



Agricultural Land Commission
133-4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604-660-7000
Fax: 604-660-7033
www.alc.gov.bc.ca

July 29, 2005

City of Abbotsford
32315 South Fraser Way
Abbotsford, BC
V2T 1W7

Attention: Mr. Jay Teichroeb, Economic Development Manager

Dear Mr. Teichroeb:

Re: Application #MM-35445 (City of Abbotsford Block Exclusion)

The Provincial Agricultural Land Commission (the "Commission") has concluded its review of the City's application to exclude approximately 372 ha from the Agricultural Land Reserve (ALR) for industrial and business park development. In the course of arriving at this decision, the Commission recognized and appreciated the efforts carried out by the City with respect to this application as well as our mutual long term working relationship. As will be noted in its decision, the Commission wishes to extend an offer to meet with the City and Abbotsford Airport Authority, to discuss ways to ensure that areas agreed to for exclusion can be used most effectively and efficiently for the intended purposes and to discuss alternative ways of accommodating any perceived shortfall in industrial land inventory.

The Commission has attached Resolution #384/2005 and eight (8) ortho-images outlining its decision.

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per: 

Erik Karlsen, Chair

cc:

Rick Reed, Airport Manager, Abbotsford Airport Authority
Fraser Valley Regional District

/encl.



Application Summary
Application # MM – 35445
Applicant: City of Abbotsford

DATE PREPARED: June 13, 2005

TO: Chair and Commissioners – South Coastal Panel

FROM: Tony Pellett, Planner

PROPOSAL: To exclude 372 ha from the Agricultural Land Reserve (ALR) for industrial development.

The application is made pursuant to section 29(1) of the *Agricultural Land Commission Act*.

BACKGROUND INFORMATION:

The following review is intended to give context to the current application, in terms of

- ♦ previous Commission involvement with the community interest in industrial development,
- ♦ the Commission's mandate to preserve farm land in general and
- ♦ the unique nature of the lands involved.

A. Commission working relationships with the City of Abbotsford

Right from the April 1974 designation of the ALR for what was then the Central Fraser Valley Regional District, the Commission was an active participant in planning (notably planning for industrial expansion) with the Districts of Abbotsford and Matsqui and the unincorporated area of Huntingdon. Through cooperative planning with the regional district and the two districts, the Commission assisted in identifying industrial land opportunities with the potential to create benefits for the farm community (or at least with minimal impact on the farm community). The first block application (to exclude ± 80 ha in what is now the Riverside Industrial Area) was initiated by the Commission in May 1974. Cabinet refused that application but soon after allowed a second block application in that area after the District of Abbotsford gave assurance that the proposal was to allow "industry not detrimental to the environment nor to the agricultural community". Although a substantial portion of the excluded area was eventually converted to retail rather than industrial use, it is also the case that significant agriculturally-oriented industries were established in that area, as recommended by the Commission. In what is now the City of Abbotsford, between 1974 and 2003, the Commission (either directly or by recommendations on Cabinet decisions) supported exclusion of ± 200 ha of land for industrial development, in areas which the Commission had identified as having little overall impact on agriculture. In addition, the Commission excluded a further ± 70 ha of airport lands subject to a commitment from the City that the excluded lands would be used only for airport and airport-related activities.

B. The application and its review process

1. Application received June 2, 2004

The overall intent of the application is to allow the City to plan for a portion of the industrial expansion identified in accordance with its submissions to the Regional Growth Strategy of the Fraser Valley Regional District. The application states that a gap remains between the community need and lands that have been identified to meet this need. Additional lands are not identified, although the Regional Growth Strategy targets land adjacent to Gloucester Industrial Park.

The application acknowledges that much of the land under application is of the highest agricultural productivity. It proposes that the land would be developed for industry in conjunction with

- ♦ development of a defensible agricultural-urban boundary,
- ♦ a strategy to enhance agricultural productivity and
- ♦ initiatives to increase agricultural productivity.

It states that rehabilitation of historical ALR gravel pits not reclaimed to current standards represents a significant opportunity to reintroduce viable agricultural production.

