



Regular Council

Tuesday, November 13, 2018

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
Councillor Michael Wolfe

Corporate Officer – David Weber

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R18/19-1 1. It was moved and seconded

That:

- (1) *the minutes of the Regular Council meeting held on October 22, 2018, be adopted as circulated;*
- (2) *the minutes of the Inaugural Council meeting held on November 5, 2018, be adopted as circulated;*
- (3) *the minutes of the Special Council meeting held on November 6, 2018, be adopted as circulated; and*
- (4) *the Metro Vancouver 'Board in Brief' dated October 26, 2018, be received for information.*

CARRIED

1.



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COMMITTEE OF THE WHOLE

- R18/19-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:03 p.m.).

CARRIED

3. Delegations from the floor on Agenda items

Item No. 10 – Minoru Place Activity Centre Program Options as Arts Space

Linda Barnes, 4551 Garry Street, expressed support for the proposed project and encouraged the development of arts space in the city.

Item No. 16 – Residential Development On Agriculturally Zoned Land

Henry Yao, 5900 Dover Crescent, expressed that the maximum house size on agricultural land should be limited to 400m², below proposed Provincial regulations, in order to address potential real estate speculation of agricultural land and to support young farmers.

Item No. 16 – Residential Development On Agriculturally Zoned Land

Niti Sharma, Richmond resident, spoke on further restricting house size on agricultural land to 400m², below proposed Provincial regulations, since she was of the opinion that the size of agricultural lots in Richmond are generally smaller compared to the Provincial average. Also, she expressed that a further restriction on house size will help curtail real estate speculation of agricultural land.

Item No. 15 – Cannabis Related Official Community Plan and Zoning Bylaw Amendments in Response to Changes to Provincial Agricultural Land Reserve Legislation

Zenbia Chan, representing the 2018 Marijuana Concern Group, read from her submission (attached to and forming part of these minutes as Schedule 1), expressing opposition to Provincial regulations that permit the production of cannabis on agricultural land.



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- R18/19-3 4. It was moved and seconded
 That Committee rise and report (7:13 p.m.).

CARRIED

CONSENT AGENDA

- R18/19-4 5. It was moved and seconded
 That Items No. 6, 7, 9, 11, 12 and 14 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the General Purposes Committee meeting held on November 6, 2018;*
 and
(2) *the Planning Committee meeting held on November 7, 2018;*
be received for information.

ADOPTED ON CONSENT

7. **FEEDBACK ON THE ORGANIC MATTER RECYCLING
REGULATION (OMRR) INTENTIONS PAPER 2018**

(File Ref. No. 10-6175-02-01; 10-6370-10-05) (REDMS No. 5972541 v. 7)

That the comments in the report titled "Feedback on the Organic Matter Recycling Regulation (OMRR) Intentions Paper 2018" from the Senior Manager, Sustainability and District Energy, dated October 3, 2018 be forwarded to the BC Minister of Environment and Climate Change Strategy.

ADOPTED ON CONSENT



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8. WESPAC TILBURY MARINE JETTY PROJECT- APPLICATION COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL ASSESSMENT PROCESS

(File Ref. No. 10-6125-30-007) (REDMS No. 6004736 v. 3; 6006027)

Please see page 6 for action on this item.

9. PROPOSED ROAD SECTION TO BE ADDED TO TRANSLINK'S MAJOR ROAD NETWORK

(File Ref. No. 01-0154-04) (REDMS No. 6017892)

That the section of Cambie Road between No. 3 Road and No. 6 Road be added to TransLink's Major Road Network as described in the report titled "Proposed Road Section to be Added to TransLink's Major Road Network" dated October 31, 2018 from the Director, Transportation.

ADOPTED ON CONSENT

10. MINORU PLACE ACTIVITY CENTRE PROGRAM OPTIONS AS ARTS SPACE

(File Ref. No. 06-2050-20-MP; 11-7140-20-HSCE1) (REDMS No. 5848811 v. 17; 6026845)

Please see page 8 for action on this item.

11. 2019 COUNCIL MEETING SCHEDULE

(File Ref. No. 01-0105-01) (REDMS No. 5927023 v. 2)

That the 2019 Council and Committee meeting schedule as shown in Attachment 1 to the staff report dated October 18, 2018, from the Director, City Clerk's Office, be approved with the following revisions as part of the regular August meeting break and December holiday season:

- (1) That the Regular Council meetings (open and closed) of August 12, August 26, and December 23, 2019 be cancelled; and*
- (2) That the August 19, 2019 Public Hearing be rescheduled to September 3, 2019 at 7:00p.m. in the Council Chambers at Richmond City Hall.*

ADOPTED ON CONSENT



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12. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE - TERMS OF REFERENCE UPDATE

(File Ref. No. 07-3070-01; 01-0100-30-CCDE1-01) (REDMS No. 5867155 v. 6; 5803811; 1750857)

That the proposed updated Child Care Development Advisory Committee (CCDAC) Terms of Reference be endorsed as presented in the staff report titled "Child Care Development Advisory Committee – Terms of Reference Update," dated October 16, 2018 from the Manager, Community Social Development.

ADOPTED ON CONSENT

13. APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE "VEHICLE SALES (CV)" ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE

(File Ref. No. 12-8062-20-009948; ZT 18-818765) (REDMS No. 5990457 v. 2; 2221494; 6001004)

Please see page 9 for action on this item.

14. STEVESTON VILLAGE HERITAGE CONSERVATION GRANT PROGRAM UPDATE

(File Ref. No. 08-4200-08; 01-0095-20-5900) (REDMS No. 5973969 v. 4; 5817642; 5374795; 5974588; 5975152)

- (1) That the staff report titled "Steveston Village Heritage Conservation Grant Program Update" dated October 18, 2018 be received for information; and*
- (2) That the updated Steveston Village Heritage Conservation Grant Program be approved.*

ADOPTED ON CONSENT



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CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

8. **WESPAC TILBURY MARINE JETTY PROJECT- APPLICATION
COMMENTS FOR THE BRITISH COLUMBIA ENVIRONMENTAL
ASSESSMENT PROCESS**

(File Ref. No. 10-6125-30-007) (REDMS No. 6004736 v. 3; 6006027)

R18/19-5

It was moved and seconded

That the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application to the BC Environmental Assessment Office for the proposed Liquefied Natural Gas Birthing and Loading Facility identified in the “WesPac Tilbury Marine Jetty Project – Application Comments for the British Columbia Environmental Assessment Process” report dated October 16, 2018, from the Director, Engineering, be endorsed for submission to the BC Environmental Assessment Office.

