


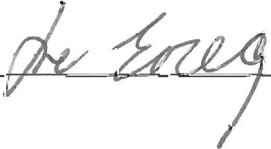




**To:** General Purposes Committee **Date:** July 20, 2015  
**From:** Amarjeet S. Rattan **File:** 01-0140-20-  
 Director, Intergovernmental Relations & Protocol Unit PMVA1/2015-Vol 01  
**Re:** **Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond**

**Staff Recommendation**

1. That the staff report titled, "Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond", dated July 20, 2015, from the Director, Intergovernmental Relations and Protocol Unit be endorsed;
2. That a letter and a copy of this report which outline the actions that the City of Richmond has undertaken to support the creation and protection of a local industrial land supply, and address the needs of general economic development, including port related uses, be sent to the Chair, Port Metro Vancouver (PMV) to respond to their April 30, 2015 letter and copied to the Metro Vancouver (MV) Board and all MV municipalities; and
3. That the aforementioned letter and a staff report be sent to the Prime Minister, the Minister of Transport Canada, the Premier of British Columbia, the BC Minister of Agriculture, the BC Agricultural Land Commission, Richmond Members of Parliament and Members of the Legislative Assembly, the Federal Leader of the Official Opposition and the Provincial (BC) Leader of the Official Opposition.

  
 Amarjeet S. Rattan  
 Director, Intergovernmental Relations & Protocol Unit  
 (604-247-4686)  
 Att. 5

REPORT CONCURRENCE		
<b>ROUTED TO:</b> Communications Real Estate Services Transportation	<b>CONCURRENCE</b> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report responds to the following May 5, 2105, Planning Committee referrals:

1. *“That the letter dated April 30, 2015 from Port Metro Vancouver be referred to staff for a response, and*
2. *That staff consult with Metro Vancouver (MV) staff regarding any updates to the Metro Vancouver, 2040 Regional Growth Strategy (RGS) relating to industrial land.*

The Port Metro Vancouver (PMV) letter responds to City resolutions approved by Council and a City news release (Attachment 1), which seek to limit the Port’s ability to expand its industrial operations onto agricultural lands.

PMV’s April 30, 2015 letter (Attachment 2) asserts that local governments are failing to adequately meet the need for new industrial land to support economic growth and port expansion. It calls for an integrated land use process to address the shortage of industrial land in the Metro Vancouver region and states that industrial land requires similar protection as provided by the BC Agriculture Land Reserve (ALR) for agricultural land.

This report summarizes the significant actions that the City has undertaken to support the creation and protection of a local industrial land supply to address the needs of general economic development, including port-related uses.

### Analysis

#### General

The City of Richmond has consistently supported the creation and protection of industrial lands, through its 2041 Official Community Plan (OCP) and other initiatives. Richmond has aligned its OCP protection policies for existing industrial land within its jurisdiction with Metro Vancouver’s 2040 Regional Growth Strategy (RGS). The OCP limits future re-zoning of large tracts of industrial land to other uses and together with the Regional Growth Strategy effectively supports the equivalent of an “Industrial Reserve” on a regional scale.

Historically, the City has also taken specific steps to create an additional supply of industrial land for PVM uses, including land exchanges and rezonings that have directly benefitted the expansion of local port-related activity. In fact, Port Metro Vancouver’s principal Richmond operations are almost entirely located on lands transferred from the City.

The City has also written to the Port, identifying industrial lands in the vicinity of PMV holdings in Richmond, as alternatives to using ALR lands, including 722 acres of developed industrial land adjacent to the PMV site (see Map Attachment 3). Furthermore, the City has facilitated servicing, rezonings and approvals to open up industrial lands and asked that PMV approach owners of nearby properties to discuss port uses on them, including 14 acres at the NW corner of Steveston Highway and No. 6 Road, and 169 acres south of Blundell Road and west of No 7 Road.

To date, the City has no confirmation that PMV has elected to pursue any of the industrial land options identified by Richmond, beyond its acquisition of the former Fraser Wharves property for which the City facilitated servicing, diking and access for port purposes.

While PMV's April 30, 2015 letter cites an impending shortage of industrial land, the PMV figures relate to unconstrained industrial land (available, vacant, serviced and suitable for port-related uses only). A substantial amount of currently zoned and developed industrial land exists in the Metro Vancouver region, some of which is adjacent to PMV property (such as the lands in Attachment 3). Such lands could potentially be acquired by PMV and repurposed to meet port needs. As well, the City is not aware, if PMV is currently pursuing the purchase of industrial lands, as they become available in other parts of the Metro Vancouver region, including 980 industrial acres in Port Moody which currently is designated MV RGS Special Study Area.