In addition to proposing rehabilitation of land to replace loss of agricultural production potential, the application proposes that all lands under application be excluded conditional on rezoning for the intended use. Through conditions it would place on the rezoning procedure, the City would be able to achieve its intention of replacing lost agricultural production. Opportunities to fund infrastructure and other overall benefits to agriculture would be identified in an *Agriculture Area Plan*.

The primary differences between the current application and these earlier efforts are that

- a. the Commission was not actively involved in the process of identifying the extent, location or agricultural impact of further lands for industrial development,
- b. by virtue of the *City in the Country* process, the area requested is necessarily very large, and in fact far exceeds the total excluded over the previous 30 years, and
- c. province-wide attention has been focused on this application because of the amount of high quality land now being proposed for exclusion.

2. The Commission's public information meeting held November 25, 2004

Verbal and written submissions for and against the application were received and forwarded to the City of Abbotsford for comment.

3. The City's comment received January 31, 2005

The Commission discussed the application in the light of the submissions and City response, as a whole and by area as presented. The Commission also discussed Applications #MM-34530 and #MM-34578, which were deferred at the City's request following meetings with the applicants at the Abbotsford Airport on November 15, 2002. The Commission eventually determined that it needed further clarification from the City.

4. The Commission letter sent to the City on April 15, 2005

The Commission's letter asked the City to

- a. elaborate on how it proposes to undertake reclamation of lands including whether or not permission has been or will be attained from the various property owners, given that its objective to reclaim these lands may not be achievable in the event land owners do not authorize or participate in the reclamation,
- b. elaborate on its buffering strategy, and
- c. provide a brief outline of the steps involved in its current Official Community Plan review and give the status of the review process.

5. The City's response received May 20, 2005

The City's response follows the same format as the Commission's letter.

- a. The lack of reclamation is primarily the result of
 - i. the cost of reclamation (\$50,000 to \$125,000/ha) without further extraction revenue, and
 - ii. speculation by owners that their non-productive land may eventually be excluded from the ALR.

The City's proposal is

- i. to send a very strong message that the City will not initiate nor forward any application for exclusion of those lands from the ALR, and
- ii. to make "agricultural trust" funds available to assist owners in improving the soil capability of their land. If no owner pursues this funding opportunity, investments into agricultural enhancements will be directed to other initiatives identified in the *Plan*.

- b. The buffering strategy is to be achieved through issuance of development permits for the protection of farming, with specific policies being developed through the OCP process. Also see 6, below.
- c. The City has provided a 28-page “Scoping Report” dated 13 September 2004 and entitled *Vision for a Sustainable Future*, outlining issues to be addressed in the new OCP, which
 - i. will be based on the City’s adopted *Charter of Sustainability*, based on the four principles of Responsible Growth, Pollution Prevention and Resource Conservation, Social Well-being and Shared Responsibility,
 - ii. will coordinate the *City in the Country Plan*, the *Central Area Study*, the *Parks & Recreation Master Plan*, the *Arts & Heritage Master Plan*, the *Abbotsford Airport Land Use Plan*, a *Regional Context Plan* and other plans and studies ultimately including the proposed *Agricultural Area Plan* and perhaps the *Washington Commerce Corridor* concept,
 - iii. is intended to capture the community’s collective vision, to be realistic in its projections for growth and its proposals for managing change, and to reflect a commitment to a balance of economic, social and environmental sustainability,
 - iv. will be drawn up by a core team headed by staff member Don Luymes under the direction of Planning Director Grant Acheson, with input from
 - † citizens at large,
 - † a Steering Committee (being a select committee of Council),
 - † a community advisory group (representatives of groups having a stake in development of the City) and
 - † a technical advisory group (potentially including a Commission representative), and
 - v. will involve a process divided into four distinct phases:
 - I “Listening and Learning” (issues definition and background studies),
 - II “Big Pictures” (plan alternatives)
 - III “Filling in the Details” (policy objectives and statements) and
 - IV “Deciding on a Plan” (OCP development and adoption, including circulation of draft documents to stakeholders and advisory groups).

According to the City’s response letter, the draft OCP is currently in phase III. City staff have visited the Commission office to consult with staff on some draft OCP details.