The question on the motion was not called as discussion ensued with regard to potential safety concerns with the proposed project.

Background information on the WesPac Tilbury Marine Project was distributed (attached to and forming part of these minutes as Schedule 2).

As a result of the discussion, the following **amendment motion** was introduced:

R18/19-6

It was moved and seconded

That the following additional considerations be added to the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application:

- (a) *The cumulative effects this project along with the VAFFC Jet Fuel project, the shipment of Coal and the increased marine traffic to the Surrey docks on the environment, as well as the tourism, film, and fishing industries; and*



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- (b) *Addition of potential security measures, for a life and safety standard that is found globally, such as those required by United States ports. This is due to the volatile nature of LNG and the potential threats and/or accidents to an LNG tanker both in transit and at the dock.*

The question on the amendment motion was not called as staff responded to queries related to the consultation timeline, noting that the environmental review would take place over 180 days followed by a review period by the Minister of Environment and Climate Change Strategy. It was further noted that the City can provide additional feedback during the 180 day review period.

The question on the amendment motion was then called and it was **CARRIED**.

The question on the main motion, as amended, which reads as follows:

- (1) *That the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application to the BC Environmental Assessment Office for the proposed Liquefied Natural Gas Birthing and Loading Facility identified in the "WesPac Tilbury Marine Jetty Project – Application Comments for the British Columbia Environmental Assessment Process" report dated October 16, 2018, from the Director, Engineering, be endorsed for submission to the BC Environmental Assessment Office; and*
- (2) *That the following additional considerations be added to the comments regarding the WesPac Tilbury Marine Project Environmental Assessment Application:*
- (a) *The cumulative effects this project along with the VAFFC Jet Fuel project, the shipment of Coal and the increased marine traffic to the Surrey docks on the environment, as well as the tourism, film, and fishing industries; and*
- (b) *Addition of potential security measures, for a life and safety standard that is found globally, such as those required by United States ports. This is due to the volatile nature of LNG and the potential threats and/or accidents to an LNG tanker both in transit and at the dock.*

was then called and it was **CARRIED**.



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**10. MINORU PLACE ACTIVITY CENTRE PROGRAM OPTIONS AS
ARTS SPACE**

(File Ref. No. 06-2050-20-MP; 11-7140-20-MSCE1) (REDMS No. 5848811 v. 17; 6026845)

R18/19-7

It was moved and seconded

- (1) That the recommended option, Option 1: Community Arts Education and Program Space with Pottery and Culinary Arts Studio, be approved as the preferred program of the Minoru Place Activity Centre as detailed in the staff report titled "Minoru Place Activity Centre Program Options as Arts Education and Program Space," dated August 29, 2018, from the Director, Arts, Culture and Heritage; and*
- (2) That a Capital request be considered during the 2019 budget process.*

The question on the motion was not called as discussion ensued with regard to the design process and the projected costs of the project (as outlined in the staff memorandum, dated November 9, 2018, from the Director, Arts, Culture and Heritage Services attached to and forming part of these minutes as Schedule 3).

In reply to queries from Council, staff anticipate that the design process would take approximately six months and construction would take approximately nine months. Also, staff noted that additional details on the costs will be available during the design phase and that opportunities for cost reduction will be sought.

The question on the motion was then called and it was **CARRIED**.



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13. APPLICATION BY CHRISTOPHER BOZYK ARCHITECTS FOR A ZONING TEXT AMENDMENT TO THE “VEHICLE SALES (CV)” ZONE TO INCREASE THE FLOOR AREA RATIO TO 0.82 AT 13100 SMALLWOOD PLACE

(File Ref. No. 12-8062-20-009948; ZT 18-818765) (REDMS No. 5990457 v. 2; 2221494; 6001004)

R18/19-8

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the “Vehicle Sales (CV)” zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.

The question on the motion was not called as discussion ensued with regard to the proposed architectural form and the proposed building height.

In reply to queries from Council, staff noted that (i) the proposed development would include a two-storey building with rooftop parkade and would be taller than adjacent automobile dealerships, (ii) there are no proposals to enclose the parking area, and (iii) staff can work with the applicant to reduce the rooftop parkade’s shrouding height.

The following **referral motion** was introduced:

R18/19-9

It was moved and seconded

That the application by Christopher Bozyk Architects for a Zoning Text Amendment to the “Vehicle Sales (CV)” Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be referred back to staff to examine options to:

(1) incorporate rooftop solar panels; and

(2) reduce building height;

and report back.

The question on the referral motion was not called as discussion ensued with regard to (i) development of farmable green roofs atop parkades, (ii) City policies on solar roofs, and (iii) modification of the proposed development to reduce impact to birds and environmentally sensitive areas.

The question was then **CARRIED** with Mayor Brodie and Cllrs. Loo, McPhail and McNulty opposed.



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NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE –
Mayor Malcolm D. Brodie, Chair

15. **CANNABIS RELATED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS IN RESPONSE TO CHANGES TO PROVINCIAL AGRICULTURAL LAND RESERVE LEGISLATION**
(File Ref. No. 08-4430-03-10; 12-8060-20-009928/009929) (REDMS No. 5962868 v. 1; 5994957; 5962994; 5992917)

Correspondence received regarding the matter was distributed (attached to and forming part of these minutes as Schedule 4).

R18/19-10

It was moved and seconded

- (1) *That Richmond Official Community Plan (OCP) Bylaw 9000, Amendment Bylaw 9928, to revise Section 3.6.5 of Schedule 1 of the OCP on the City's land use policies for the management of cannabis production in response to changes to Provincial Agricultural Land Reserve (ALR) Regulation, be introduced and given first reading;*
- (2) *That Bylaw 9928, having been considered in conjunction with:*
 - (a) *The City's Financial Plan and Capital Program; and*
 - (b) *The Greater Vancouver Regional District Solid Waste and Liquid Waste and Management Plans;**is hereby found to be consistent with the said programs and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (3) *That Richmond Official Community Plan 9000, Amendment Bylaw 9928, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 and Section 477(3)(b) of the Local Government Act, be forwarded to the Agricultural Land Commission for comment in advance of the Public Hearing;*



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- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9929, to amend Section 3.4 and Section 5.13 of the Zoning Bylaw related to the production of cannabis in response to changes to Provincial ALR legislation, be introduced and given first reading.*

The question on the motion was not called as staff commented on the proposed bylaws that would bring the City's regulations related to cannabis in compliance with Provincial regulations. Staff then noted that Provincial regulations allow cultivation of cannabis in soil, a soil-based building, or a greenhouse constructed before July 2018.