The Port's suggestion that Richmond has not provided for an adequate supply of industrial land for port use outside the ALR is not supported by the facts outlined above.

Detailed information on steps taken by the City to protect and support industrial lands appears below. A quick-reference Fact Sheet is also provided as Attachment 4.

#### Industrial Land Protection And Support

Over the past six decades, the City has made over 1,300 acres of land available for industrial uses through rezoning and land exchanges. Examples include:

- In 1967, a large tract of City owned land was provided to the Government of Canada, and rezoned for industrial use, to create the bulk of the present approximately 700 acre PMV site in Richmond. In exchange, the City received federal lands with which it created the 200 acre Nature Park.
- In 1973, 150 acres was provided to PMV (SE quarter section of Granville Ave. and No. 7 Road: within the current PMV site), for PMV industrial use.
- In 1973, approximate 150 acres was designated as the Riverside Industrial Park.
- In 1975, the City supported rezoning of 328 acres, from the foot of the Knight Street Bridge to Westminster Highway, for industrial use.
- In 2000, 27 acres at No. 7 and River Roads were rezoned for business and industrial use.
- In 2008, the City approved the rezoning of an 18 acre site in Hamilton for the South Coast British Columbia Transportation Authority (TransLink), to develop a new bus operations and maintenance facility for up to 300 buses serving the area.
- The City is currently working with representatives for Mitchell Island Holdings on the redevelopment of approximately 14.25 acres of the western tip of Mitchell Island for future industrial developments. These lands are zoned Industrial (I).
- Currently, the City is actively engaged with Ecowaste Industries on a proposal to cap and redevelop a 169 acres landfill site to accommodate future industrial use. The phased redevelopment of this site is unique to Richmond and the Province with a number of challenges being addressed through this multi-year redevelopment.

The City has also engaged in a number of recent road/transportation related initiatives designed to support industrial and PMV activities in the City, including:

- Riverside industrial area
  - Richmond is working with TransLink, through their TravelSmart program, to enhance the transportation needs of employees in the Riverside Industrial area.
  - Steveston Hwy/No. 5 Rd Intersection Improvements to enhance access to Riverside Industrial Area
- Ecowaste site
  - Road improvements secured and to be implemented as part of the development frontage works
  - Extension of Blundell Road, from No. 7 Road to Savage Road
  - Construction of new roads through the development site that would connect Blundell Road and Williams Road, including:
    - Graymont Boulevard, Blundell Road to Francis Road
    - Francis Road, Graymont Boulevard to Savage Road
    - Savage Road, Francis Road to Williams Road
- Redeveloping land for industrial use in the “north end” of the City
  - Construction of Maninni Way – a newly opened one-way connector street accessed from southbound Knight Street secured through retail development, serving the Bridgeport Industrial Park area.
- West side of Mitchell Island
  - Western road extension of Twigg Place and new portion of Twigg Place enhanced with traffic calming measures
- Services for PMV site and Kingswood site
  - Widening of Nelson Road, Westminster Highway to Blundell Road
  - Widening of Westminster Highway, Highway 91 Hamilton Interchange to Nelson Road
  - New Nelson Road / Highway 91 interchange
- Future widening of Steveston Highway, just west of No. 6 Road to Palmberg Road to be completed as part of the current Ledcor RZ development on the northwest corner of No. 6 Road/Steveston Highway

The City’s Resilient Economy Strategy, adopted in 2014, also seeks to increase Richmond’s capacity to accommodate light industrial business and outlines a number of future actions to achieve this, including:

- Protecting currently zoned industrial land from future re-development
- Exploring opportunities to convert to industrial lands not in the ALR that are currently zoned agricultural and designated as industrial in the OCP
- Deploying development tools, such as zoning, in-fill, re-subdivision, site coverage, permitted uses and others to achieve intensification of existing industrial areas

### Regional Perspective

In response to the Planning Committee May 5, 2105, referral “That staff consult with Metro Vancouver (MV) staff regarding any updates to the Metro Vancouver, 2040 Regional Growth Strategy (RGS) relating to industrial land,” Metro Vancouver staff have provided the following RGS Industrial and Mixed Employment designation information, for Richmond and the rest of the MV Region, for the period July 2011 (when the RGS was approved), to now June 2015.