6. The City’s May 26, 2005 inaugural scoping session on its proposed Agriculture Area Plan

Those invited to the meeting included City staff and Council members, representatives of commodity groups, several members of MAFF staff and Commission staff member Tony Pellett.

Discussions were led by Don Luymes and were focused on issues raised in chapter 7 of the Commission publication *Planning for Agriculture*.

Those issues relevant to the current block exclusion application included the following.

- a. Preservation of high-quality soils

While it would theoretically be preferable to reserve the highest-capability crop soils for the growing of ground crops rather than for building-related farming such as hog or poultry barns, the economic reality is that farms must diversify and may have to provide accommodation for seasonal workers. The focus may therefore be on conservation of soil so that ground crops may be grown after such buildings have outlived their usefulness. The suitability of land for ground crops must be respected even where the land is not currently used for them.
- b. Rural/Urban interface zones

Rather than focus simply on buffering techniques, it is proposed to engage in “planning along agriculture’s edge” as set forth in chapter 8 of *Planning for Agriculture*. A distinction will be made between different uses and building types along the edge: for example, the blank rear wall of a warehouse may need no special treatment other than to prevent crop shading; a labour-intensive factory with an employee cafeteria or lunchroom patio may require careful building design (in the context of a development permit) to protect nearby agriculture.

c. Future infrastructure needs in the ALR

It is proposed to analyze infrastructure needs and possibly to provide assistance through the City's proposed "agricultural trust" funds. As examples, greenhouses have water needs which cannot be met from aquifers in all parts of the City – and seasonal worker accommodation may require sewerage in areas of marine clay sub-soils. A full range of infrastructure is too costly to provide in all areas, but infrastructure could be designed to encourage certain types of agriculture in locations more desirable from a community perspective. For example, if there is found to be an area where for any reason it proves impractical to reclaim historical ALR gravel pits to current standards for soil-bound agriculture, the intention would be to design infrastructure suited to the needs of non soil-bound agriculture.

STAFF COMMENT:

The following items are among those meriting attention when the Commission is considering its decision:

- ♦ Regional Growth Strategy – identifies the areas under application (plus an area bounded by the Southern Railway of BC, Lefevre Road, the Trans-Canada Highway and the eastern boundary of Langley's Gloucester Industrial Estates) as "local government proposals for Urban Growth Boundaries extending into the ALR...currently under negotiation with the... Commission and other stakeholders. Any of those areas may be adjusted or removed from further consideration, and other areas may be brought into future consideration, thus land development decisions should not be based on the ALR/UGB areas shown on the current map. It is intended that final Urban Growth Boundaries will include sufficient land for at least the next 20 years requirement for residential, park, institutional, commercial, business park and industrial development at urban densities."
- ♦ Community need perceived by the City regarding industrial development – the application includes calculations showing the amount of land required to meet the community need to have enough land to attract non-farm businesses generating employment for the residents expected to occupy Abbotsford over the next 20 years. Those calculations show a need to occupy more land than would be occupied in the GVRD core, on the theory that businesses will be attracted away from the GVRD core only on the basis of lower densities.
- ♦ Community need perceived by the City regarding airport-related development – the airport is located on what were primarily ± 350 ha of Class (1) soils (± 250 ha never in the ALR and ± 70 ha excluded in 2000). The non-ALR area is not yet fully utilized, but the application states the case for further expansion (into Areas 2 and 3) to accommodate further aviation, aerospace and other airport-related industrial uses projected over the next 20 years.
- ♦ Unique nature of the limited resource – the combination of soils, climate, a strong market and farmland protection make the Lower Fraser Valley one of the most intensively farmed areas in North America. Even that part of the application area on lower capability soils is suited to a wide range of soil-bound and non-soil bound agricultural uses. Much of the application area is situated on Class (1) soils extremely well suited to raspberry production.
- ♦ Opportunities for further growth in agricultural production – The City has commenced work on an Agriculture Area Plan intended to increase the growth opportunities otherwise available on the ± 27,300 ha of ALR land which would remain if the entire application were approved.
- ♦ Precedent for multi-phase consideration of the application – In other areas, most notably the City of Chilliwack, the Commission has taken note of immediate need while at the same time taking note of the need for further consultation and planning. Given the lack of Commission involvement in the *City in the County Plan* process and given that the *Agriculture Area Plan* process has only just begun, such an approach would be consistent with the Commission's decision on the Chilliwack block application. In any such multi-phase approach, it would be important to ensure that an early decision is made on the two individual applications which were deferred at the City's request, for consideration with the block application.

