



## General Purposes Committee

Anderson Room, City Hall  
6911 No. 3 Road

Monday, May 4, 2026  
4:00 p.m.

Pg. #      ITEM

### MINUTES

*Motion to adopt the minutes of the meeting of the General Purposes Committee held on April 20, 2026 (distributed separately).*



### DEPUTY CAO'S OFFICE

1. **WORKS YARD REPLACEMENT PROJECT – PHASE 1 FORM AND CHARACTER DESIGN**

(File Ref. No. 06-2052-25WYAR1) (REDMS No. 8369890)

GP-3

[See Page GP-3 for full report](#)

*Designated Speaker: Martin Younis*

### STAFF RECOMMENDATION

- (1) *That the form and character design, as described in Attachment 1 of the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer, be approved; and*
- (2) *That the facility to be constructed at 5599 Lynas Lane be named, “City of Richmond Works Yard”, as described in the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer.*



LAW AND COMMUNITY SAFETY DIVISION

2. **ENDORSEMENT OF UBCM RESOLUTION - ADEQUATE FUNDING FOR AGRICULTURAL LAND COMMISSION (THE “ALC”)**

(File Ref. No. 09-5355-00) (REDMS No. 8382215)

GP-31

See Page GP-31 for full report

*Designated Speaker: Mark Corrado*

STAFF RECOMMENDATION

- (1) *That the proposed resolution in Attachment 1 of the report, Endorsement of UBCM Resolution – Adequate Funding for Agricultural Land Commission (the “ALC”), dated April 13, 2026 from the General Manager, Law and Community Safety, be approved for submission to the UBCM; and*
- (2) *That letters be written to the BC Minister of Agriculture and the BC Minister of Finance as well as Richmond MLAs advocating for the appropriate and sustainable funding of the ALC to meet its current mandate.*

ADJOURNMENT



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**To:** General Purposes Committee **Date:** April 17, 2026  
**From:** John Irving **File:** 06-2052-25-  
Deputy Chief Administrative Officer WYAR1/Vol 01  
**Re:** **Works Yard Replacement Project - Phase 1 Form and Character Design**

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### Staff Recommendations

1. That the form and character design, as described in Attachment 1 of the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer, be approved; and
2. That the facility to be constructed at 5599 Lynas Lane be named, “City of Richmond Works Yard”, as described in the report titled “Works Yard Replacement Project - Phase 1 Form and Character” dated April 17, 2026 from the Deputy Chief Administrative Officer.

### Executive Summary

This report seeks Council approval of the Phase 1 form and character design for the Works Yard Replacement Project at 5599 Lynas Lane, and approval of the proposed facility name, “City of Richmond Works Yard”.

The proposed Phase 1 form and character design advances Council’s direction for a resilient, functional, phased replacement of the Works Yard. It supports a safe, prepared community through post-disaster construction, flood-resilient operations, and a layout that maintains service continuity during redevelopment. The design aligns with prior approvals, balances operational needs with neighbourhood interface considerations, and establishes a durable civic-industrial character for future phases.

Cost-effective measures include choosing locally sourced and durable materials, considering supply chain reliability, and maximizing internal City resources and trades to support efficient long-term maintenance and operations.

The recommended form and character received supportive design feedback, remains consistent with the approved budget, and reflects a practical, maintainable and cost-effective approach to phased redevelopment. Approval of the recommendations will allow staff to proceed to detailed design and advance Phase 1 toward construction.

## Staff Report

### Origin

The Works Yard is critical to daily operations, emergency response and disaster recovery, supporting services, equipment, and material storage that are fundamental for disaster mitigation and day-to-day management of the City's infrastructure. At the Open Council meeting on July 10, 2023, it was announced that the existing Lynas Lane location will be the site for the Works Yard Replacement Project (the "Project"). Since that time, Council has made a number of decisions, including approval of the Project's key design parameters and guiding principles, program, concept design, phasing plan and budget for Phase 1.

The purpose of this report is to present the proposed form and character design for Phase 1 of the Project and seek approval of the proposed facility name.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community.

On July 22, 2024, Council approved the Project's key design parameters and guiding principles, fundamental in design and program development.

The approved key design parameters are:

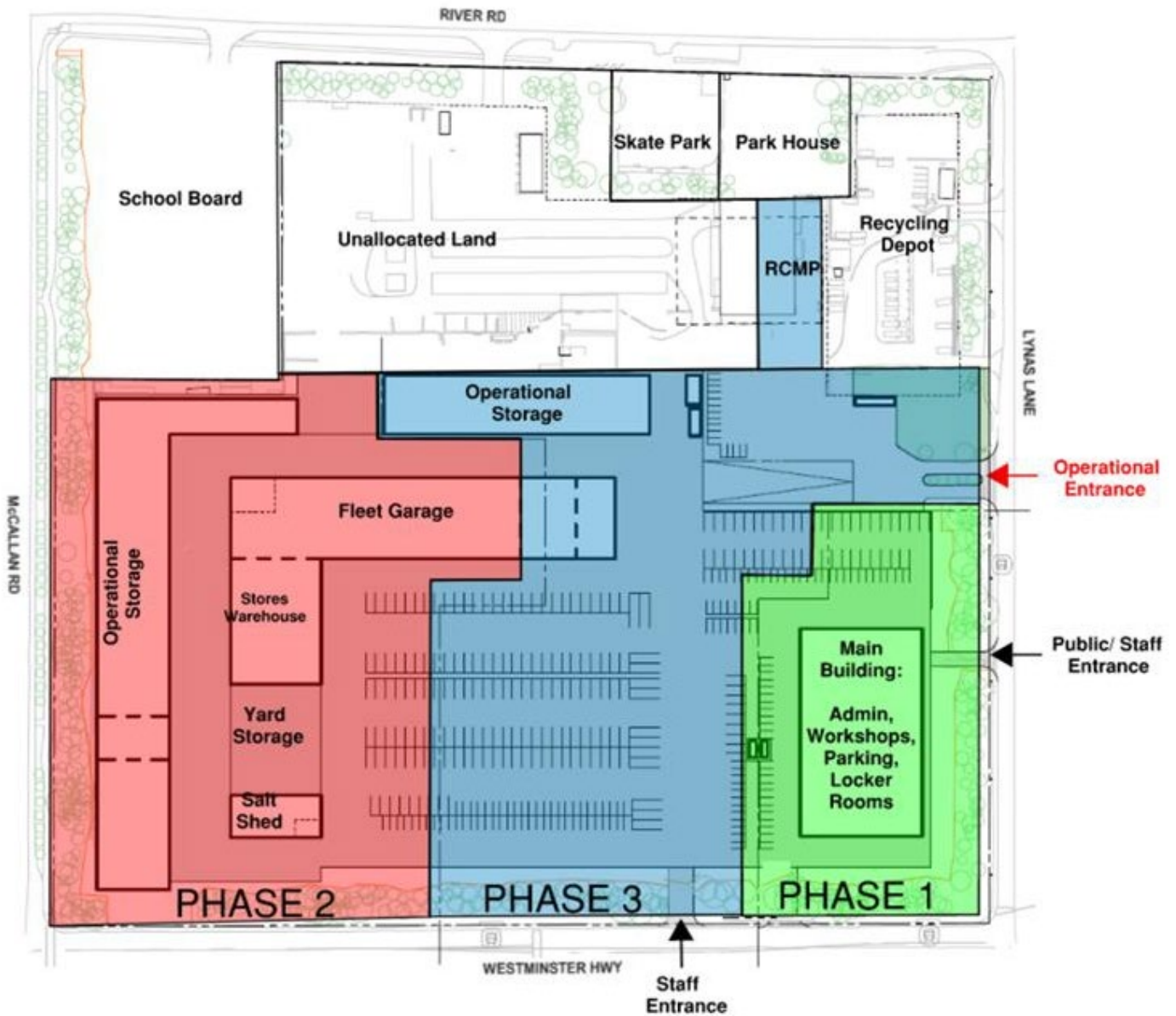
- Construct to post-disaster standard;
- Construct to a Flood Construction Level target of 4.7 metre geodetic elevation for all operational areas; and
- Incorporate the existing trees and berms around the site perimeter into the new design.