Type of RGS Designated Land Use	July 2011	June 2015	Comment
<b>For Richmond</b>			
- Industrial	2,295 ha (5,671 ac)	Same	No Loss
- Mixed Employment	560 ha (1,384 ac)	Same	
<b>For Rest of MV Region (excluding Richmond)</b>			
- Industrial	7,918 ha (19,565 ac)	7,869 ha (19,444 ac)	49 ha (121 ac) Loss
- Mixed Employment	2,841 ha (7,020 ac)	2,830 ha (6,993 ac)	11 ha (27 ac) Loss

In summary, since the RGS was approved on July 29, 2011, Richmond has not lost any RGS Industrial or Mixed Employment Designated land, while the rest of the Metro Vancouver Region only lost 0.55% (60 hectares: 148 acres). This means that there continues to be a large amount of non-ALR land in Richmond and the Region upon which the Port can expand.

#### City Opposition to Port expansion on Agricultural Land

While the City has worked hard to meet the needs of PMV and other business for an appropriate supply of industrial land, it has also been steadfast in maintaining that the creation of new industrial land supply should not come through the conversion of viable agricultural lands.

Of key concern is PMV's 2008 purchase of 230 acres of farmland in the ALR, known as the Gilmore Farm Lands and which are adjacent to the PMV's Richmond Properties (see Map Attachment 3). The Port's potential use of these lands for future industrial development contradicts the City's and Province's mandates to protect agricultural lands. As a result, the City has, on multiple occasions, objected to PMV acquiring agricultural land and the Gilmore Farms Lands transaction itself. This has taken place on more than 20 occasions since 2012 through a variety of avenues, including consultation meetings, Council resolutions and direct correspondence to PMV and senior governments, municipal associations, etc.

The following Council resolution was conveyed to Craig Nesser, PMV Board Chair in a February 2015 letter from Mayor Brodie:

*Port Metro Vancouver be advised that the City of Richmond continues to strongly object to the Port Metro Vancouver Land Use Plan, as it does not protect agricultural land and that the Port Metro Vancouver Board be requested to delete the 'Special Study Areas' located within the City of Richmond and add a policy which prohibits the expansion of Port uses on all agricultural lands.*

Despite the City's repeated requests, PMV continues to hold the Gilmore Farm Lands and the property has now been designated as a "Special Study Area" in the Port's recently completed Master Plan, allowing for the possibility of future industrial development on agricultural land.

It appears that the PMV has not adequately explored alternative opportunities to expand in urban areas outside the ALR and, through its actions or inactions, appears to prefer the acquisition of ALR agricultural land as a cheaper and easier solution to its needs.

As a result of PMV's intransigence on this issue, Richmond recently submitted a resolution to the Lower Mainland Local Government Association (LMLGA) requesting that, among other things, the Minister of Transport Canada order that PMV dispose of the Gilmore Lands and any

other ALR lands which the Port has acquired, and that federal regulatory changes be enacted to prevent future acquisitions of ALR land by the Port within the Lower Mainland (Attachment 5). Subsequently, PMV responded via the letter in Attachment 3 and the LMLGA adopted Richmond's resolution and it will now be considered at the upcoming Union of BC Municipalities (UBCM) annual convention in September.

### Financial Impact

No financial impact.

### Conclusion

Through careful land management, the City of Richmond supports a range of stakeholder mandates and has consistently supported the protection of industrial lands, through its 2041 Official Community Plan, the 2040 MV RGS and other initiatives. These efforts have helped support historic and current development and expansion of local port-related activity and other economic growth in Richmond. However, the City has made it clear that its support for the development of new industrial land supplies does not extend to converting viable agricultural lands for industrial use. Port Metro Vancouver's acquisition of the Gilmore Farm Lands and any future acquisitions of land in the ALR contradict the City's and Province's mandates to protect agricultural lands.

Despite the City's sustained opposition to PMV's ownership of ALR lands and proactive identification of industrial land alternatives, PMV continues to own and hold the Gilmore Farm Lands under risk of introducing industrial use. To that effect, it is proposed that the City send a letter to Port Metro Vancouver, again communicating Richmond's position on the issue and also send a copy of the letter and this report to the Metro Vancouver Board, all MV municipalities, the Office of the Prime Minister and relevant federal entities, the Premier of British Columbia and relevant provincial entities, Richmond Members of Parliament, Members of the Legislative Assembly, the Federal Leader of the Official Opposition and the Provincial (BC) Leader of the Official Opposition.