Also see the 8 "area by area" reviews on the following pages.

PROPOSAL DETAILS:

AREA 1: MOUNT LEHMAN

Property Descriptions:

Please refer to attached list.

Location of Area:

Lands fronting Mount Lehman Road between McLennan Creek and the Auto Mall.

Size of Area:

92.0 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Most of the land has minimal agricultural use, the exceptions being a Christmas tree operation, one small but intensive livestock operation and an agricultural-industrial operation.

Surrounding Land Uses:

NORTH Livestock, pasture (in ALR – not under application)

EAST Across Mount Lehman Road

N 500 m: livestock, pasture (in ALR – not under application)

S 800 m: urban residential, school (non-ALR)

SOUTH Auto Mall (excluded by ELUC in 1988)

WEST Livestock, pasture, major greenhouse (in ALR – not under application)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(d)

The majority of the land is identified as having agricultural capability improvable to Class (3T).

Note that this area has a lower agricultural capability than all other sections of the application other than Foy Street.

PROPOSAL DETAILS:

AREA 2: AIRPORT RESERVE

Property Descriptions:

Please refer to attached list.

Location of Area:

All ALR lands immediately north of the Abbotsford Airport, between Townline and Mount Lehman Roads. Note that this is one of the two areas proposed for expansion of aviation, aerospace and airport-related industrial uses.

Size of Area:

72.3 ha (The entire area is in the ALR)

Note that this total includes 12.7 ha under separate owner applications, tabled at the City's request.

Existing OCP designation

Industrial Reserve [the Commission did not consent but agreed to leaving it on the map]

Present Land Uses:

Except for lands fronting Queen Street, most of the land is in raspberry production, with a significant area on Townline Road devoted to poultry production. The Queen Street frontages are mostly in residential and industrial use.

Surrounding Land Uses:

NORTH Raspberry and poultry production; some lands being converted to industry (non-ALR)

EAST Across Townline Road, raspberry and poultry production (in ALR – AREA 4 "TOWNLINE")

SOUTH Abbotsford Airport (non-ALR – most was excluded in 2000)

WEST Across Mount Lehman Road, raspberry and poultry production (in ALR – not under application)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(d)

East of Queen Street, the land is improvable to Class (1).

West of Queen Street, the majority of the land is improvable to a complex of Class (3AP) and (1).

PROPOSAL DETAILS:

AREA 3: CASCADE

Property Descriptions:

Please refer to attached list.

Location of Area:

Lands south and west of King Road and Tracey Street. Note that this is one of the two areas proposed for expansion of aviation, aerospace and airport-related industrial uses. In part, this area is separated from the airport by the Cascade aerospace industrial facility [hence the name].

Size of Area:

23.6 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Except for two non-farm uses on King Road and a small area of disturbed soils in the southwest, this area is actively farmed, dominantly in raspberry production.

Surrounding Land Uses:

- NORTH** Across King Road, poultry and raspberry production (in ALR – AREA 4 “TOWNLINE”)
- EAST** Across Tracey Street, poultry and raspberry production (in ALR – not under application)
- SOUTH** Abbotsford Airport runway and raspberry production (mostly in ALR – MOU with Commission protects raspberry production)
- WEST** Abbotsford Airport major aerospace industrial facility (non-ALR)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(c)

Except for the disturbed area, the land is improvable or has been improved to Class (1).

PROPOSAL DETAILS:

AREA 4: TOWNLINE

Property Descriptions:

Please refer to attached list.

Location of Area:

Within 800 m east from Townline Road, between King and Marshall Roads. Please note that this area would be isolated from the rest of the ALR if Areas 2, 3 and 5 were excluded from the ALR.