Discussion ensued with regard to (i) the scarcity of farmland and food security, (ii) restrictions related to non-agricultural uses of farmland, (iii) the regulations restricting the cultivation of cannabis to industrial zones that have been adopted by other jurisdictions such as in Washington State, and (iv) consultation with Richmond farmers.

As a result of the discussion, the following **referral motion** was introduced:

R18/19-11

It was moved and seconded

That the matter be referred back to staff and that staff prepare a report to support a request to the Provincial Government on the following:

- (1) *that cannabis be eliminated from the Farm Practices Protection (Right to Farm) Act;*
- (2) *that local governments be permitted to determine whether or not cannabis should be grown on farmland within the municipality as is the case in Washington State; and*
- (3) *that a moratorium on the cultivation of cannabis on farmland be established.*

In reply to queries from Council, staff advised that additional consultation regarding cannabis can take place with the Richmond Agricultural Advisory Committee.

The question on the motion was then called and it was **CARRIED**.



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16. **RESIDENTIAL DEVELOPMENT ON AGRICULTURALLY ZONED LAND**

(File Ref. No. 08-4050-10; 04-4057-10; 12-8060-20-009965/9966/9967/9968) (REDMS No. 6013170; 5766488; 6024858; 6024366; 6024373; 6024382; 6024397; 5770355; 5762445)

R18/19-12

It was moved and seconded

That the following bylaws be introduced and given first reading:

- (1) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9965 (Revised House Size Regulations in the Agriculture Zone);*
- (2) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9966 (Revised Residential Regulations in the Agriculture Zone);*
- (3) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9967 (Revised farm home plate definition to include the septic field area); and*
- (4) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9968 (Revised House Size Regulations for Residential Zones in the Agricultural Land Reserve).*

The question on the motion was not called as the following **amendment motion** was introduced:

R18/19-13

It was moved and seconded

That the proposed bylaws be amended to limit house size on agricultural land to a maximum floor area of 400m².

The question on the amendment motion was not called as discussion ensued with regard to (i) limiting house size as a way to discourage real estate speculation of agricultural land, (ii) considering agricultural house size restrictions adopted by other municipalities such as Delta, (iii) adopting policies that will support farmers, (iv) applying the Provincial Foreign Buyers' Tax to all property types as a way to discourage real estate speculation of agricultural land, and (v) comparing the average non-agricultural house size to houses on agricultural land.

The question on the amendment motion was then called and it was **CARRIED** with Mayor Brodie, and Cllrs. Loo and McPhail opposed.



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The question on the main motion, which reads as follows:

That the following bylaws, as amended on this day, be introduced and given first reading:

- (1) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9965 (Revised House Size Regulations in the Agriculture Zone);*
- (2) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9966 (Revised Residential Regulations in the Agriculture Zone);*
- (3) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9967 (Revised farm home plate definition to include the septic field area); and*
- (4) *Richmond Zoning Bylaw 8500, Amendment Bylaw 9968 (Revised House Size Regulations for Residential Zones in the Agricultural Land Reserve).*

was called and it was **CARRIED** with Mayor Brodie and Cllrs. Loo and McPhail opposed.

FINANCE AND CORPORATE SERVICES DIVISION

17. 2018 GENERAL LOCAL AND SCHOOL ELECTION RESULTS
(File Ref. No. 12-8125-80-01) (REDMS No. 6019951)

R18/19-14

It was moved and seconded

That the Declaration of Official Results for the 2018 General Local and School Election, attached to the staff report dated November 1, 2018 from the Chief Election Officer, be received for information by Richmond City Council in accordance with the requirement of Section 158 of the Local Government Act.

CARRIED



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NEW BUSINESS

Cllr. McNulty introduced the following **motion**:

R18/19-15

It was moved and seconded

That the City write a letter to the Premier requesting a direction, communication, and consultation process regarding the Massey Tunnel issue.

The question on the motion was not called as the Chair advised that notice would be required for the motion, and therefore it would be placed on the agenda of the next Regular Council meeting.

BYLAWS FOR ADOPTION

R18/19-16

It was moved and seconded

That the following bylaws be adopted:

DCC Reserve Fund Expenditure (4033, 4099 and 4133 Stolberg Street and 9388 Cambie Road) Bylaw No. 9783

DCC Reserve Fund Expenditure (4588 Dubbert Street) Bylaw No. 9847

Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9897

Consolidated 5 Year Financial Plan (2018-2022) Bylaw 9800 Amendment Bylaw No. 9904

Housing Agreement (3551/3571/3591/3611/3631 Sexsmith Road) Bylaw No. 9927

Housing Agreement (8071 and 8091 Park Road) Bylaw No. 9934

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9576

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9790

Road Closure and Removal of Road Dedication Bylaw No. 9849

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9825

CARRIED



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R18/19-17

It was moved and seconded

That the following bylaws be adopted:

Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9551

Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 9553

Richmond Land Use Contract Discharge Bylaw No. 9562

CARRIED

Opposed: Cllr. Day

DEVELOPMENT PERMIT PANEL

R18/19-18 18.

It was moved and seconded

(1) *That the minutes of the Development Permit Panel meeting held on October 24, 2018, and the Chair's report for the Development Permit Panel meetings held on June 13, 2018 and October 24, 2018, be received for information; and*

(2) *That the recommendations of the Panel to authorize the issuance of:*

(a) *a Development Permit (DP 16-740262) for the property at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road; and*

(b) *a Development Permit (DP 17-782861) for the property at 5660, 5680 and 5700 Williams Road;*

be endorsed, and the Permits so issued.

The question on the motion was not called as discussion ensued with regard to the proposed play equipment for the property at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road (DP 16-740262). Staff advised that staff will work with the applicant to improve the play equipment in the landscape plan.

The question on the motion was then called and it was **CARRIED** with Cllr. Wolfe opposed.



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ADJOURNMENT

R18/19-19

It was moved and seconded
That the meeting adjourn (8:42 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting of the
Council of the City of Richmond held on
Tuesday, November 13, 2018.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

To: City Councilors
Richmond City Hall

Schedule 1 to the Minutes of the
Regular meeting of Richmond
City Council held on Tuesday,
November 13, 2018.