Amarjeet S. Rattan  
Director, Intergovernmental Relations &  
Protocol Unit  
(604-247-4686)



Terry Crowe  
Manager, Policy Planning  
(604-276-4139)

AR:ar

- Att. 1: City News Release
2. PMV Letter
  3. Industrial Lands Map
  4. Fact Sheet from the City
  5. Discouraging Port Metro Vancouver (PMV) From Expanding on Agricultural Lands Resolution



City of  
Richmond

News Release  
6911 No. 3 Road, Richmond, BC V6Y 2C1

March 24, 2015

For Immediate Release

## Richmond wants Port blocked from using farmland for expansion

**Richmond, BC** – The City of Richmond has launched a campaign to protect farmland from port expansion. Richmond Council approved a motion Monday calling on other municipalities in the region, BC and Canada to support a request for federal regulatory changes to prohibit Port Metro Vancouver from purchasing any Agricultural Land Reserve property for port purposes.

“There’s no middle ground when it comes to farmland. Our remaining farmland is a precious resource critical to the social, environmental and economic wellbeing of our region, province and country,” says Richmond Mayor Malcolm Brodie. “We’re sending a strong message that using farmland to support port expansion is unacceptable.”

Richmond has had a simmering dispute with Port Metro Vancouver since the Port acquired 239 acres of farmland adjacent to its properties in southeast Richmond. In its recently completed master land use plan, the Port designated those farmlands as a “special study” area. The City has repeatedly requested the Port eliminate any uncertainty and declare the property will remain as farmland.

The Port has indicated it requires an additional 2,300 acres of land to support its expansion plans and there are concerns additional farmland within the Metro Vancouver region could be under threat of development.

In addition to prohibiting the Port from purchasing farmland, Richmond is also asking the federal Transport Minister to require the Port to establish a meaningful public consultation process with local governments along with formal dispute resolution process to address municipal/Port issues.

“We recognize that the Port is an important economic driver, but its continued success cannot come at the expense of farmland,” added Brodie. “We believe there are many viable opportunities that would allow continued growth of international trade without impacting our region’s farmland. Unfortunately, the Port seems unwilling to consider these options, which is why we need federal intervention.”

Richmond is also requesting that Transport Canada require the Port to dispose of its Richmond property within the Agricultural Land Reserve, along with any other ALR properties it owns.

Richmond will be asking the Lower Mainland Local Government Association to support bringing a resolution on the issue forward at the next annual conventions of the Union of BC Municipalities and the Federation of Canadian Municipalities. The request will also be forwarded to senior elected officials including the Prime Minister and Premier, as well as local MPs and MLAs

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**Media Contact:**

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April 30, 2015

Mayor Brodie and Members of Council  
 City of Richmond  
 6911 No. 3 Road  
 Richmond, BC V6Y 2C1

Dear Mayor Brodie and Members of Council:

**AMENDED AND SUPERCEDES letter of April 29, 2015**

**Re: LMLGA motion and preservation of industrial land**

I am writing in response to the series of motions and media advisories released by Richmond council regarding Port Metro Vancouver's Land Use Plan, the designation of the former "Gilmore" property in Richmond as a special study area in that plan, and the initiative to prevent Port Metro Vancouver from owning agricultural land.

With an expected one million people moving to the Lower Mainland by 2040, Port Metro Vancouver shares your concerns around growth and the pressure it puts on land.

Land use decisions of the past have created a crisis in this region that cannot be solved by simply pitting agriculture against industry. Both are important to the region. However, although agricultural land has been protected by the Agricultural Land Commission since 1973, no similar protection exists for industrial land. Beyond federal port lands, industrial land continues to be converted to other uses at an alarming rate through municipal zoning changes.

Industrial activity is a crucial part of Richmond's economy. Richmond's *Resilient Economy Strategy* identifies manufacturing, wholesale, transportation and logistics as providing 34 per cent of all jobs in the city. According to analysis completed by Site Economics Ltd. for Port Metro Vancouver, every 100 acres of industrial land results in \$1.8 billion of direct and secondary economic benefits. Further, industry does not threaten farming, it enhances it. The logistics sector has a crucial role in getting farmers' goods to market. The ongoing loss of industrial land is threatening the livelihoods of tens of thousands of people who rely on the transportation and logistics sector. Without a secure industrial land base, we simply cannot compete for new investment and new jobs - jobs for us now and jobs for the next generation. Protection of industrial land must be a top priority.