Size of Area:

32.1 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Except for one small, residential parcel, this area is actively farmed, dominantly in raspberry production.

Surrounding Land Uses:

NORTH Across Marshall Road, urban residential and industrial development (non-ALR)

EAST Greenhouse, raspberry production, one small commercial lot (in ALR – AREA 5
"CLEARBROOK")

SOUTH Across King Road, dominantly in raspberry production (in ALR – AREA 3 "CASCADE")

WEST Across Townline Road

N 600 m: poultry and raspberry production (in ALR – AREA 2 "AIRPORT RESERVE")

S 200 m: Abbotsford Airport land (non-ALR – excluded in 2000)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(c)

The land is improvable or has been improved to Class (1).

PROPOSAL DETAILS:

AREA 5: CLEARBROOK

Property Descriptions:

Please refer to attached list.

Location of Area:

Remaining ALR area north and west of King and Clearbrook Roads.

Size of Area:

71.2 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Some portions of this area are actively farmed, dominantly in raspberry production or in greenhouse production. There is also a mixture of commercial and industrial uses, including the City and School Board works yards and two large agri-industrial operations. A relatively small area of high-capability farmland is isolated by some of these existing non-farm land uses.

Surrounding Land Uses:

NORTH Across Marshall Road – urban residential and industrial development (non-ALR)

EAST Across Clearbrook Road

s 150 m: raspberry production (in ALR, not under application)

n 250 m: raspberry production, some vacant land (in ALR – AREA 8 “CLEARBROOK INTERCHANGE”)

SOUTH North of King Road at Foy Street) – industrial operations (non-ALR)

South of King Road – dominantly in poultry production (in ALR, not under application)

WEST Dominantly in raspberry production (in ALR – AREA 4 “TOWNLINE”)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(c)

West of the Foy Street till knob, the land is improvable to Class (1).

Foy Street runs along a till knob improvable to Class (3T) and Class (4T).

East of the Foy Street till knob, the land is improvable to Class (1).

Note that the Foy Street till knob has a lower agricultural capability than all other sections of the application.

PROPOSAL DETAILS:

AREA 6: NEUFELD

Property Descriptions:

Please refer to attached list.

Location of Area:

East of McKenzie Road, north of the McConnell Road allowance.

Size of Area:

45.7 ha (The entire area is in the ALR).

Existing OCP designation

Agricultural

Present Land Uses:

The southern parcel is in raspberry production. The northern parcel has undergone gravel extraction and lies fallow. Reclamation is progressing northward.

Surrounding Land Uses:

NORTH Across Marshall Road, urban residential development

EAST Escarpment

SOUTH Raspberry production

WEST Across McKenzie Road

N 400 m: University College of the Fraser Valley [UCFV] (non-ALR)

c 200 m: UCFV expansion, parking, buffering (conditionally excluded from ALR 1988, conditions not met – still in ALR)

s 200 m: rural residence, forage production (in ALR, not under application)

Agricultural Capability:

Data Source: Agricultural Capability Map # 92G/1(c)

The land is rated at Class (2) to (4), with a topography constraint.

Ratings do not reflect higher capabilities generally achieved after extraction and reclamation.

PROPOSAL DETAILS:

AREA 7: MOUNT LEHMAN SOUTH

Property Descriptions:

Please refer to attached list.

Location of Area:

East of Mount Lehman Road, between Peardonville and Simpson Roads.

Size of Area:

26.5 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Most of this area is in raspberry and poultry production. Some land filling is in progress. An area along Enns Brook and Fishtrap Creek is a wetland and stream setback.

Surrounding Land Uses:

NORTH Across Simpson Road, industrial/business park development (non-ALR)
EAST Some industrial development; mostly in poultry production (non-ALR)
WEST Across Mount Lehman Road (all in ALR, not under application)
N 400 m: major ravine, some rural-residential
c 200 m: raspberry production
s 150 m: land isolated by roads, mainly vacant, two residences

Agricultural Capability:

Data Source: Agricultural Capability Maps # 92G/1(c) and #92G1(d)
The land southeast of Enns Brook is rated Class (3AP) and (1).
The area at Enns Brook, west to a low escarpment is rated Class (3W).
The land above the escarpment (entirely occupied by a residence and poultry barns) is rated dominantly Class (4T) .