November 13, 2018

On behalf of the **2018 Marijuana Concern Group**, I'm here to urge the City of Richmond to reconsider the motion to allow growing marijuana on our valuable farmland.

Richmond is the first city across Canada to say "No" to Marijuana Legalization, and in January 2018, the Council passed a resolution to oppose the use of farmland for cannabis production, With the understanding that the provincial government has higher authority over local governments on this issue, our group still think that City Richmond should maintain its good stand.

Our group thinks that it is not just right to urge the provincial government to allow the City of Richmond to ban growing cannabis on Richmond's farmland, we also believe that **the city has the legal rights to demand such authority.**

Also, there is no reason to adopt the policy that allows growing cannabis for profit. That goes against the reasons for limiting the size of mansion on our farmlands, namely to **stop speculation and to prevent valuable farmland for the purpose of growing food.**

First of all, according to the Federal government's guidelines, quote, "Except for exemptions for personal cultivation, the "lawful" production of cannabis required for section 2(2.5) of the ALR Regulation requires licensing at the federal level. As noted earlier in this information bulletin, producers need to be very careful about taking steps in reliance on section 2 of the ALR Regulation without first ensuring that federal preconditions (as well as preconditions that other governments may impose) are or will be met before production occurs."

The above quotation clearly stated that producers need to ensure that

predictions imposed by other governments are met. Our group believes that “other governments” should include the city governments. In other words, instead of just following instructions from the provincial government, the local governments, the City of Richmond should also have the legal rights to make policy in the best interests of the community, namely to ban any types of marijuana cultivation on Richmond farmland soil.

Furthermore, allowing cannabis cultivation on farmland soil is a concern for other cities as well. According to Interim Committee Report to the Minister of Agriculture prepared by B.C. Minister of Agriculture’s Advisory Committee for Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission, which was presented to the Minister of Agriculture on July 31, 2018, Federal legalization of non-medical cannabis will lead to land use issues not previously contemplated by the B.C. government and its agencies, including the ALC. The potential impacts to the ALR will likely be significant and are not yet fully understood. And, quote, "Advertisements for sale of ALR land and information provided to local governments across B.C. suggest there is currently significant promotion/speculation for cannabis production in the ALR."

Why is that a concern? Quote, "ALR land is cheaper and more expansive than industrial land. Competition for land for cannabis production is already impacting the ALR and compounding other speculative factors that are driving up the price of farmland in B.C.".

The same report even mentioned that, quote, "In early July 2018, the Union of B.C. Municipalities asked the provincial government to put a moratorium on the use of agricultural land to grow cannabis. They have asked that this moratorium remain in place until there is a comprehensive review and consultation with local governments."

Once again, our group urges the City of Richmond to ban growing cannabis on Richmond’s farmland, by urging the Provincial Government to affirm the city's legal right to do so.

During the election, some of the councilors have promised to take action to protect farmlands in order to ensure food security for generations to come; I hope we will gain your support to protect our valuable farmland for food, not cannabis, which is more of an industrial product.

We believe these policies are absolutely essential to the well being of the community. We are more than willing to meet with you to discuss our concerns and suggestions. I can be reached by phone no. 604-961-1091 or email address zenbia@hotmail.com.

From: Zenbia Chan

Spokesperson of 2018 Marijuana Legalization Concern Group



WesPac Tilbury Marine Jetty Project – to export LNG

It is likely there is a legal issue as with the Kinder Morgan pipeline in that the assessment needs to include impacts of shipping beyond the project footprint.

Kinder Morgan Decision

“... However, the Board made one critical error. The Board unjustifiably defined the scope of the Project under review not to include Project-related tanker traffic. The unjustified exclusion of marine shipping from the scope of the Project led to successive, unacceptable deficiencies in the Board’s report and recommendations. As a result, the Governor in Council could not rely on the Board’s report and recommendations when assessing the Project’s environmental effects and the overall public interest.”

The scope for the Roberts Bank Terminal 2 Project and the LNG terminal also fail to include impacts of marine shipping in the scope of the environmental assessment. Ecojustice has made submissions to the Roberts Bank Terminal 2 Project citing the failure in the scope. It appears the same is the case for the Tilbury Project and a legal opinion should be sought.

The Boundary Bay Conservation Committee published a report in 2016 – “Save the Fraser River Delta from Mega Projects”. This report explains in detail the projects that are being planned and the environmental risks that result. Read the Full report here:

Fraser River Estuary and Mega Projects April 22 2016 A.pdf

The WesPac Tilbury Marine Jetty Project is addressed on pages 36 to 45

Some excerpts are copied below. As there have been some changes to the Project, some of the information below may be out of date. However, the failed due process and risks remain.

Bottom line – failure to meet international safety standards, lack of due process, and failure to include effects of marine shipping beyond project footprint.

WesPac Tilbury Marine Jetty Project – to export LNG

CEAA Disclaimer Contravenes Due Process and Legislation

Three weeks after Stephen Harper dissolved the Canadian parliament, the Canadian Environmental Assessment Office wrote to the B.C. Environmental Assessment Office making the disclaimer that the effects of shipping associated with the WesPac Tilbury Marine Jetty Project are:

”beyond the care and control of the proponent, along with the designated shipping route within the South Arm of the Fraser River, from the Project’s marine terminal to the pilot station at Sand Heads.” (*Letter from CEAA to B.C. EAO, August 24, 2015*)

This statement defies belief. So no one is accountable for the effects of up to 122 LNG carriers and 90 LNG barges per year for 21 kilometers in the Fraser estuary and then through the narrow channels of Boundary Pass and Haro Strait out to the Pacific.

The same disclaimer was made to the environmental assessment of the Roberts Bank Terminal 2 Project. CEAA has been advised that these disclaimers contravene the *Canadian Environmental Assessment Act* and CEAA has been put on notice that should shipping effects be excluded from the cumulative effects assessment and the decision-making process, clients may be forced to take the issue to court. This intent to slip past due diligence should provide the new 2015 Liberal Government with a reason to terminate this flawed, illegal process under the *Canada Marine Act*, the *Canadian Environmental Assessment Act*, the *Species at Risk Act*, and the *Environmental Protection Act*.