The approved guiding principles are:

- Resilient
- Innovative
- Connected
- Sustainable
- Inclusive

The Project is being delivered in multiple phases in order to maintain full Works Yard operations during construction (refer to Figure 1). The Project has now reached the Form and Character stage, which is a key stage in the delivery of a major facility project. Form and Character refer to the general shape, massing, materials and architectural expression of the building and site.

Figure 1: Works Yard Replacement Project - Phased Project Site Plan



## Analysis

### Form and Character Design

The Main Building for Phase 1, situated in the southeast quadrant of the site, includes administration areas, workshops, multi-purpose rooms, change rooms, and a parkade. It also serves as the main public reception point. The proposed Phase 1 form and character design (Attachment 1) translates Council's previously approved key design parameters and guiding principles into a coordinated architectural and site design response for the Works Yard Replacement Project, while establishing a design language that can be carried forward into future phases.

The proposed design also responds to the Project's operational and resilience objectives. Consistent with the Council-approved key design parameters, the facility is being designed to post-disaster standards, with operational areas targeted at the approved Flood Construction Level.

The architectural expression is intended to reflect a durable civic-industrial character appropriate to the Works Yard, while remaining adaptable to future phases. The design is informed by Richmond's agricultural and fishing heritage, drawing from the straightforward forms, utilitarian materiality, and working character of historic structures associated with areas such as Steveston. Varied metal cladding profiles, architectural concrete, and carefully placed glazing are used to provide depth and visual interest while maintaining a robust and highly serviceable exterior.

Material and system selection has been guided by long-term value, durability, cost and ease of maintenance. In particular, the proposed cladding and exterior assemblies prioritize locally sourced, readily available, and durable components to help reduce procurement uncertainty, mitigate supply chain and cost escalation risks, and support efficient future repair or replacement. This approach is intended to maximize lifecycle cost effectiveness and enable the facility to be maintained practically over time using internal City resources and local trades, while preserving a cohesive and durable architectural character.

Features of the proposed form and character include the following:

- Balanced design emphasizing durability, functionality, and civic presence;
- Integrated facility combining administrative, operational, and workshop spaces;
- Use of varied metal cladding, glazing, and concrete for depth and visual rhythm;
- Sustainable shading elements responsive to solar orientation;
- Enhanced glazing at the northeast corner to highlight a welcoming public entry;
- Composed of interlinked volumes separating ground-level workshops from elevated workspaces;

- Inclusion of a Supervisory Control and Data Acquisition (SCADA) tower for citywide communication, designed within height restrictions; and
- Uses landscape design to manage raised grades for flood resilience, integrating elevation changes and enhancing the project's visual and spatial relationship with the surrounding public realm.

As part of the building design, and as suggested by CUPE 394 staff, the proposal incorporates a vintage truck from the Works Yard fleet in a prominent, public facing location where it can contribute to the facility's form and character and serve as a visible representation of the Works Yard's history (refer to Attachment 3). For many years, Truck 004 has been featured at the Public Works Open House event, in appreciation of staff stewardship. The feature will provide greater recognition of the long-standing efforts of City staff in preserving and maintaining the asset over many years, while reinforcing the connection between the building, Richmond's working heritage, and the people and trades that support daily civic operations.

Consistent with the City's Public Art Policy (8703), provision for public art has been included in the project budget, and the development of the public art plan will be undertaken through the City's Public Art Program at a later stage and brought to Council for approval.

#### Tree Management Plan

Consistent with prior Council direction, the Phase 1 design has been developed to retain the existing trees and berms around the site perimeter with minimal disturbance. These landscape features provide privacy, shading, visual screening and noise mitigation for adjacent properties, while also contributing ecological value to the site.

The tree management plan includes a tree inventory, identification of trees to be retained, injured or removed, tree protection fencing requirements, and replacement planting. Retained trees will be protected throughout construction in accordance with the City's tree protection requirements, including installation of protective fencing at the drip line and arborist oversight for any required pruning or root work. Further refinement of the tree management approach will occur through detailed design to ensure coordination with grading, servicing, access and landscape requirements.

Based on the current Phase 1 tree management plan, 7 trees are proposed to be removed due to design conflicts and will be compensated at a 3:1 replacement ratio at the site or around the City.

#### Sustainability and Accessibility

The proposed design and budget currently reflect completing the facility to the Council-adopted High Performance Building Policy for all new City buildings to meet a standard of LEED (Leadership in Energy and Environmental Design) Gold Certification, the City's Enhanced Accessibility Design Guidelines and Technical Specifications as well as Rick Hansen Foundation Accessibility Certification - Gold.

Sustainable design measures have been incorporated in response to building orientation and solar exposure, including vertical perforated shading panels on the east and west elevations, horizontal light shelves on the south elevation, and rooftop photovoltaic panels to support on-site renewable energy generation and overall building performance. Increased glazing at the northeast corner improves access to daylight, helps identify the main entry and provides views into the interior multi-purpose rooms, enhancing legibility, transparency, and openness within the overall civic-industrial expression.

## Project Engagement

### *Community Connections*

Public engagement has included Public Works Open House events and neighbourhood events, coordinated with the Council-approved North Dike Upgrades Project, public displays and signage, and a dedicated Let's Talk Richmond webpage. This engagement has focused on the broader project context, phasing and building massing. Should Council approve the recommended form, character, or design elements addressed in this report, these materials will be embedded in subsequent engagements.

Ongoing communication and opportunities for information-sharing are being provided to neighbouring strata representatives and the management team and staff of the Richmond School District No. 38 Facilities Services Branch, located adjacent to the Works Yard.

As construction activities progress, communication will increase to help keep the surrounding community aware of upcoming works related to the Project.

### *Internal*

Ongoing collaboration and follow-up with stakeholders, management teams, subject matter experts, and user groups validated information and confirmed the functional, operational, and technical requirements of the new facility. Tailored engagement strategies are being used to share updates, gather feedback, and support an inclusive and participatory process, including the following:

- formal and informal staff information sessions;
- meetings, presentations, digital tools, events;
- collaborative opportunities such as one-on-one conversations; and
- signage, and the City's Intranet webpage.

Continued engagement and communication will help ensure staff and stakeholders remain informed and involved as the new facility design development progresses and Phase 1 construction activities increase on site. This approach supports operational continuity and uninterrupted service delivery to the community including major weather events and emergencies.

### *Advisory Design Panel (ADP)*

As the proposed facility is a City-led project, it is not required to proceed through the City's formal development permit application process. The proposed facility was presented to the ADP to obtain design input at this stage.

The ADP was supportive of the project's massing, architectural form, accessibility features, and overall simple, clean design, while appreciating its responsiveness to context, public engagement, and post-disaster function. A copy of the draft minutes from the meeting are attached (Attachment 3). They recommend further refinement in pedestrian circulation, landscaping openness, stormwater and sustainability strategies, material detailing, and long-term operational resilience. ADP feedback received, including questions and comments addressed by the project team, will be considered as the design advances into the detailed design phase.