... /2

100 The Pointe, 999 Canada Place, Vancouver, B.C. Canada V6C 3T4

100 The Pointe, 999 Canada Place, Vancouver, C.-B. Canada V6C 3T4

portmetrovancover.com

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Mayor Brodie and Members of Council  
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April 30, 2015

Some facts to consider:

- There are approximately 28,000 acres of industrial land in Metro Vancouver.
- Less than 6,000 acres remain vacant.
- **(CORRECTION): Only about 2,500 acres of unconstrained industrial land remain available for near-term development.**
- **(CORRECTION): Of that 2,500 acres, only about 1,000 acres are suitable for the distribution and logistics industry, from a size and location perspective.**
- Port Metro Vancouver holds only about 200 acres of industrial land suitable for near-term development.

Demand for industrial land is projected to absorb between 1,500 and 3,000 acres of land within the next 5 to 10 years. This means the inventory of remaining industrial land suitable for port and related businesses will be severely diminished as soon as 2020 and potentially exhausted during the next decade.

We urge you to broaden the scope of Richmond's motion to LMLGA, UBCM and FCM to focus on the broader issue of integrated land use planning and a mechanism to protect industrial land which will help relieve the ongoing pressure on agricultural land. We suggest there needs to be a process that will address the industrial land shortage through careful review and assessment of the current lands available, with the intent to secure the region's economic growth and prosperity.

It is inevitable that tension will occasionally arise between Port Metro Vancouver and our surrounding municipalities. However, there are also many opportunities for successful collaboration, such as the Habitat Enhancement Program and Local Channel Dredging Program. We believe protection of land is an important collaborative opportunity.

Both Port Metro Vancouver and the City of Richmond share the goal of a sustainable future. It is important to act now and work together, rather than point fingers and try to place blame on any one entity for a complex problem. Although I am concerned by the recent breakdown in communication, I hope we can collaborate to successfully plan for the future – for Richmond, the region and Canada as a whole.