Failure to Effectively Disclose the Interdependence of two LNG Projects

The proponents for the shipping terminal claim the two adjacent projects are separate. One is the FortisBC LNG massive expansion. The other is the WesPac Midstream shipping terminal required to export the LNG. So it is dishonest to treat the two projects separately as they are located side by side and their operations are interdependent. This is a classic example of project splitting to avoid full disclosure of environmental impacts. To ignore the FortisBC Tilbury LNG plant in the assessment of the shipping terminal is in contravention of the *Canadian Environmental Assessment Act*.

Also the Operation Policy Statement of CEAA requires “*the assessment of the environmental effects of accidents and malfunctions that may occur in relation to the designated project. Accordingly, the environmental effects of accidents and malfunctions must be considered in the assessment of cumulative environmental effects if they are likely to result from the designated project in combination with other physical activities that have been or will be carried out.*”

While the proponent of the shipping berth claims it is a separate Project from the FortisBC Tilbury expansion, information of the background to the WesPac Terminal Project indicates a clear understanding of the interdependence of the two projects. In a report by Natural Resources Canada, Energy Markets Fact Book 2014-2015, it is spelled out on page 51:

**“WesPac Marine Terminal/Tilbury LNG (Delta, BC) Marine terminal proposed by WestPac Midstream
Maximum capacity of 3 mtpa (0.40 bcf/d) following expansion of existing Tilbury LNG (FortisBC) facility
Targeted start date of 2016”**

Note: 3 mtpa = 3 million tonnes of LNG per annum. .40 bcf/d = 40 billion cubic feet per day
http://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/energy/files/pdf/2014/14-173EnergyMarketFacts_e.pdf

The FortisBC Tilbury LNG plant and expansion are also included in the export licence granted to WesPac Midstream Vancouver by the National Energy Board:

“WPMV stated it intends to export LNG produced at the Tilbury plant in Delta, British Columbia, which is owned by FortisBC Energy Inc.” (Page 7 of the Letter Decision, May 7, 2015)

[https://docs.neb-one.gc.ca/11-eng/11isapi.dll/fetch/2000/90466/94153/552726/2482343/2482959/2774368/Letter Decision to WesPac Midstream - Vancouver LLC - Application for a licence to Export Natural Gas - A4L1F1.pdf?nodeid=2773609&vernum=-2](https://docs.neb-one.gc.ca/11-eng/11isapi.dll/fetch/2000/90466/94153/552726/2482343/2482959/2774368/Letter%20Decision%20to%20WesPac%20Midstream%20-%20Vancouver%20LLC%20-%20Application%20for%20a%20licence%20to%20Export%20Natural%20Gas%20-%20A4L1F1.pdf?nodeid=2773609&vernum=-2)

So to pretend that these are separate Projects is deliberately misleading the public. The FortisBC Tilbury LNG plant will not be able to transport its product without the new terminal so the public is not offered an opportunity for the project to be rejected. It is classic “cart before the horse” process which contravenes the general principles of environmental assessment: transparency, practical, purposive, inter-disciplinary, participative, efficient, relevant, integrated, credible, and it certainly isn’t rigorous.

For the Canadian Environmental Assessment Agency and the Canadian Government to accommodate this flawed process raises serious questions of the public interest and the public trust. So how did it unfold that LNG at FortisBC Tilbury is being permitted to proceed to 90 times the current production with a license for export?

Failure to require environmental assessment and public input to expanded FortisBC Tilbury LNG plant

The failure to undertake an environmental assessment for the FortisBC Tilbury LNG plant contravenes legal and ethical due process. As the plant requires transmission lines for electricity, LNG storage and processing natural gas, and a pipeline to the new dock, both a federal and provincial environmental assessment should have been required. The Blakes legal firm document, ‘*Overview of the Permitting Requirements for LNG Projects in British Columbia*’, points out in the Review Process that an environmental assessment is typical with any LNG Project so how the provincial and federal governments let this one slip through without any environmental assessment raises serious questions.

License to export LNG through narrow Lower Mainland channels granted without due process

In 2013 and 2014, the B.C. Government announced it had exempted FortisBC LNG expansion at Tilbury from a Certificate of Public Convenience and Necessity (CPCN) and a review by the B.C. Utilities Commission. Furthermore, the B.C. Government passed two Orders-in-Council to allow the LNG expansions to 56 times the current production of 5,000 gigajoules per day with full build out plans for 450,000 gigajoules per day. The public was not consulted and an environmental assessment was not included.

Surely a federal environmental assessment should have been required for the FortisBC LNG expansion approval as there are considerable risks of safety and health to the public and the fragile ecosystems on the shoreline of the Fraser River impacting fish populations, water quality and air quality.

Lack of Disclosure and Accurate Information to the Public

The Valued Component Selection Document fails to give an accurate description of the Project. Page 6 refers to up to 90 LNG vessels and up to 34 barges per year. This is not consistent with the WesPac Tilbury website which claims:

“It is estimated that up to 90 barge calls and up to 122 LNG carrier calls (of various sizes) could occur at the jetty per year.”

Such discrepancies demonstrate disregard of public interest and a huge gap in credibility. It is unclear what size the LNG ships and barges will be. From the little that can be gleaned from snippets of contradictory information, the public could witness LNG carriers of all sizes on the Fraser. Even the smallest LNG vessels are at least 33% larger than the B.C Ferries and the LNG barges will be almost as long as the ferries.

The 38.0 metres width of the beams on LNG ships exceed the 32.5 metres that are the current limit on the Fraser. Apparently, WesPac Midstream has applied to Port Metro Vancouver for exemption from the limit. So it turns out that Port Metro Vancouver has the power to grant permission for larger vessels on the Fraser River? Surely, this is classic Fox overseeing the Henhouse and the public has no assurances about the size and length of LNG vessels that could be permitted on the River.

One internet blog, Mighty-Ships.com, claims: *“Definitely the LNG Carriers are among the most dangerous ships sailing around the seas. They are carrying compressed natural gas, which is flammable and easily exploding. The gas carriers are having large requirements for their machinery, their tanks and their support.”*

License Granted to Export LNG through Graveyard of the Pacific

On May 7, 2015, Canada’s National Energy Board approved a license for the annual export of 3.5 million tonnes of LNG without an environmental or risk assessment. Two months later, federal and provincial environmental assessments were initiated with the federal government granting a substitution process to B.C.

The LNG ships will be travelling through the narrow channels of the Fraser River and the Gulf Islands to the Strait of Juan de Fuca which can be extremely dangerous due to strong easterly wind, frequently reaching 60-80 miles per hour.