PROPOSAL DETAILS:

AREA 8: CLEARBROOK INTERCHANGE

Property Descriptions:

Please refer to attached list.

Location of Area:

East of Clearbrook Road, near Clearbrook Interchange.

Size of Area:

9.0 ha (The entire area is in the ALR)

Existing OCP designation

Agricultural

Present Land Uses:

Most of this area is vacant. The main agricultural activity is raspberry production

Surrounding Land Uses:

NORTH Trans-Canada Highway freeway and interchange (non-ALR)

EAST Raspberry and poultry production (in ALR, not under application)

SOUTH Field crops (in ALR, not under application)

WEST Across Clearbrook Road

N 200 m: RV storage and vacant industrial land (non-ALR, RV site excluded in 2000)

S 200 m: raspberry production, residential, poultry marketing (in ALR, AREA 5
"CLEARBROOK")

Agricultural Capability:

Data Source: Agricultural Capability Maps # 92G/1(c)

The area is entirely improvable or has been improved to Class (1).

One site has been filled and not put back into production.

MINUTES OF THE PROVINCIAL AGRICULTURAL LAND COMMISSION

Minutes of a meeting held by the Provincial Agricultural Land Commission (the "Commission") on July 28, 2005 at Abbotsford, BC.

PRESENT:	Peter Dhillon	Chair
	Carol Paulson	Commissioner
	Walter Dyck	Commissioner
STAFF:	Gordon Bednard	Regional Research Officer
	Tony Pellett	Planner
	Brian Underhill	Director - Strategic Planning & Corporate Policy

For Consideration

Gordon Bednard and Tony Pellett presented the June 13, 2005 Application Summary report.

Commission Discussion

The Commission noted that on November 25, 2004 it had held a public information meeting and had received verbal and written submissions that were then forwarded to the City of Abbotsford for comment. The City's comment on those submissions was received January 31, 2005. The Commission requested further clarification, which the City provided in detail on May 20, 2005. On July 11, 2005 Abbotsford City Council gave first reading to a new Official Community Plan (OCP), a copy of which was hand-delivered to the Commission office July 13, 2005.

The Commission then discussed the application at length, as a whole and by area as presented.

In general discussion, it was acknowledged that the City had spent considerable effort in preparing the application, including the compilation and preparation of extensive background materials in support of the proposal. It was noted that the City's choice of lands for industrial and business park development did not result from a joint planning exercise with the Commission. Unlike many of the previous decisions on industrial expansion at Abbotsford (outlined in the staff report), the current proposal was initially presented to the Commission for information purposes, following which the land use proposals were finalized through the *City in the Country Plan* (CICP). The CICP is in the form of an economic development strategy rather than an official community plan requiring formal referral to the Commission. Although a draft OCP was referred to the Commission earlier this month, there has not yet been time for review except to note that

- ♦ its Land Use Plan identifies the lands under application as "Industrial-Business (CICP)" and
- ♦ its policies acknowledge that the CICP lands are currently in the agricultural land reserve (ALR), pending a decision by the Agricultural Land Commission on their conditional exclusion from the ALR.

The Commission noted that it had participated with the Fraser Valley Regional District during formulation of its Regional Growth Strategy (RGS) and more particularly during the derivation of a process for finalizing Urban Growth Boundaries (UGBs). The Commission had agreed that final UGBs should include sufficient land for at least the next 20 years requirement for residential, park, institutional, commercial, business park and industrial development at urban densities. Most UGBs do not need to extend into the ALR, but in a few cases the Commission had consented to UGB extension into the ALR. The RGS Urban Growth Boundaries map also shows "other local government proposals for UGBs extending into the ALR...currently under negotiation with the Provincial Agricultural Land Commission and other stakeholders. Any of those areas may be adjusted or removed from further consideration, and other areas may be brought into future consideration, thus land development decisions should not be based on the ALR/UGB areas shown on the current map." At Abbotsford, the RGS records proposals for extending the UGB into the ALR as being limited to Airport ALR lands and those ALR lands studied by the City during the CICP process, including but not limited to those which form part of the current application. At the present, the application can be seen as a step in the "negotiation" to which the RGS refers.