Yours truly,

PORT METRO VANCOUVER

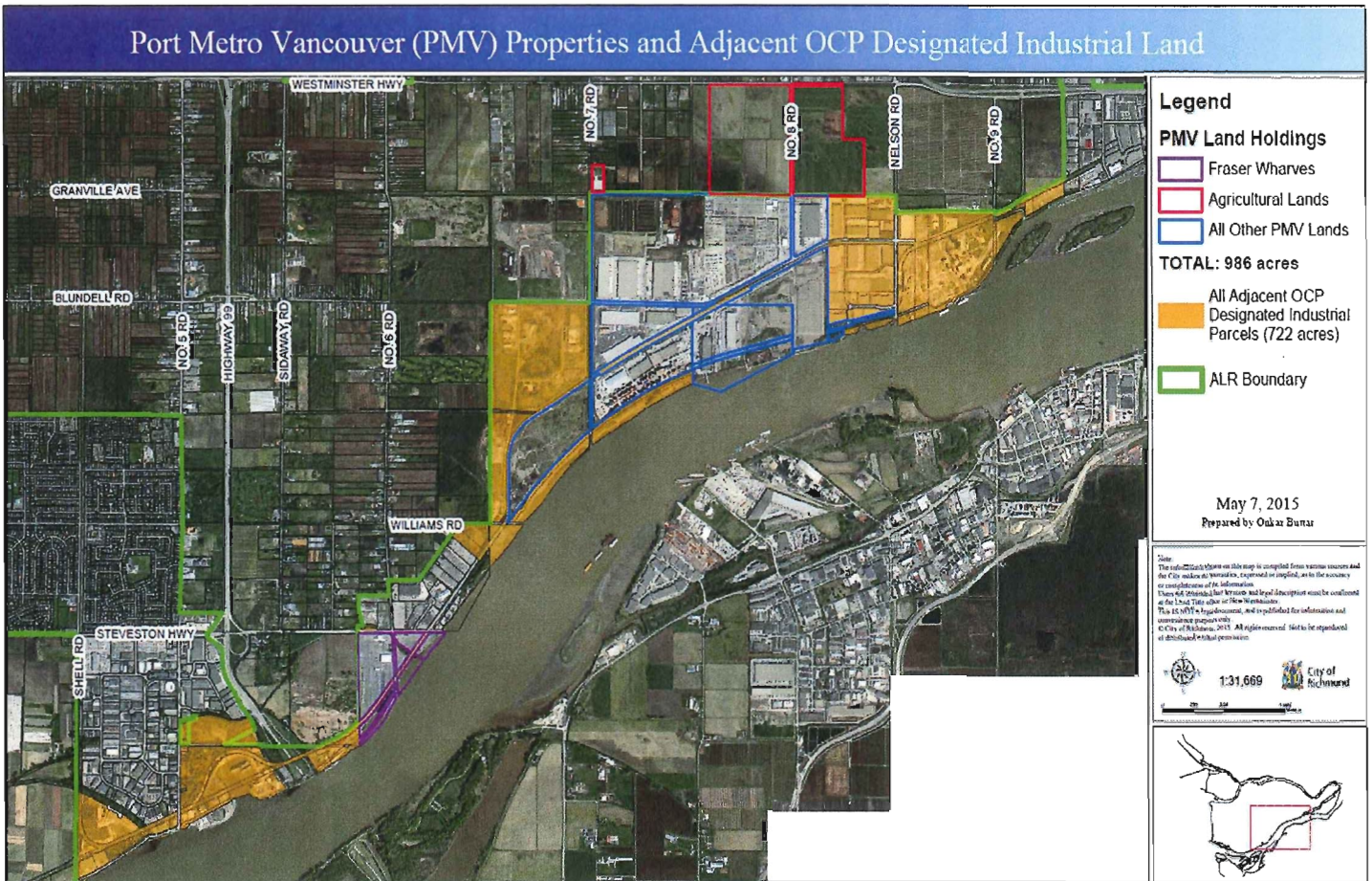


Robin Silvester  
President and Chief Executive Officer

.../3

Mayor Brodie and Members of Council  
Page 3  
April 30, 2015

cc: Craig Neeser, Chair, Port Metro Vancouver  
The Honourable Norm Letnick, Minister of Agriculture  
The Honourable Lisa Raitt, Minister of Transport Canada  
Richard Bullock, Chair, BC Agricultural Land Commission  
Mayor and Council, Village of Belcarra  
Mayor and Council, City of Burnaby  
Mayor and Council, City of Coquitlam  
Mayor and Council, Corporation of Delta  
Mayor and Council, City of Langley  
Mayor and Council, Township of Langley  
Mayor and Council, City of Maple Ridge  
Mayor and Council, City of New Westminster  
Mayor and Council, City of North Vancouver  
Mayor and Council, District of North Vancouver  
Mayor and Council, City of Pitt Meadows  
Mayor and Council, City of Port Coquitlam  
Mayor and Council, City of Port Moody  
Mayor and Council, City of Surrey  
Mayor and Council, City of Vancouver  
Mayor and Council, City of White Rock  
Mayor and Council, District of West Vancouver





June 25, 2015

## Supporting Port and Industrial Development While Protecting Agricultural Lands in Richmond

The City of Richmond is committed to ensuring the creation and protection of industrial lands necessary to meet local, regional and national economic development and sustainability needs. However, the City remains adamantly opposed to the use of viable agricultural land to support further port expansion by Port Metro Vancouver (PMV), as more suitable alternatives exist to support this need.

Through its Official Community Plan and other initiatives, the City has undertaken many initiatives aimed at supporting to development and preservation of the local supply of industrial land

### Richmond support of industrial lands

Over the past six decades, the City has made over 1,300 acres of land available for industrial uses through rezoning and land exchanges. Examples include:

- In 1967, a large tract of City owned land was provided to the Government of Canada, and rezoned for industrial use, to create the bulk of the present approximately 700 acre PMV site in Richmond. In exchange, the City received federal lands with which it created the 200 acre Nature Park.
- In 1973, 150 acres was provided to PMV (SE quarter section of Granville Ave. and No. 7 Road: within the current PMV site), for PMV industrial use.
- In 1973, approximate 150 acres was designated as the Riverside Industrial Park.
- In 1975, the City supported rezoning of 328 acres, from the foot of the Knight Street Bridge to Westminster Highway, for industrial use.
- In 2000, 27 acres at No. 7 and River Roads were rezoned for business and industrial use.
- In 2008, the City approved the rezoning of an 18 acre site in Hamilton for the South Coast British Columbia Transportation Authority (TransLink), to develop a new bus operations and maintenance facility for up to 300 buses serving the area.
- The City is currently working with representatives for Mitchell Island Holdings on the redevelopment of approximately 14.25 acres of the western tip of Mitchell Island for future industrial developments. These lands are zoned Industrial (I).
- The City is actively engaged with Ecowaste Industries on a proposal to cap and redevelop a 169 acres landfill site to accommodate a future industrial logistics park. The phased redevelopment of this site is unique to Richmond and the Province with a number of challenges being addressed through this multi-year redevelopment.