“Pacific Northwest ports are being increasingly used to ship oil and coal to Asia.

Unfortunately, **northwest inland and coastal waters are some of the most dangerous in the world**, with strong winds, powerful currents, rocky shores and river bars. Unstable, steep slopes threaten train traffic heading to coal/oil ports, and a huge fishery and shellfish industry is at risk if a spill occurs. With coal and oil shipping potentially increasing substantially over the next decade, the threat of major or catastrophic environmental damage is substantial.”

<http://coalexportfacts.org/2014/04/24/are-pacific-northwest-waters-too-risky-for-oil-and-coal-ships-cliff-mass-weather-blog/>

Major Safety Concerns not addressed

Safety in the production and transportation of liquefied natural gas needs to be taken very seriously. There are many lives at stake and accidents have occurred. Even the ocean traffic may not be as safe as claimed. A spill of LNG, a very cold liquid of course, is reported by some experts as a serious fire hazard. Apparently a large amount of very cold methane liquid will freeze water that comes in contact with it, and the resultant reaction may have safety considerations, even an explosion.

The WesPac Midstream LNG Terminal Project contravenes the LNG Terminal Siting Standards as outlined by the Society of International Gas Tanker and Terminal Operators (SIGTTO) of which WesPac is a member. The plans to transport LNG vessels through the South Arm of the Fraser River breach the protocol of avoiding transit fairways and populated areas.

An abbreviated Summary of LNG Terminal Siting Standards:
<http://www.quoddyloop.com/lngtss/standards.html>

1. There is no acceptable probability for a catastrophic LNG release [¹];
2. LNG ports must be located where LNG vapors from a spill or release cannot affect civilians [²];
3. LNG ship berths must be far from the ship transit fairway;
 - a. To prevent collision or allision [³] from other vessels;
 - a. To prevent surging and ranging along the LNG pier and jetty that may cause the berthed ship to break its
 - b. moorings and/or LNG connection;
 - c. Since all other vessels must be considered an ignition source;
LNG ports must be located where they do not conflict with other waterway uses [⁴] — now and into the future. [This requires long-range planning for the entire port area prior to committing to a terminal location];

Long, narrow inland waterways are to be avoided, due to greater navigation risk;
Waterways containing navigation hazards are to be avoided as LNG ports;
LNG ports must not be located on the outside curve in the waterway, since other transiting vessels would at some time during their transits be headed directly at the berthed LNG ship;

Human error potential always exists, so it must be taken into consideration when selecting and designing an LNG port.

>> Additional items exist in the standard than are summarized here. Please refer to *"Site Selection and Design for LNG Ports and Jetties."*

¹ *While risk of small LNG spills is acceptable, any risk of catastrophic LNG release is unacceptable.*

² *Sandia National Laboratories defines for the US Department of Energy three Hazard Zones (also called, "Zones of Concern") surrounding LNG carriers. The largest Zone is 2.2 miles/3,500 meters around the vessel, indicating that LNG ports must be located at least that distance from*

civilians. Some world-recognized LNG hazard experts, such as Dr. Jerry Havens (University of Arkansas; former Coast Guard LNG vapor hazard researcher), indicate that three miles or more is a more realistic Hazard Zone distance.

³ *Allision — (nautical term) Collision between a moving vessel and a stationary vessel or object*

⁴ *Conflicting waterway uses include fishing and recreational boating.*

The Standards claim LNG ports must be located where they do not conflict with other waterway uses as all other vessels must be considered as ignition sources.

<http://www.surreyleader.com/news/307170211.html>

The B.C. Wilderness Committee has created a risk map of the lower Fraser based on a U.S. Coast Guard document that outlines "zones of concern" in the event an LNG tanker accident. Zone 1, within 500 metres of a ruptured LNG tanker, is "where an LNG spill could pose severe public safety and property hazard and could damage or significantly disrupt critical infrastructure and key assets," according to the U.S. document.

Consequences would be "less severe" in a wider hazard zone band up to 1.6 kilometres away. Zone 3 would extend up to 3.5 kilometres – which according to the map would encompass all of Steveston and much of Ladner – and is considered the maximum distance a cloud of escaped LNG vapour could drift without dispersing. If it ignited, the cloud could burn back to the tanker and result in a "pool fire."

LNG Hazard Zones

Red – 500 metres Purple – 1.6 kilometres Blue – 3.5 kilometres.

B.C. environmental groups circulated this map to show how U.S. Coast Guard-defined hazard zones for LNG tankers would overlay the route from the proposed Tilbury LNG port.

The width of the Fraser River does not come close to the minimum safety requirements for LNG. The close proximity of these routes to densely populated communities is a big no-no in the eyes of global experts on LNG tanker safety.

Safety concerns in the USA, and resultant public outcry, have prevented several proposed LNG Terminals (receiving plants) from being built, especially in urban areas, i.e. East Coast and California. The US has laws preventing the movement of LNG ships in narrow waterways and close to communities. LNG production and export should not be permitted in this Tilbury Island location due to safety concerns on site and along the narrow shipping route. The Fraser River is too narrow to meet the international standards for the safe shipping of LNG.

The FortisBC Tilbury LNG plant and adjacent planned WesPac Terminal for LNG export are too close to communities, industrial activities and public areas as shown in the map below with a fuel delivery project on the opposite bank, a shipping facility, a cement plant, and a steel plant all nearby.

- The LNG operation will be a major intrusion into the Fraser River with offshore and onshore activities.
- Due to the narrow areas in the Fraser River, an appropriate safety zone around the LNG vessels and barges cannot be achieved.
- The large LNG vessels will dominate the river negatively impacting small businesses and recreational users.
- Large LNG vessels will impact the Fraser Valley Air shed contravening Metro Vancouver air quality standards and guidelines along with transboundary agreements.
- There will be impacts to the archaeological site on the opposite side of the river.
- The beams of the LNG ships are too wide for safety on the river.
- The people along the Fraser River and on the Gulf Islands will be affected by proximity to LNG ships and wave impacts.
- Vessels need to move through narrow, busy channels of the Strait of Georgia, the Gulf Islands, Boundary Pass, Haro Strait, and the Salish Sea to the Pacific Ocean.
- There are potential hazards of a large liquefied natural gas spill during marine transportation. These can cause toxic vapours, pollution and even fires or explosions.