The Commission noted that it had been made aware of a number of reports (including those in the CICIP) using varying techniques for estimating the land area required to meet Abbotsford's 20-year industrial and business park needs. Without taking a final position on the exact amount of land which may actually be required, the Commission noted its belief that over the next 20 years the City will not be able to meet those needs fully without some extension of its UGB into the ALR. At the same time, the Commission noted that within the CICIP lands, there is some variation in agricultural suitability, thus it should be possible at this time to

- ♦ accommodate the City's more immediate business park and industrial growth needs,
- ♦ preserve lands with the highest suitability for agriculture, and
- ♦ engage the City in negotiations as contemplated in the Regional Growth Strategy.

The Commission noted that while it was aware that the Abbotsford Airport Authority (AAA) may have undertaken work on a long term development strategy for lands beyond the current airport property, there had not been an opportunity on the part of the Commission to review a strategy or the analysis and timing for potential airport expansion.

The Commission then commented on each area under application as follows:

Area 1: Mount Lehman

The Commission noted that this 92.0 ha area has relatively little active agricultural use and the land has limitations to agriculture in terms of topographic constraints. As well, the area is in close proximity to existing urban residential and commercial and retail land uses.

Area 2: Airport Reserve

The Commission noted that this 72.3 ha area is capable of being used for a wide range of agricultural options and that most of the area is currently in agricultural production. The Commission also took note that two applications by landowners for exclusion have been deferred pending the outcome of the City's comprehensive "Block" application.

Prior to entertaining this aspect of the application, the Commission indicated that it would be prudent to make its determination in the context of further discussion with the City and the Abbotsford Airport Authority and through reviewing a comprehensive plan for future airport development.

Area 3: Cascade

The Commission noted that most of this 23.6 ha area is highly capable class 1 land and presently in raspberry production. However, two parcels in the south west portion of this area adjoining the airport have been used for gravel extraction and the land has not been reclaimed.

Area 4: Townline

The Commission noted that this 32.1 ha area is entirely Class (1) land dominantly in raspberry production.

Area 5: Clearbrook

The Commission noted that this 71.2 ha area is dominated by a till "knob" at Foy Street, with somewhat limited agricultural production on the till soils, above the break in slope. There are also several agricultural processing industries within this ALR area, as well as municipal and school board works yards. The Commission also noted the proximity of high density residential and industrial lands to the north and the opportunity to establish a clear containment boundary between the ALR and non-ALR in a north-south direction along Clearbrook Road. While the Commission was reluctant to consider the exclusion of high capability lands and lands given to agriculturally related industries in the south-east corner of the area, it considered that possible

agreement to a portion of this area could represent a balanced response to the City's expressed needs given the locational factors pertaining to this area (eg. the proximity of this area to both the Trans Canada Highway and the airport).

The Commission expressed the view that the west boundary should not extend beyond the west boundary of the till soils, even though the boundary would divide two parcels. Staff advised that such an ALR boundary could be described through those two parcels as follows:

- ◆ PID 013-354-191 would be divided by a boundary commencing at that point on the east boundary thereof coinciding with the northwest corner of Lot 11...Plan 39254, thence along a straight line bearing 315° as far as its intersection with a straight line drawn parallel to and 70 m east of the west boundary of PID 013-354-191, thence northerly along that line as far as the south boundary of the gas pipeline right-of-way surveyed by Plan 16447, and thence westerly along said south boundary of Plan 16447 to the west boundary of PID 013-354-191;
- ◆ PID 011-201-436 would be divided by a boundary commencing at a point on the south boundary thereof lying 240 m east of the southwest corner thereof, thence directly north in a straight line as far as the southwest boundary of the trunk sewer right-of-way surveyed by Plan LMP16672, thence northwesterly along said southwest boundary of Plan LMP16672 as far as the southerly production of the west boundary of Plan 39254, thence northerly along said southerly production of the west boundary of Plan 39254 as far as that point on the north boundary of PID 011-201-436 coinciding with the southwest corner of Lot 11...Plan 39254.