Should Council approve the character design outlined in this report, staff will proceed with detailed design development including consideration of ADP recommendations regarding the proposed facility form and character. It is anticipated that minor adjustments to the drawings presented in Attachment 1 will be made as the detailed design proceeds, to ensure the project remains on budget and meets operational and stakeholder needs.

### *Major Construction Projects Oversight Committee*

Staff engaged the Council-appointed Major Construction Projects Oversight Committee (MCPOC) to discuss the design and current status of the project. Refer to Attachment 4 for the Meeting Minutes and Feedback Responses. All comments have been reviewed, considered within the subsequent analysis, and will continue to be assessed through the detailed design phase. Key points of feedback from the MCPOC include building access, visibility, vehicle circulation and location of critical systems above the 4.7 metre Flood Construction Level.

### Naming of the Facility

The establishment of an appropriate facility name reflects its purpose, aligns with organizational identity, and meaningfully connects to its local context. It will also ensure consistency across City communications, wayfinding, and asset records.

### *Enabling Policy*

Council Policy No. 2016, Naming of Public Buildings – Parks or Places (Attachment 5) states the following:

3. *A proposal for naming a public building, park or place, other than in honour of an individual, will be considered if:*
  - *an organization has had historical and exceptional ties to the City.*
  - *an event or date is significant in the City's history.*
  - *a place has significant meaning for, or ties to, the City.*

- *a program, activity, or symbol is pertinent to the life of the City specific to the location and may be used to effectively promote and market the program or activity both within and outside the community.*

### *Naming Considerations*

In identifying potential names for the facility, in addition to compliance with Council Policy No. 2016, consideration was given to:

- Whether the name would resonate with residents, staff and visitors;
- Synergy with the facility's location and function; and
- Alignment with the names of other City facilities.

### *Naming Options*

The following naming options are provided for consideration:

- City of Richmond Works Yard (Recommended);
- City Operations Yard; or
- Works Yard.

The recommended name, "City of Richmond Works Yard", is preferred because it is clear, specific and directly connected to the facility's function and municipal identity. Including "City of Richmond" reinforces that the site is a civic facility operated by the City, while "Works Yard" reflects the term that is already commonly used and understood by staff, stakeholders and the public. This option maintains continuity with the site's established identity, minimizes confusion, and provides a straightforward and recognizable name that will remain appropriate over time.

### **Budgetary Implications**

Council has approved a total of \$174 million for the Project Enabling Works and Phase 1, and the proposed form and character design has been developed to be delivered within this approved budget.

Ongoing construction manager pre-construction services include cost estimates, constructability review, cost-effectiveness, logistics, and overall project schedule determination. For an added degree of cost certainty, the construction manager reviewed the form and character design and confirmed alignment with the project budget.

### **Next Steps**

Approval of this key stage will allow staff to continue with detailed design and advance the Project toward construction. This phase involves developing comprehensive technical specifications and drawings addressing key factors such as material selection, sustainability goals

and regulatory compliance. The program will be refined and the information will continue to serve as insight for optimal adjacencies, operational, technical and functional requirements.

### **Conclusion**

The proposed form and character design for Phase 1 of the Works Yard Replacement Project reflects Council's previously approved direction for a resilient, functional and cohesive redevelopment of the site. The design responds to the Project's key parameters, including post-disaster construction requirements, the targeted Flood Construction Level for operational areas, and the integration of existing perimeter trees and berms into the overall site strategy. Together, these elements support a functional, resilient and cohesive first phase that can advance into detailed design. Approval of the proposed facility name is also requested to support project development and future communications.

Respectfully submitted,

Martin Younis, Director, Facilities and Project Development

### **Report Contributors**

This report was prepared by Martin Younis, Director, Facilities and Project Development, and reviewed by Works Yard Planning, Development Applications, Engineering, Finance, Parks Services, Arts, Culture and Heritage, Public Works, and Transportation Departments.

Endorsed by Serena Lusk, CAO

- Att. 1: Works Yard Replacement Project – Phase 1 Perspective Renderings  
2: Vintage Fleet Asset Image  
3: DRAFT ADP Minutes – April 9, 2026  
4: Excerpts of Meeting Minutes #5 – MCPOC – March 19, 2026 and Feedback Responses  
5: Policy No. 2016 – Naming of Public Buildings – Parks or Places

Works Yard Replacement Project Phase 1 - Perspective Renderings



*Northeast View – From Dover Park on Lynas Lane*



*Southeast View – From Lynas Lane and Westminster Highway Intersection*



*East View - Main Entry and Landscape*



*Northwest View – From Fleet Parking on Level 1*

Vintage Fleet Vehicle - Truck 004



*Vintage Fleet Vehicle at the Works Yard in Covered Storage*



*East View - Features Truck 004 at the Main Entrance*

## Advisory Design Panel

Thursday, April 9, 2026

Time: 4:00 p.m.

Place: Remote (Teams) Meeting

Present: Winston Chong, Chair  
Kush Panatch  
Pam Andrews  
Andrew Larigakis  
Thomas Lee  
Allison Liu  
David Semczyszyn  
Doug Shearer  
Nicci Theroux

Also Present (Staff): Virendra Kallianpur, Program Manager, Urban Design (*Staff Liaison*)  
Ferman Suleyman, Senior Project Manager, Capital Buildings Project Development  
Martin Younis, Director, Facilities and Project Development  
Ben Dias, Manager, Works Yard Planning  
Rustico Agawin, Committee Clerk

Absent: Cpl. Roy Wong

The meeting was called to order at 4:00 p.m.

### 1. ADOPTION OF THE MINUTES

It was moved and seconded

*That the following amendment to the minutes of the meeting of the Advisory Design Panel held on Thursday, March 12, 2026, be adopted:*

*On page 3, replace the first bullet point with the following:*

*“appreciate that in the BUH and convertible unit plans, the accessible washroom is not the designated master bedroom ensuite; it is for the shared use of all residents in the unit; also appreciate that the accessible washrooms are provided on Levels 2 and 3 of the BUH units;”*

**CARRIED**

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Thursday, March 12, 2026, as amended, be adopted.*

**CARRIED**

## **2. CITY OF RICHMOND WORKS YARD REPLACEMENT PHASE 1**

ARCHITECT: TKA+D Architecture + Design Inc. and RDH Architects

LANDSCAPE ARCHITECT: PFS Studio

PROPERTY LOCATION: 5599 Lynas Lane

### **Applicant's Presentation**

Martin Younis, Director, Facilities and Project Development, City of Richmond, introduced the project and thereafter, Architect Craig Taylor (President, TKA+D Architecture), Architect Nicole Tomasi (RDH Architects), and Landscape Architect Nastaran Moradinejad (PFS Studio), presented the project and together with Martin Younis, Ferman Suleyman (Senior Project Manager, Capital Buildings Project Development), and Ben Dias (Manager, Works Yard Planning), answered queries from the Panel.