Other measures include protecting currently zoned industrial land from being converted to other uses; and deploying development tools, such as zoning, in-fill, re-subdivision, site coverage, permitted uses and others to achieve intensification of existing industrial areas.

At the regional level, Richmond has supported the equivalent of an “Industrial Reserve” by aligning its industrial land policies with the Metro Vancouver (MV) 2040 Regional Growth Strategy (RGS).

**Alternatives for Port expansion communicated to PMV**

The Port has acquired the former Fraser Wharves site on the South Arm of Fraser River west of its main Richmond site and the City continues to encourage the Port to acquire other similar non-agricultural land to meet its needs. The City believes sufficient opportunities exist for PMV to support its growth on land designated for industrial use, without further encroaching on agricultural land. The City has written to PMV, identifying the following sites, as possible opportunities for Port expansion in Richmond:

- 722 acres of OCP designated industrial lands adjacent to the PMV lands.
- 14 acres at the NW corner of Steveston Highway and No.6 Road.
- 169 acres south of Blundell Road and west of No. 7 Road.

To date, the City has no confirmation that the Port has chosen to pursue any of the other options for new industrial land identified by Richmond including the 980 acres of Metro Vancouver RGS designated industrial lands in Port Moody.

City Opposition to Port expansion on agricultural land and options provided

While the City has worked hard to meet the needs of the port and other business for an appropriate supply of industrial land, it has also been steadfast in maintaining that the creation of new industrial land supply should not come through the conversion of viable agricultural lands.

Of key concern is PMV’s 2008 purchase of 230 acres of farmland in the Agricultural Land Reserve (ALR), known as the Gilmore Farm Lands and which are adjacent to the PMV’s Richmond Properties (Map Attachment 3). The City has, on multiple occasions, objected to the PMV acquiring agricultural land and the Gilmore Farm Lands transaction itself. PMV continues to hold the Gilmore Farm Lands and has designated the property as a “Special Study Area” in its recently completed Master Plan, leaving the door open for future industrial development on the agricultural land.

Most recently, Richmond submitted a resolution to the Lower Mainland Local Government Association (LMLGA) and requesting that, among other things, the Minister of Transport Canada order that PMV dispose of the Gilmore Farm Lands and any other ALR lands which the Port has acquired, and that federal regulatory changes be enacted to prevent future acquisitions of ALR land by PMV within the Metro Vancouver region (Attachment 5). Subsequently, The LMLGA adopted Richmond’s resolution and it will now be considered at the upcoming Union of BC Municipalities (UBCM) annual convention in September.

**Contact:**

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**City of Richmond LMLGA/UBCM Resolution:****Discouraging Port Metro Vancouver (PMV) From Expanding on Agricultural Lands**

WHEREAS the *Canada Marine Act* (e.g., through *Letters Patent* and pursuant to the *Port Authorities Management Regulations*) allows Port Metro Vancouver (PMV) to undertake port activities including the shipping, navigation, transporting and handling of goods and passengers, including managing, leasing, licensing, acquiring and disposing of lands for the purposes of operating and supporting port operations;

AND WHEREAS PMV has purchased land in the BC Agricultural Land Reserve (ALR) in the City of Richmond, totaling 241.51 acres, which over time it intends to develop for port purposes and these ALR land purchases have been authorized by the issuance of *Supplementary Letters of Patent* signed by the Minister of Transport Canada;

AND WHEREAS the City of Richmond has advised PMV that it continues to strongly object to its Land Use Plan, as it does not protect ALR land, and has requested the PMV Board to delete the “Special Study Areas” located within ALR in the City of Richmond, and create a policy which prohibits the expansion of PMV operations on all ALR lands;

THEREFORE BE IT RESOLVED that the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM) call on the federal government and the Minister of Transport Canada, through the Federation of Canadian Municipalities (FCM) and other avenues as appropriate, to:

1. Request the Minister of Transport Canada to rescind the March 24, 2009 *Supplementary Letter of Patent* (attached) issued by the Honourable John Baird, Minister of Transport, Infrastructure and Communities, which authorized the transfer of the 229.34 acre Agricultural Lands real property, described in this *Supplementary Letter of Patent*, from A.C. Gilmore & Sons (Farms) Ltd. to PMV, and order the PMV Board to dispose of this real ALR property and other real ALR properties, currently designated in their Plan as ‘Special Study Areas’, for agricultural purposes, at fair market value;
2. Request the Minister of Transport Canada, by way of regulatory changes (e.g., to the *Canada Marine Act*, the *Port Authorities Management Regulations* and *Letters of Patent*), to prohibit the PMV and its subsidiaries, from purchasing any ALR land in the City of Richmond and within the Metro Vancouver region, for port purposes; and
3. Request the Minister of Transport Canada to require PMV to establish, with the local governments located within the area in which it operates, a meaningful consultation process and a formal dispute resolution process to address Municipal/PMV issues arising from its operations and activities.