Need for a Cumulative Effects Assessment

The WesPac Tilbury Marine Terminal will require considerable dredging impacting salmon and other fish species including the salmon, endangered White Sturgeon and fast-disappearing eulachon.

Missing is the potential effects on the health and survival of the Fraser Delta ecosystems which interact interdependently to support living organisms that have local, national and international significance. Piecemeal projects, such as this LNG Terminal, are causing degradation that is leading to the loss of clean air, endangered species at risk, salmon runs, herring, sturgeon, and millions of birds that make this area Canada's most Important Bird Area (IBA).

The document, Valued Component Selection Document for Tilbury LNG Jetty, lacks clarity and transparency. The B.C Environmental Assessment Office should not accept this document as it does not meet the requirements of either the *B.C. Assessment Act* or the *Canadian Environmental Assessment Act*. It fails to address accountability under these acts as well as *Species at Risk Act*, *Fisheries Act*, *Migratory Bird Act*, *Canada Marine Act*, *BC Environment Management Act* and other legislation along with many local and transboundary agreements.

The Scope of the Assessment should include effects of the shipping associated with the 21 kilometre route within the South Arm of the Fraser River to Sand Heads and then the route through the Strait of Georgia, the Gulf Islands, Boundary Pass, Haro Strait, and the Salish Sea to the Pacific Ocean.

The terminal site is coded RED in the Fraser River Estuary Management Plan (FREMP) habitat mapping system. This is the highest coding for habitat and is designated for protection.

Require Inclusion of Downstream and Upstream Effects

Upstream the gas well industry, whence the natural gas is obtained, has had devastating effects on the wildlife in the area, not to mention the leakage of methane into the atmosphere.

Downstream, the passage of over a hundred LNG ships per year, cumulatively with planned increase in container ships, through Strait of Georgia and Juan de Fuca Strait can only have serious detrimental effects on all the wildlife in the area, particularly orcas, humpback whales, and all the fish species including five species of salmon, sturgeon, steelhead, herring and eulachon.

Russian scientists, who have researched LNG environmental impacts on salmon and marine life, claim LNG operations on Sakhalin Island in Russia negatively impacted habitat and marine life. The nearby pink salmon runs collapsed.

http://friendsofwildsalmon.ca/news/article/russian_science_delegation_says_pacific_northwest_lng_could_collapse_skeena

Inadequate Information on Current and Long-term Dredging Requirements and Effects

Around the Wespac terminal, there needs to be a huge dredging operation before the dock is built and at frequent intervals thereafter, just to allow huge tankers enough draft to access the jetty. The environmental impact of such massive dredging is impossible to quantify, but is sufficiently worrying that this alone should disqualify the project.

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CNCL - Item #10
& DISTRIBUTED

Schedule 3 to the Minutes of the
Regular meeting of Richmond City
Council held on Tuesday,
November 13, 2018.



City of Richmond

Memorandum

Community Services Division
Arts, Culture and Heritage Services

To: Mayor and Councillors
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services
Date: November 9, 2018
File: 11-7000-01/2018-Vol 01
Re: Minoru Place Activity Centre - Program Cost Breakdown

At the November 6, 2018 General Purposes Committee meeting, staff were requested to provide a cost breakdown associated with the recommended Option 1 in the report titled "Minoru Place Activity Centre Program Options as Arts Education and Program Space".

A cost breakdown into individual elements is attached to this memo as Attachment 1. These costs are a Class C estimate based on the recommended program. As detailed design progresses, costs will be refined further.

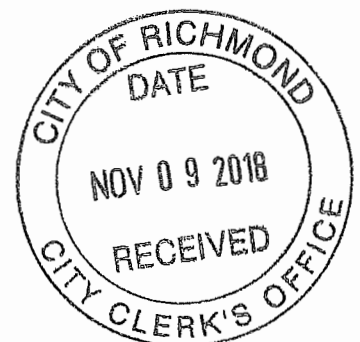
All costs include detailed design, construction and project management, permits, fees, escalation, and contingency.

Should you have any questions please do not hesitate to contact me at jfernyhough@richmond.ca

Jane Fernyhough
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 1

pc: SMT
John Irving, P.Eng. MPA, Director, Engineering
Jim V. Young, P. Eng., Senior Manager, Capital Buildings Project Development



ATTACHMENT 1

MINORU PLACE ACTIVITY CENTRE – COST BREAKDOWN FOR ARTS EDUCATION AND PROGRAM SPACE	
Demolition and Asbestos Abatement	\$ 259,000
New Interior Walls and Partitions	\$ 222,000
Doors Replacement and Upgrades	\$ 124,000
Wall Finishes	\$ 215,000
Floor Finishes	\$ 234,000
Ceiling Finishes	\$ 227,000
Millwork	\$ 170,000
Specialty Items (signage, mirrors, lockers, etc.)	\$ 175,000
Plumbing and Drainage	\$ 60,000
Fire Protection	\$ 63,000
HVAC Modifications	\$ 68,000
Electrical Modifications (including lighting)	\$ 294,000
Furniture, Fixtures and Equipment (tables, chairs, lobby furniture, dance studio sound systems, large mirrors (for dance studio), etc	\$ 400,000
TOTAL	\$ 2,511,000



City of
Richmond

Schedule 4 to the Minutes of the
Regular meeting of Richmond
City Council held on Tuesday,
November 13, 2018.

Correspondence

November 13, 2018
Council Meeting

Correspondence Related to Item No. 15

***Cannabis Related
OCP and Zoning Bylaw Amendments
in Response to Changes to ALR Legislation***

MayorandCouncillors

From: carolecheng2002@yahoo.com
Sent: Tuesday, 13 November 2018 07:53
To: MayorandCouncillors
Subject: Reject of plantation of marijuana in Richmond farmland

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

We are sending this to reject the suggestion of plantation of marijuana in Richmond farmland.

Thank you.

Carole Cheng

Sent from my ALCATEL ONETOUCH IDOL 3 (5.5)

MayorandCouncillors

From: Gloria Cheung <gloriacheung7912@gmail.com>
Sent: Tuesday, 13 November 2018 08:44
To: MayorandCouncillors
Subject: Oppose plantation of Marijuana

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors

I voted you be our Richmond protectors to keep our land (city) safety. I write to oppose plantation of marijuana in Richmond.

Please listen to our voice.