### **Panel Discussion**

*Comments from Panel members were as follows:*

- support the proposed massing and siting of the buildings across from the park and away from neighbouring residential areas;
- the building façade facing Lynas Lane is welcoming and well resolved; however, concerned that the façade facing Westminster Highway may not be as welcoming; appreciate the use board form concrete on this façade but be mindful of additional costs;
- the proposed pedestrian ramp leading to the building entrance should be kept low (i.e., lower than the precedent images) to avoid potential CPTED concerns;
- noticed that there are two datums on the proposed project – the actual grade and the elevated grade that will be developed throughout the site; consider the movement not only of vehicles and but also of pedestrians within this phase and between this phase and future phases of the overall project; consider installing additional planting in planters and provide amenities for staff;
- support the proposed architectural form and character; the vertical orientation and horizontal massing work well; appreciate the proposed metal cladding and not concerned about extensive reflection and glare from/to surrounding properties;

- would be interesting to the public if more views into the building could be provided through more visually transparent walls;
- provide more details about on-site stormwater management, e.g. installation of bioswales;
- consider additional sustainability features for the project, e.g. possibility for the project to use 100 percent electric and not using gas for majority of water heating and cooling; also consider maximizing on-site renewable energy generation and strategies for long-term energy cost savings, energy security and post-disaster operations;
- generally, the building form and character works well; the quality and execution with respect to details on the materiality will have a big impact, e.g. flashing, sunshades, and coordination of services so that unwanted design protrusions do not negatively impact the building's simple and elegant elevations;
- the project's stormwater management will evolve in the next stages of the project; notice that there are a lot of opportunities for installation of bioswales on the site; also investigate opportunities for rainwater harvesting for on-site irrigation as a lot of new trees and planting materials will be installed on-site; would enhance the project's sustainability;
- investigate opportunities for further landscaping on Level 1 to soften up the parkade, e.g. installing bioswales and other landscape features;
- appreciate the provision of public art in the project;
- review the proposed tree list for the project as there are some which are not suitable in some parts of the region, e.g. *Picea sitchensis* and *Quercus palustris* would probably do well in Richmond but have been observed to be not doing well in Vancouver and would need a lot of moisture in the future;
- appreciate the programming to get the public involved in the site;
- the project is well designed; it is simple, clean and elegant; the look and feel of the project is appropriate for its intended use;
- some careful thought should be made on the cohesive transition between the different phases of the project, e.g. how Phase 1 would look like vis-à-vis the other phases in the subject site;
- the proposed landscaping appears to isolate the site from the community; consider opening up some of the landscaping of the site to make the building somewhat visible, e.g. provide some views to the north and allow visual porosity into some of the Westminster Highway frontage of the building;
- consider providing some form of accommodation for people to stay overnight in the building after a substantial natural disaster considering that the building is intended to be a post-disaster building;
- appreciate the simplicity and elegance of the design of the building; however, be mindful of the cost of materials as it is a big building;

- appreciate the comprehensive presentation of the project; wayfinding and accessibility strategies of the project are well executed; the wellness room and quiet room are good additions to the building; appreciate that the building will be designed to achieve Rick Hansen Foundation accessibility Certification Gold;
- appreciate the attractive design of the building which is appropriate for its location and intended use;
- consider introducing natural light into the double height spaces in the building;
- clarify where the transition from the existing elevation to 4.7 m geodetic FCL occurs from the entrance off Lynas Lane as it would impact the interface of the building with the public;
- review the use of board form concrete on the building façade that would eventually be hidden underground as it would pose potential technical issues, e.g. waterproofing;
- appreciate the informative presentation;
- appreciate that extensive internal consultations have taken place between various City departments regarding the project; the City is encouraged to inform its residents about the design of the building as a post-disaster facility that would be able to withstand major events and emergencies; consider installing an on-site interpretive signage in a prominent location to inform the public about the project's master plan and its progression;
- the City's operations staff are encouraged to review the building's architectural and mechanical elements from a perspective of service resumption in a post-disaster situation in order to reconcile their emergency response plans with the design and features of the proposed building;
- like the project;
- investigate opportunities to improve wayfinding to better assist pedestrians and cyclists on the site;
- incorporating public art into the building façade would encourage interaction with the public; consider installing graphic art on large blank spaces between windows, e.g. similar to the crest on the Richmond City Hall building facade;
- in general, support the proposed landscaping for the project;
- appreciate the 1:3 tree replacement ratio for trees that will be removed on the site;
- the City is encouraged to maximize planting along the River Road, McCallan Road and Lynas Lane frontages of the site;
- appreciate the proposed cleaning up of the existing on-site landscaping including the removal of dead and dying trees; it is important to retain and maintain existing healthy trees on-site for their ecological value; views to the building are not very crucial;

- consider installing amenity areas for staff for areas close to the building that cannot be planted;
- when renovating, consider replacing City signs that will be removed at the corner of Westminster Highway and Lynas Lane;
- support the Panel comment that the *Quercus palustris* tree be switched out from the planting plan as it is on the not-recommended list of Metro Vancouver’s *Urban Tree List for Metro Vancouver in a Changing Climate*;
- appreciate the clear, thoughtful and understandable presentation;
- the temporary parking ramp needs more attention as it will be a prominent attachment to the building; consider further design development to match the elegant design of the building;
- there are a lot of hard surfaces on the building; stormwater management on the site needs more attention, e.g. consider installing water detention tanks with provision for generators in the event of emergencies;
- no concerns with regard to the project’s adjacency impacts and interfaces;
- support the proposed materials for the project; the design team is encouraged to keep the proposed materials as there are successful precedents of their use by the architecture firms undertaking this project; there could be some technical refinements to the proposed material palette, shapes, connections, etc.;
- appreciate the project’s accessibility features; and
- looking forward to the next phase of the project.

**Panel Decision**

It was moved and seconded

***That the proposed design for the City Of Richmond Works Yard Replacement Phase 1 be supported to move forward to the General Purposes Committee subject to the Architects and Landscape Architect giving consideration to the comments of the Panel.***

**CARRIED**

**3.**

**ADJOURNMENT**

It was moved and seconded

***That the meeting be adjourned at 5:53 p.m.***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Advisory Design Panel of the Council of the City of Richmond held on April 9, 2026.

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Winston Chong  
Chair

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Rustico Agawin  
Committee Clerk

DRAFT



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**Major Construction Projects Oversight Committee – Meeting #5**

**Thursday, March 19, 2026**

Place: Room M.2.004  
Richmond City Hall

Present: COMMITTEE MEMBERS (the "Committee")

Council Liaison: Councillor Laura Gillanders  
Chair: Neil Cumming  
Vice Chair: Thor Fairburn  
Member: Jeff Ilich  
Member: Shawn Smith  
Member: Tim Loo

CITY OF RICHMOND STAFF (Staff)

John Irving  
Ben Dias  
Ferman Suleyman  
Jared Kuzik  
Nicole Haraguchi  
Magnus Sinclair  
Fatima Qaddoumi

Call to Order: ***Meeting commenced (4:08pm).***

## Works Yard Replacement Project

Staff provided a progress update on the Works Yard Replacement Project, noting that preliminary site works have begun and the project has advanced to the tendering phase for the demolition of Phase 1. Staff outlined ongoing geotechnical and environmental coordination, including design development across project phases and engagement with the Ministry of Environment on soil classifications. The Committee sought clarification regarding groundwater and flood considerations, construction timing and site elevations across phases. Staff confirmed the construction timeline, and that the design incorporates measures to address groundwater and flood resilience. An overview of the master plan and site grading strategy was provided and will be refined to illustrate the interface zones between phases.

Staff presented form and character, highlighting the project's guiding principles (Resilient, Innovative, Connected, Sustainable and Inclusive), noting that the facility is being designed to withstand post-disaster conditions. Materials and architectural features were outlined, including durable, locally sourced cladding and shading elements. Sustainability strategies such as energy efficiency, daylighting and renewable energy systems were highlighted, with a target of achieving LEED Gold certification.