Transport Canada / Transports Canada

LEGAL SCANNED  
SEP 04 2009

Place de Ville  
Ottawa  
K1A 0N5

Your file / Votre référence

Fax (613) 990-8889 / Télécopieur (613) 990-8889

Our file / Notre référence  
AHP 7060-120-19-4

April 7, 2009

Mr. Robin Silvester  
President and Chief Executive Officer  
Vancouver Fraser Port Authority  
100 The Pointe  
999 Canada Place  
Vancouver, British Columbia  
V6C 3T4

Dear Mr. Silvester:

I am pleased to enclose English and French versions of the Supplementary Letters Patent issued by the Minister of Transport, Infrastructure and Communities to amend Schedule C of the Letters Patent to reflect the acquisition of 6131 & 6220 No. 8 Road from A.C. Gilmore & Sons (Farms) Ltd.

As these Supplementary Letters Patent are to be effective upon registration in the Land Registration Office of the transfer documents, copies of the registered document(s) should be forwarded to this office at the earliest opportunity for deposit with the original Supplementary Letters Patent in the Transport Canada Legal Registry.

These Supplementary Letters Patent will be published in the April 11, 2009 issue of the *Canada Gazette* pursuant to subsection 8(3) of the *Canada Marine Act*.

Should you have any questions, please feel free to contact me at (613) 949-9436.

Yours truly,

Robert Spencer,  
Manager, Port Property  
Airport and Port Programs

Enclosures

Cc: Irene Gauld, VFPA

Canada

51-0208 (96-12)

**CANADA  
SUPPLEMENTARY LETTERS PATENT  
issued to the  
VANCOUVER FRASER PORT AUTHORITY**

**BY THE MINISTER OF TRANSPORT, INFRASTRUCTURE AND COMMUNITIES**

**WHEREAS** effective January 1, 2008 the port authorities of Vancouver, Fraser River and North Fraser amalgamated to continue as the Vancouver Fraser Port Authority ("Authority");

**WHEREAS** Letters Patent were issued by the Minister of Transport, Infrastructure and Communities for the Authority pursuant to paragraph 59.7(k) of the *Port Authorities Management Regulations* effective January 1, 2008;

**WHEREAS** in support of port operations the Authority wishes to acquire from A.C. Gilmore & Sons (Farms) Ltd. the real property described below;

**WHEREAS** Schedule C of the Letters Patent describes the real property, other than federal real property, held or occupied by the Authority;

**WHEREAS** the board of directors of the Authority has requested the Minister of Transport, Infrastructure and Communities to issue Supplementary Letters Patent to add to Schedule C of the Letters Patent the real property described below;

**NOW THEREFORE** under the authority of section 9 of the *Canada Marine Act*, the Letters Patent are amended by adding to Schedule C of the Letters Patent the real property described as follows:

PID Number	Description
013-055-887	SECTION 7 BLOCK 4 NORTH RANGE 4 WEST EXCEPT FIRSTLY: THE NORTH EAST QUARTER SECONDLY: THE EAST 12.5 CHAINS OF THE SOUTH EAST QUARTER THIRDLY: .919 ACRES ON THE NORTH WEST QUARTER ON PLAN WITH BYLAW FILED 53425 NEW WESTMINSTER DISTRICT
004-137-973	SECTION 12 BLOCK 4 NORTH RANGE 5 WEST EXCEPT: (1) PARCEL "A" (REFERENCE PLAN 14013); (2) PART CONTAINING 5260.4 SQUARE METRES ON PLAN BCP393; NEW WESTMINSTER DISTRICT

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au Bureau d'enregistrement  
du Service juridique de  
Transports Canada

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These Supplementary Letters Patent are to be effective on the date of registration in the New Westminster Land Title Office of the transfer documents evidencing the transfer of the real property described above from A.C. Gilmore & Sons (Farms) Ltd. to the Authority.

Issued under my hand this      day of ~~2<sup>nd</sup>~~ ~~MAR~~ ~~2009~~, 2009.



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John Baird, P.C., M.P.  
Minister of Transport, Infrastructure and Communities