lines
- Recreational and ecological disruption on Deas Island Regional Park
- Downloading of major expenditures onto local governments for road improvements
- Negative effects on transit ridership and affordability
- Insufficient consideration to climate change and air quality
- Lack of transparency and consultation with respect to design and business case

Metro Vancouver is participating in the provincial environmental review process, and has requested that the Minister of Environment and Climate Change order a federal environmental assessment review process through which Metro Vancouver and other key stakeholders would participate.

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The regional growth strategy, Metro 2040: Shaping Our Future, promotes compact transit-oriented development, the efficient use of land and a transportation network that reduces energy consumption, greenhouse gas emissions and improves air quality.

"We are genuinely concerned about the possible impacts of bridge construction, roadway improvements, tunnel removal and possible future dredging which could impact between \$500-million to \$1-billion in regional infrastructure and assets," said Darrell Mussatto, Chair of Metro Vancouver's Utilities Committee.

The Fraser River estuary is the single most important area of aquatic bird and raptor habitat in BC, and the intertidal marshes provide critical rearing areas for juvenile salmon. Metro Vancouver has a legislative responsibility to consider the cumulative impacts of projects on the region's ecology. The potential environmental disruption on the ecologically rich land and sensitive marine environment including the Fraser River and Deas Island Regional Park is a significant risk.

"There is a need to improve sustainable transportation options throughout the region by adding capacity for more efficient public transit, HOV lanes, cycling and pedestrians," added Mussatto. "A ten-lane bridge would simply shift congestion elsewhere, further exacerbating the issue of single-occupancy vehicles. Other solutions may be considered that are in alignment with the regional growth strategy, as identified in the Mayors' Council ten-year transportation plan."

Metro Vancouver also raised concerns about the lack of a meaningful public consultation process, and incomplete information relating to project details and alternatives.

Metro Vancouver will send a letter communicating its analysis, position and concerns with respect to the project to the BC Minister of Transportation and Infrastructure, the BC Environmental Assessment Office, the BC Premier, and the Ministry of Environment and Climate Change.

"Transportation and housing affordability are the most urgent challenges impacting the livability of the region, and they are inextricably linked. We urge the Province to work with us to develop viable alternatives to the George Massey Tunnel Replacement Project as currently proposed and commit to funding the Mayors' Council ten-year transportation plan," said Chair Moore.

Contact Information

Don Bradley, Division Manager, Media Relations, 604.788.2821 don.bradley@metrovancover.org

Metro Vancouver is a partnership of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.



Board and Information Services, Legal and Legislative Services
Tel: 604-432-6250 Fax: 604-451-6686

Rise and Report (Items Released from Closed Meeting)

On June 24, 2016 the following was authorized by the Greater Vancouver Regional District Board of Directors to be released to the public:

George Massey Tunnel Replacement Project – Analysis of Regional Impact
That the GVRD Board:

- a) *send a letter to the BC Minister of Transportation and Infrastructure and to the BC Environmental Office conveying:*
 - i. *its wish to work with the Province, TransLink and other stakeholders to find mutually acceptable solutions for the issues facing Highway 99 and the George Massey tunnel based on:*
 - *the recognition of the congestion problems affecting the Highway 99 corridor and the need to work with the Province and other stakeholders to find an integrated transportation solution*
 - *the importance of aligning projects designed to increase highway capacity with Metro 2040, the regional growth strategy, with an emphasis on compact, vibrant communities connected by an efficient transit network, an effective goods movement system, and affordable infrastructure*
 - *the need to focus solutions to traffic congestion problems on public transportation investments as well as alternative modes as pedestrians, cycling and HOV lanes*
 - *the negative impact of increases in road capacity on transit ridership and affordability*
 - *the importance of considering traffic congestion impacts elsewhere in the region's road system caused by enhancements to the Highway 99 corridor*
 - *equitable regional mobility pricing to manage travel demand*
 - *the property impact to Metro Vancouver's regional park lands and to its utilities infrastructure*
 - *the potential risk and impact to utilities infrastructure and the financial costs associated with replacement or relocation of existing utility services*
 - *protection of the environment and the need and value of pursuing the federal environmental assessment review process*
 - ii. *its opposition to the proposed George Massey Tunnel Replacement Project, based on its analysis regarding the direct, indirect, and cumulative regional impacts of the Project, and its ongoing concerns about an inadequate stakeholder input process and insufficient access to background technical analysis;*

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 • 604-432-6200 • www.metrovancouver.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

- iii. its request that the Ministry of Transportation and Infrastructure provide commitments, assurances, compensation, monitoring, and other conditions that will be necessary to mitigate the impacts of the George Massey Tunnel Replacement Project on Metro Vancouver assets, infrastructure, and legislated responsibilities, in the event that the project receives approval by the Provincial government;*
- b) direct staff to forward this correspondence to the Federal Minister of Environment and Climate Change and the Premier of BC communicating the GVRD Board's analysis, position and concerns.*