The Committee inquired about ramp design, fire access and operational circulation during Phase 1, and provided comments on building form, entrance design, and overall aesthetics. Staff confirmed that the site ramp has been reviewed and supported by traffic analysis. Staff outlined the Phase 1 approach, noting that initial works focus on the building, with temporary access and circulation measures in place to maintain operations, including workshop access and additional temporary ramps and parking. Staff advised that permanent access will be established in a later phase, with interim measures supporting site functionality and enabling demolition of existing structures and improved site logistics. Staff further clarified building access and circulation, noting a primary entrance and separation of staff and visitor movement, with accessible design incorporated throughout.

The Committee sought clarification on parking operations and accessible parking provision, inquiring about the location of the elevator and staff access within the building. Staff confirmed that parking will operate on a first-come, first-served basis with accessible spaces provided for both staff and visitors. Staff described the circulation strategy with controlled public entry and staff circulation routed through designated areas to support operational requirements.

The Committee inquired about construction costs, materials, budget, backup power capacity and vehicle electrification. Staff confirmed the Phase 1 construction budget. Material selection for certain facades remains under review to balance performance and cost. Staff outlined resilience measures, including backup power to support full operational capacity through both conventional and alternative energy options, and noted considerations for future fleet electrification and associated power demands.

The Committee inquired about green roof systems, and staff advised that this feature is not proposed due to maintenance requirements and the site's broader stormwater management strategy. Along the perimeter of Lulu Island, the objective is to convey stormwater to the pump stations as quickly as possible so it does not interfere with stormwater management and pumping conditions within the interior of the island.

Staff outlined next steps as presentation of the Character Package to the Advisory Design Panel (ADP), followed by a Report to Council (RTC), pending ADP feedback. Staff noted that a public engagement session for the Works Yard Replacement Project and North Dike Upgrades Project is scheduled for March 26, 2026 at the Austria Vancouver Club.

### **ACTION ITEMS**

- (1) Schedule the next Committee meeting if major changes are required following the Advisory Design Panel (ADP) review of the Works Yard Character, prior to proceeding to the Report to Council (RTC).

ADJOURNMENT

***Meeting adjourned (5:30pm).***



**Major Construction Projects Oversight Committee (MCPOC)  
Feedback Response #5**

COMMITTEE

- Council Liaison: Councillor Laura Gillanders
- Chair: Neil Cumming
- Vice Chair: Thor Fairburn
- Member: Jeff Ilich
- Member: Shawn Smith
- Member: Tim Loo

City staff received follow-up questions and comments from the MCPOC Chair Neil Cumming, following the discussion at *MCPOC Meeting #5* (March 19, 2026).

**Works Yard Replacement Project**

## Works Yard Replacement Project

### Master Plan

<b>Q1</b>	<p><i>There is still some uncertainty regarding the size and footprints of the permanent and temporary ramps from Lynas Lane up to the 4.7 m level. At 5% grade these ramps will be ~75 m long and would need to be ~17 m wide at the base if they are wide enough for two vehicles to pass, unless the sides are supported by retaining walls. It would be helpful to show these ramps and associated traffic flow on one of the site plans, showing how they would work at each phase of the development.</i></p> <p><i>Similarly, in the time interval between Phases 2 and 3 there will be a large low area in between. How will access, ramps and traffic flow and drainage be arranged?</i></p>
<b>A1</b>	<p>A temporary retained ramp is proposed at the southwest corner of the Phase 1 footprint to provide access to the raised 4.7 m operational level. Because the ramp will be supported by retaining walls, its footprint will be more compact and will not require the wide sloped base assumed in the comment. Ramp design, traffic flow, and turning movements will be further refined through phased planning and design development, with future drawings illustrating how temporary and permanent access will function through each phase of development.</p>
<b>Q2</b>	<p><i>Staff explained that Phase 1 and 2 will be completed resulting in a U shaped platform at elevation 4.7 m with Phase 3 at the existing elevation. This may create access issues and vehicle movement issues at the 4.7 m elevation for Phase 1 and 2. For example, the top of the ramp could be a bottleneck for vehicles entering and exiting the 4.7 m level. At this stage, access to various buildings and turning circles should be reviewed.</i></p>
<b>A2</b>	<p>Vehicle circulation studies have been completed to verify access and maneuvering for Phase 1. These will be further developed as the design advances, and ramps, circulation routes, and maneuvering areas will be illustrated on more developed site plans. Future circulation studies will also be completed for subsequent phases to review access, turning movements, and operational functionality across the full build-out of the project, including interim conditions between phases.</p>

<b>Q3</b>	<i>Staff mentioned that there will be a temporary ramp off Westminster to access the 4.7 m elevation. I would recommend that the team look at building the permanent ramp in Phase 1. The permanent ramp and the access to the existing yard have to fit north of the proposed building. This may necessitate moving the proposed building south. The cost of a temporary ramp to phase 1 and another to phase 2 would be a savings to the project.</i>
<b>A3</b>	Vehicle access from Westminster Highway is intended to serve the at-grade parkade for staff vehicles only and does not provide access to the raised 4.7 m operational level. Access to the 4.7 m elevation is provided through the main operational entrance from Lynas Lane. As such, a ramp from Westminster Highway is not required. Permanent access arrangements for future phases will continue to be refined through phased planning and design development.

<b>Q4</b>	<i>Should review the length of the ramp. At 5% and a rise of 1.3 m to 4.7 m plus transitions, the length will be over 70m. Added to this would be the turning circle to get to the work shops in phase 1.</i>
<b>A4</b>	Acknowledged. Turning movement studies will be completed for the largest anticipated vehicle to confirm ramp geometry, maneuvering, and access to the Phase 1 workshops. Ramp length, transitions, and operational turning requirements will continue to be refined as the design advances.

Phase 1 Exterior

<b>Q5</b>	<p><i>The figure on P. 11 shows the main architectural elements of the building on the north face of the administrative building with the three other faces of the building showing walls and strips of windows.</i></p> <p><i>The north face also shows a door surround over what appears to be the main entrance to the building. The north face of the building is not the main address of the building and is not easily viewed except from the north dike. The additional cost for the picture frame shroud should be reviewed.</i></p> <p><i>The entrance shown on the north face is a secondary entrance for staff. Based on the figure on P. 19, most staff would enter and exit the admin building through the mudroom vestibule. Would propose that the north face should be similar to the south face of the building.</i></p>
<b>A5</b>	The east elevation has been designed in response to its site context and visibility. A significant portion of this elevation will be screened by the proposed berm and trees, limiting direct views of the façade. As a result, a more extensively glazed east elevation would add unnecessary cost to the project budget. The current design strikes a balance between architectural treatment, functional requirements, and cost effectiveness.

<b>Q6</b>	<i>The figure on P. 14A shows the east face of the building with an opening for vehicles and signage for the Works Yard. What is not shown is the accessibility ramp to the 2nd floor. This is the front door of the Works Yard and should have a stronger architectural presence. The foyer and parking lobby with the vintage truck also announces that this is the main entry to the building and should also enhance the arrival experience for staff and visitors whether on foot or in vehicles. Should review transferring the cost of the picture frame shroud and the north face door surround to the main entrance.</i>
<b>A6</b>	Acknowledged. The project team will review the architectural treatment of the east elevation and main entry sequence as the design advances, including opportunities to strengthen the arrival experience for staff and visitors.