Staff advised that such a revised ALR boundary would retain a total of 11.9 ha in the ALR, as follows:

- ◆ the area of PID 011-201-436 retained within the ALR would be 4.3 ha;
- ◆ the area of PID 013-354-191 retained within the ALR would be 6.0 ha;
- ◆ PID 011-201-461 (occupied by a greenhouse) contains 1.6 ha of Class (1) land;

With such a boundary, the area considered for exclusion from the ALR within Clearbrook Area 5 would be 59.3 ha.

Area 6: Neufeld

The Commission noted that the southern part of this 45.7 ha area is in raspberry production and that rehabilitation of former gravel workings is proceeding northward toward King Road. It was expressed in the application that there may be some interest in developing this area into knowledge-based industries and business park uses associated with the adjoining University College of the Fraser Valley (UCFV). The Commission noted that this area is not in proximity to other employment lands and is physically separated from industrial and commercial areas to the east by a significant escarpment. The Commission also noted that it was unaware of a long term sustainable growth plan for UCFV and as such, should UCFV wish to consult concerning its long term land use needs, there would be a willingness on the part of the Commission to engage in discussion.

Area 7: Mount Lehman South

The Commission noted that this 26.5 ha area has limited potential for agriculture development because of the presence of a wetland in the centre of the area and a fish-bearing creek extending diagonally across the area. As well, the Commission noted that the land lies adjacent to non-ALR industrially-zoned land to the north and east and is bounded and contained on the west by the heavily travelled access to the airport, Mount Lehman Road.

Area 8: Clearbrook Interchange

The Commission noted that this 9.0 ha area has high agricultural capability and is situated adjacent to agricultural lands east of Clearbrook Road. The Commission believes non-farm development should not extend east of Clearbrook Road, which could be used as a containment boundary.

IT WAS
MOVED BY: **Commissioner Paulson**
SECONDED BY: **Commissioner Dyck**

THAT the staff report be received; and

THAT the following decision be made based on the Commission's discussions:

["Area 1"](#) – Exclusion of the 92 ha area under application be allowed.

["Area 2"](#) – Decision regarding the 72 ha area, including this application, # 34578 and # 34530 be deferred pending discussion with the Abbotsford Airport Authority as to its long range plans for airport expansion and a review of a detailed plan from the Authority.

["Area 3"](#) – Exclusion of *Lot 19...Plan 1830 and Lot A...Plan 10455* and the road allowance on which they front totaling approximately 2.3 ha be allowed. Exclusion of the 21.3 ha balance of the area be refused.

["Area 4"](#) - Exclusion of the 32.1 ha area be refused.

["Area 5"](#) – Exclusion of 59.3 ha be allowed and exclusion of 11.9 ha be refused.

["Area 6"](#) – Exclusion of the 45.7 ha area be refused.

["Area 7"](#) – Exclusion of the 26.5 ha area be allowed.

["Area 8"](#) – Exclusion of the 9 ha area be refused.

THAT the City of Abbotsford and the Abbotsford Airport Authority be offered opportunities to meet with the Commission to discuss ways to ensure that areas agreed to for exclusion can be used most effectively and efficiently for the intended purposes and to discuss alternative ways of accommodating any perceived shortfall in long term industrial land inventory.

And THAT all lands agreed to for exclusion under this resolution shall remain in the ALR until

- the Commission has agreed to the City's plan to develop a buffering strategy to mitigate impacts on lands in the ALR. The buffering is to be deployed on the areas the Commission has agreed to exclude.
- the City has rezoned the land on an individual or blanket basis for the use listed in this application and under the procedures proposed by the City. (Note that this condition does not apply where the land is owned by a public agency and is at this time entirely used for the purposes of that agency)
- where the land agreed to for exclusion is part of an existing parcel, a subdivision plan defining the new ALR boundary is certified by the Commission and registered concurrently with the exclusion, and
- the City and the owner have complied with all other enactments, legislation or decision of any agency having jurisdiction.

CARRIED