Regards,
Gloria

MayorandCouncillors

From: Stella Chow <stellachow012@icloud.com>
Sent: Monday, 12 November 2018 23:09
To: MayorandCouncillors
Subject: Plantation of marijuana

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear councillors:

I live in this quiet/beautiful/ peaceful Richmond since 1990. My family moved from Winnipeg to Richmond (bc). My kids has their family n I am a grandma of 3 beautiful grandkids. I love ❤️🏡 Richmond however recently I heard that city is going to allow the farm land to grow marijuana. I am so sad n disappointed. I hope all of you can reconsider this issue n disallow this issue happening.

Thank you very much for your time to read my concerns.

Opening marijuana shop is bad enough n now allowing the farm to grow marijuana is even worst. 😞😞

Stella Chow

Sent from my iPhone

MayorandCouncillors

From: Colleen Howu <letkidsbekids101@hotmail.com>
Sent: Monday, 12 November 2018 22:26
To: MayorandCouncillors
Subject: Keep Richmond farm lands for fruit and vegetables

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor Brodie and Richmond City Councillors,

I have been living in Richmond for over 26 years. I graduated in Richmond Secondary and now my kids are going to elementary school in Richmond. We are blessed with local fresh fruit and vegetables in Richmond. During the municipal election, we heard many messages about how councillors will keep farm lands and help farmers. Allowing plantation of marijuana in Richmond farm lands is going a direct opposite direction of preserving farm lands. Is City Council helping farmers or helping farmers to make money from big corporation growing and selling marijuana? The latter is short sighted solution to make money. It will kick out farmers from their farming businesses. Instead growing high quality fruit and vegetables for children and families, Richmond will be growing marijuana for recreation and profits.

Richmond farm lands are enriched with nutrients by nature. I am writing to ask the Richmond City Council to keep farm lands for food growth and not to allow plantation of marijuana in Richmond.

Sincerely,
Colleen Howu

MayorandCouncillors

From: Vivian Leung <lvivian_cy@yahoo.com>
Sent: Tuesday, 13 November 2018 12:15
To: MayorandCouncillors
Subject: Against using farm land for growing of cannabis

Dear honorable Mayors and councillors,

I am strongly against the use of Richmond farm land and other cities farmland for the use of cannabis growing. It is a great displeasure that the government pass the legalization of cannabis sale even so many citizens is against it. Now it is absolutely not acceptable use our farm land to grow our own food in cannabis use.

Please reflect our concerns regarding this issue

Thank you

Vivian Leung

Sent from my iPhone

MayorandCouncillors

From: Alice Wong <alicefwong@gmail.com>
Sent: Tuesday, 13 November 2018 12:25
To: MayorandCouncillors
Subject: plse protect our farm Land

Dear Mayor and Councillors

We are writing to u to express our wish to protect and retain our farm land both by not building mega house and growing cannabis . Last week CBC already reported in the news about Destroying our farm land by building mega homes and now we will further more destroying our farm land by growing cannabis.

Our farm land in Richmond is one of the best soil for growing vegetables and fruit and we ask the City Council to reserve the farm land .

Your representation of our voices and wishes will be very much appreciated .

Yours sincerely

Alice Y F Wong

Sent from my iPhone

MayorandCouncillors

From: Marcy <mmm929@gmail.com>
Sent: Tuesday, 13 November 2018 13:24
To: MayorandCouncillors
Subject: Oppose Plantation of Marijuana in Richmond Farmlands

Dear Mayor and Councillors,

I am a Richmond resident and I am oppose the plantation of marijuana in our farmlands.

Please protect future food security! Farmlands are for food!

Thank you for serving in the City of Richmond!

Marchelle Lee
V6Y 1N4

MayorandCouncillors

From: Audrey Yeung <audreywsyeung@gmail.com>
Sent: Tuesday, 13 November 2018 13:35
To: MayorandCouncillors
Subject: Concern on plantation of marijuana in Richmond farmland

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

**NO PLANTATION OF MARIJUANA IN
RICHMOND FARMLAND please!**

Appreciate for hearing our voice!

MayorandCouncillors

From: Herbert Leung <herbert210@hotmail.com>
Sent: Tuesday, 13 November 2018 14:15
To: MayorandCouncillors
Subject: No plantation of marijuana in Richmond

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

Herbert Leung and family
Richmond, BC

Sent from my Mi 4i

MayorandCouncillors

From: Winnie Howu <winnie.howu@gmail.com>
Sent: Tuesday, 13 November 2018 14:21
To: MayorandCouncillors
Subject: Regarding farming of marijuana

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

I don't even know this email will be read, but at least I tried.....

--

Kind regards,
Winnie Chan

MayorandCouncillors

From: michael chan <efv131@hotmail.com>
Sent: Tuesday, 13 November 2018 14:23
To: MayorandCouncillors
Subject: Farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

MayorandCouncillors

From: tk yeung <billionare_tk@yahoo.ca>
Sent: Tuesday, 13 November 2018 14:29
To: MayorandCouncillors
Subject: Please don't approve to allow plantation marijuana in City of Richmond Farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and all councilors, please don't approve the plantation of marijuana in Richmond farmland. it damages the reputation of Richmond new immigrants would not choose Richmond as their living places. it would seriously hurt the economy of Richmond , many residents would move from Richmond to other parts of the county or leaving Canada.
Please don't be the one to hurt the benefit of Richmond, the best place to live in this area.

Tat Ki Yeung

MayorandCouncillors

From: Bonnie Ng <bononon@hotmail.com>
Sent: Tuesday, 13 November 2018 15:17
To: MayorandCouncillors
Subject: plantation of marijuana in Richmond farmland

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I **do not agree** to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

thank you for listening.

Bonnie Ng
resident of Richmond

MayorandCouncillors

From: Lydia Ho <meimeicanada@gmail.com>
Sent: Tuesday, 13 November 2018 15:28
To: MayorandCouncillors
Subject: Marijuana plantation

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

MayorandCouncillors

From: Kate Yuen <kate_yuen@hotmail.com>
Sent: Tuesday, 13 November 2018 15:38
To: MayorandCouncillors
Subject: NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Categories: - DISTRIBUTED ON TABLE, - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Dear Mayor and Councillors,

I have deep concern on the above subject. I wish to voice out my opinion that I DO NOT WISH to have plantation of marijuana in Richmond farmland. Please protect Richmond farm land for our food and our generations to come to enjoy the same on our fertile farm land.

NO PLANTATION OF MARIJUANA IN RICHMOND FARMLAND please!

Appreciate for hearing our voice!

Thanks,
Kate