<b>Q7</b>	<i>The exterior accessibility ramp on the northeast corner of the building is a major element. It appears to lead to Level 1 parking deck. There is no requirement for a ramp to the 2nd floor of a building in the building code. Access to the 2nd floor (Level 1) is by way of the elevator. The cost of the ramp and the esthetics of a major element on this face of the building should be reviewed.</i>
<b>A7</b>	The project is being designed in accordance with the City of Richmond's Enhanced Accessibility Design Guidelines for City facilities, which go beyond the minimum requirements of the BC Building Code. Under these guidelines, accessible routes are to connect occupiable building spaces and provide barrier-free paths to building entrances. The exterior ramp has therefore been incorporated as part of the project's accessibility strategy and will continue to be refined through design development.

<b>Q8</b>	<i>The figure on P. 19 show Level 1. Circulation of vehicles (including turning circles) to the workshops should be reviewed. If the vehicle ramp is to be built in phase 1 this should be added to the drawing. More planning around the exterior the building is recommended as this will affect the footprint of the preload.</i>
<b>A8</b>	Vehicle turning paths for Phase 1 have been confirmed and will continue to be refined as the design advances. The temporary and future ramp configurations will also be further developed through phased planning and reflected on future drawings as appropriate. The ramp works will not affect the preload design, as the temporary ramps are not intended to be within the preload footprint.

<b>Q9</b>	<i>Staff mentioned that the CM has reviewed the cost of the anodized aluminum cladding and it fits within the budget. The use of this material for the workshops and throughout the works yard should be reviewed for cost. Tilt up is another option to explore. In addition to precast panels for the other maintenance buildings, although very industrial, a 1.2m high wall constructed in concrete or blockwork (for protection) followed by something like metal cladding above the starter wall could also be considered and would be more economical.</i>
<b>A9</b>	The proposed cladding approach has been reviewed in the context of all project phases. Material selection for Phase 1 has been developed to balance durability, architectural expression, and budget considerations. Construction methods and exterior material approaches for future phases, including options such as tilt-up construction and other more economical industrial assemblies, will continue to be explored as those phases are advanced through design development.

<b>Q10</b>	<i>Green roof was suggested. Staff mentioned that this is not accepted for civic facilities. LIEC shows a green roof.</i>
<b>A10</b>	Due to maintenance concerns, a green roof will not be pursued for this Project.

<b>Q11</b>	<i>There was a discussion about the heritage trees blocking views from the streets. This is not what is shown in the figure on P. 14A. This will be a visual prominent building in the neighbourhood and should fit the context.</i>
<b>A11</b>	Only the building entrance area is intended to remain free of trees. The view shown in the referenced image illustrates the opening in the berm and landscaping at the main entrance, which is intended to provide clear access and visibility at that location. In accordance with the Council-approved key design parameters, the existing berm and trees will be incorporated with minimal disturbance.

Other Items

<b>Q12</b>	<i>Staff mentioned that the buildings will be designed for buoyant force for groundwater at 4.7 m in case of a flood. All other systems required for post disaster including mechanical/electrical systems including ducting, raceways, etc. , elevators, exits, fire department requirements, etc. should be above this level. This may affect the elevation of level 1.</i>
<b>A12</b>	Acknowledged. The building is being designed to meet flood protection and post-disaster requirements, and the location of critical building systems and components will continue to be reviewed and coordinated as the design advances. Any implications for Level 1 elevation will be addressed through ongoing design development.



City of  
Richmond

## Policy Manual

Page 1 of 2	<b>Naming Public Buildings – Parks or Places</b>	<b>Policy 2016</b>
Adopted by Council: May 12, 1997		

### **POLICY 2016:**

It is Council policy that:

The naming of public buildings, parks or places within the City shall be undertaken to:

1. Honour or memorialize individuals, corporations, events, and places that have attained achievements of extraordinary and lasting distinction and contribution to the City, or
2. Pay tribute to an association with an activity or program which is specific to the use of the public building, park, or place.

In all cases, staff will review the proposals/submissions based on the following "Guidelines for Naming", prior to making a recommendation to City Council. The final decision rests with City Council by means of a resolution adopted by majority vote of Council. In the absence of a clear direction or decision from staff, the final decision will be made by Council.

After the final decision on the naming of public facilities, parks and spaces has been made, the City Clerk shall notify all parties affected by, or interested in, such new public buildings, parks or places.

Community Services Division

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Page 2 of 2	<b>Naming Public Buildings – Parks or Places</b>	<b>Policy 2016</b>
Adopted by Council: May 12, 1997		

**GUIDELINES FOR NAMING**

1. Proposals/submissions for naming a public building, park or place may be received from the public (including residents, community associations and organizations), staff, and corporations.
2. A proposal for naming a public building, park or place in honour of a person who has rendered outstanding service to the City, will be considered. Names of living individuals may be considered, but the use of individual names should be minimized.
3. A proposal for naming a public building, park or place, other than in honour of an individual, will be considered if:
  - an organization has had historical and exceptional ties to the City.
  - an event or date is significant in the City's history.
  - a place has significant meaning for, or ties to, the City.
  - a program, activity, or symbol is pertinent to the life of the City specific to the location and may be used to effectively promote and market the program or activity both within and outside the community.
4. In a proposal for naming "joint sites" between the City and School District, the park and school names should coincide through consultation between the two organizations.
5. A proposal for naming "parks and open spaces" may consider the name of the abutting road. Similarly, a public building accommodated on a park, the park name, or the building, should relate to each other.
6. A proposal for naming a "character area" such as a neighbourhood and/or open space should be designated by names linking persons, events, places or activities with appropriate references to location and activities to be conducted on the site or land form.
7. A proposal for naming a public building or park in recognition of a corporation which has made a significant gift or contribution to the City may be considered.
8. A named facility will retain that name as long as it exists. However, if a name is designated for a facility associated with a specific program or activity and that activity is subsequently changed, the name may be applied to a similarly-used facility, if possible, and if not, to another facility.

Community Services Division



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**To:** General Purposes Committee **Date:** April 13, 2026  
**From:** Anthony Capuccinello Iraci **File:** 09-5355-00/Vol 01  
General Manager, Law and Community Safety  
**Re:** **Endorsement of UBCM Resolution - Adequate Funding for Agricultural Land Commission (the "ALC")**

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### Staff Recommendations

1. That the proposed resolution in Attachment 1 of the report, Endorsement of UBCM Resolution – Adequate Funding for Agricultural Land Commission (the “ALC”), dated April 13, 2026 from the General Manager, Law and Community Safety, be approved for submission to the UBCM; and
2. That letters be written to the BC Minister of Agriculture and the BC Minister of Finance as well as Richmond MLAs advocating for the appropriate and sustainable funding of the ALC to meet its current mandate.

### Executive Summary

This report recommends that a UBCM resolution be approved that calls on the Province to return all ALC application fees, monetary penalties, and fines to the ALC’s operating budget, and to provide the ALC’s compliance and enforcement unit with authority to issue tickets under the ALC Act. It also recommends that letters be sent to the BC Minister of Agriculture and the BC Minister of Finance advocating for sustainable provincial funding for the ALC so it can meet its current statutory mandate.

These recommendations are driven by recent ALC staffing reductions following provincial funding cuts, despite several years of expanded responsibilities, increasing application volumes, and growing enforcement demands. The report notes that constrained ALC capacity is expected to lengthen processing timelines, reduce responsiveness, and place additional administrative and compliance pressure on local governments, including the City of Richmond, where ALR lands make up a significant portion of the municipality. Staff further note that ALC-related revenues from application fees and penalties already generate substantial funds but currently flow to general provincial revenue rather than supporting ALC operations, reinforcing the case for a more stable and sustainable funding model.

## Staff Report

### Origin

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

*Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*

Council has previously shown concern with the Agricultural Land Commission's (ALC) resource capacity and ability to adequately meet its regulatory and compliance mandate as the principal agency overseeing the sprawling Agriculture Land Reserve in BC. On March 26, 2025, Council adopted the proposed UBCM resolutions below:

*that calls for the Government of British Columbia (the Government) to mandate that all soil and other material to be removed and moved from source and deposit sites covered under Agricultural Land Commission Act (ALC Act) and Regulations within the Province of British Columbia (the Province) be monitored and tracked by individual truckload using appropriate technology to ensure source site soil and other material is taken only to approved sites within the Province, be endorsed and forwarded to the UBCM for consideration during its 2025 Convention; and*

*That the proposed resolution (Attachment 2) that calls for the Government of British Columbia to give the Agricultural Land Commission (ALC) Compliance and Enforcement staff the authority to ticket property owners and corporations who are responsible for the unauthorized filling of Lands within the Agricultural Land Reserve (ALR) and other issues of non-compliance related to the ALC Act and associated regulations, be endorsed and forwarded to the UBCM for consideration during its 2025 Convention.*

While this resolution was not adopted by the UBCM, a more generic resolution from the City of Delta was endorsed:

*Therefore be it resolved that UBCM call on the provincial government to provide increased funding to the Agricultural Land Commission to significantly expand its compliance and enforcement team to improve oversight and reduce non-compliant land uses that threaten the integrity of agricultural land in British Columbia.*

While the Province has yet to respond to the above resolution, there is province-wide agreement amongst municipalities that the current funding level and resource capacity of the ALC to meet its growing mandate is inadequate.

**Analysis**

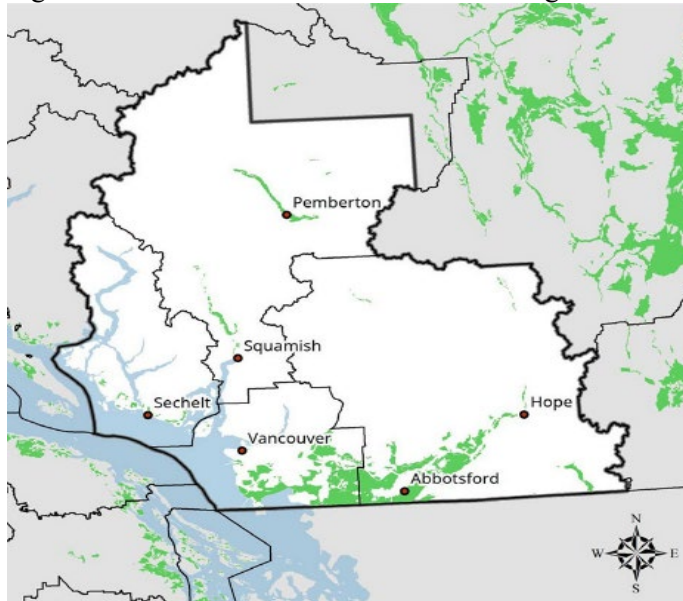
Despite the above concerns raised by Council and the UBCM, the ALC has recently advised local governments (see Attachment 2) that the Provincial government made cuts to the ALC’s vital top-up funding, forcing it to reduce staffing levels in order to remain within its approved 2026/27 operating budget of \$5.5 million. This follows several years of increasing statutory responsibilities without stable funding.

Summary of Information Provided by the ALC

In 2019, the Province significantly expanded the ALC’s mandate to include new applications, notifications, and authorization requirements that the Commission is legally required to administer. To meet this new mandate, top-up funding was provided from 2019 to 2025, however, this funding was not made permanent. Moreover, this top-up funding was not increased and has been eroded away through inflation and rising operational costs, negotiated wage increases, inflationary pressures, and growing service demand. Although the ALC has implemented cost-containment measures over the past year, including reductions to travel, expenses, and general operating costs, the ALC has indicated that salary and benefit obligations now exceed available funding.

Growing Workload post-2019

Figure 1 South Coast ALC Administrative Region



As found in their annual report, the ALC’s mandate includes enforcement and regulation over a vast ALR territory throughout the province.<sup>1</sup> The ALR comprises 4,612,364 hectares of land throughout BC. This amounts to 4.9% of the total land mass of BC. The South Coast ALC administrative region, which includes Abbotsford, Chilliwack, Langley, Mission, Pitt Meadows, Richmond, Surrey and Vancouver, comprises 148,090 hectares of ALR land or 4.1% of the land mass in the region. 76% of the South Coast ALR is held by private ownership and 24% is held by the Crown. There are 4,993 hectares of ALR Lands within the City of Richmond. This

represents 39% of the City’s land mass.

<sup>1</sup> <https://www.alc.gov.bc.ca/app/uploads/sites/763/2025/09/ALC-Annual-Report-2024-2025.pdf>

A key function of the ALC is to process public applications for a variety of uses under the *ALC Act* including: inclusion and exclusion of property in the ALR; Non-Farm Uses (NFU) 20(2); Notice-of-Intent (NOI); Non-adhering Residential Use; Subdivision under s21(2); Transportation and Utilities under s.22; and Soil or Fill under s.26 and s.35.

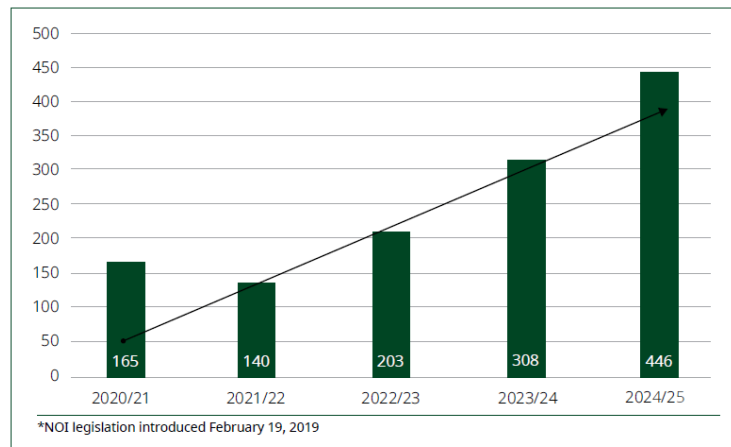
The Commission currently operates with approximately 43 staff managing more than 1,100 open files across the province (2025).

In particular, the ALC has increased its intake of NOI submissions by 218% from 140 in 2021/2022 fiscal to 446 in 2024/2025 fiscal year—largely as a result of amendments to the ALR Use Regulation that came into effect on December 31, 2021, which pertain to construction, soil removal or placement of fill largely in relation to residential and farm building uses.<sup>2</sup>

Individual staff workloads are significant, with some officers managing more than 250 files. While compliance and enforcement functions have not been directly reduced, administrative capacity has been impacted, resulting in remaining staff assuming additional administrative responsibilities. This shift is expected to affect overall processing efficiency and response times.

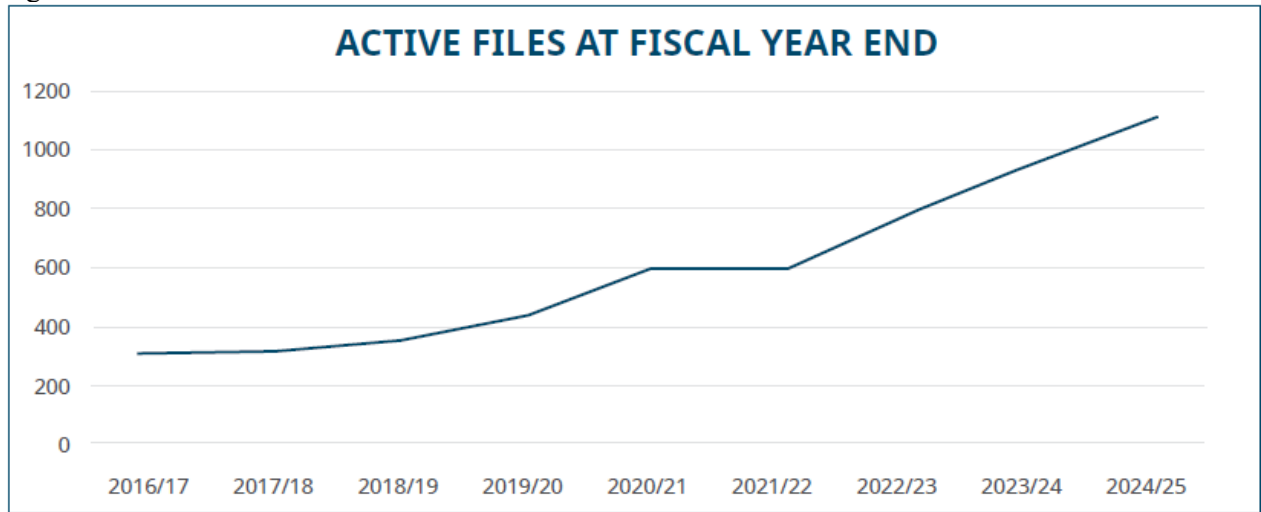
The ALC’s compliance and enforcement workload has steadily increased year-over-year and has become unsustainable at the current six-person compliance enforcement team staffing levels. Given this dearth of staff, the ALC has become heavily reliant on a shared enforcement model with municipal level soil enforcement bylaw staff. However, by reducing the administrative staff complement further, ALC will now transfer this additional administrative burden onto its enforcement staff. This additional administrative burden could lead to attrition and staff burn-out delaying critical enforcement files. Below is a chart of growing demand on the compliance and enforcement staff at the ALC.

Figure 2 NOI Submissions from 2020/21 – 2024/25



<sup>2</sup> <https://www.alc.gov.bc.ca/app/uploads/sites/763/2025/09/ALC-Annual-Report-2024-2025.pdf>

Figure 3 ALC Enforcement Files 2016/17 - 2024/25



As shown in the above chart, ALC active enforcement files per year have grown almost 400% from around 260 in 2016/17 to 1049 in 2024/25. Remarkably, there was a sharp increase in major investigative files (9) in 2024/25 over none in 2023/24. The penalties were for substantial sums as shown in the chart below. The majority of these penalties (57%) were levied in the South Coast Region and were for Soil Fill and NFU violations.<sup>3</sup>

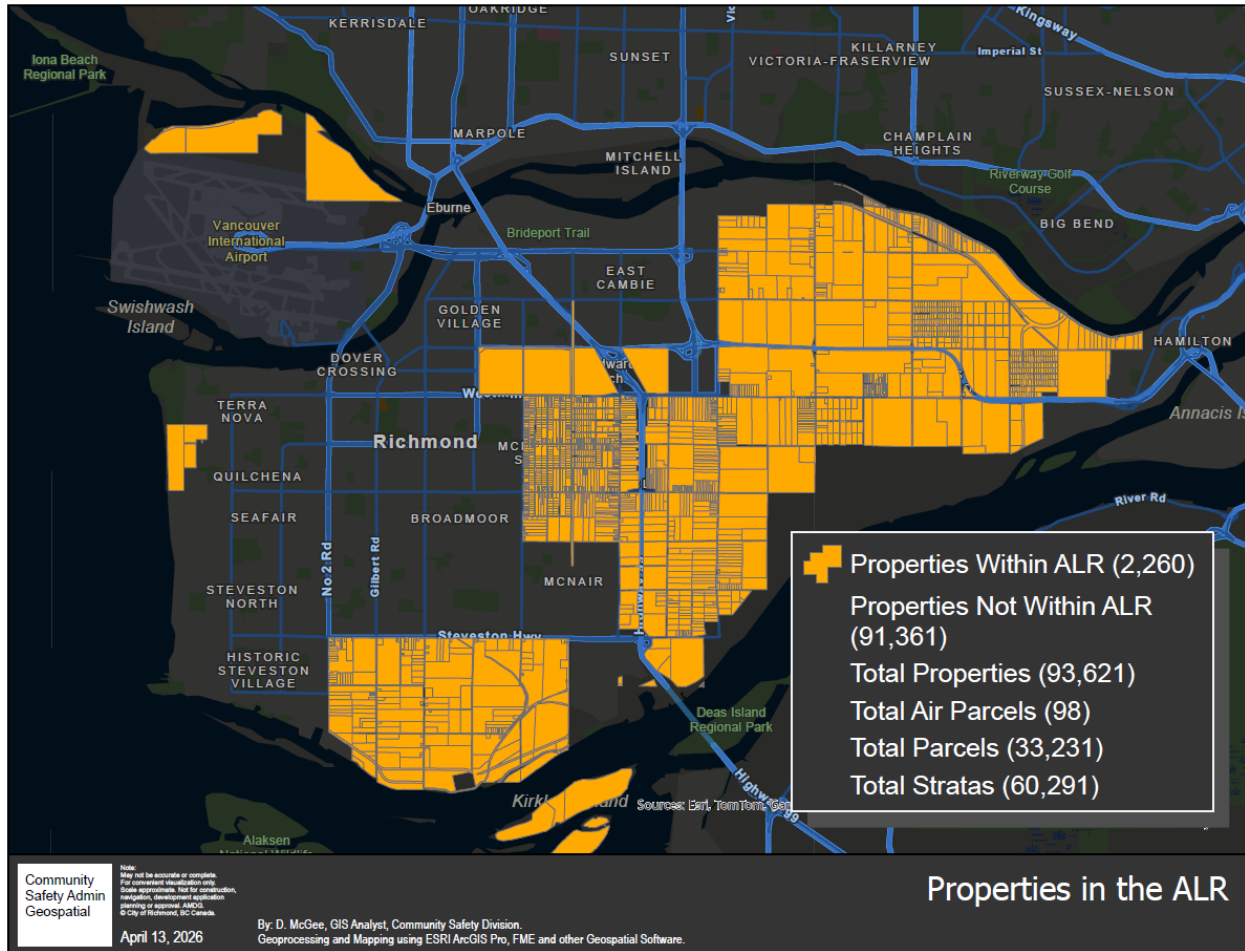
Figure 4. ALC Monetary Penalties 2024/25

PENALTY LEVIED	NUMBER OF PENALTY ORDERS
\$100,000	2
\$80,000	1
\$70,000	1
\$60,000	1
\$50,000	1
\$40,000	1
\$10,000	1
\$2,000	1
<b>Total = \$512,000</b>	<b>Total = 9</b>

Impact on the City

For the City, these changes are expected to have direct and indirect impacts on service delivery, particularly given the City’s significant land base within the ALR.

<sup>3</sup> <https://www.alc.gov.bc.ca/app/uploads/sites/763/2025/09/ALC-Annual-Report-2024-2025.pdf>



The City should expect longer processing timelines for ALC-related applications, including NOIs and NFU applications. Statutory timelines, such as the 60-day response requirement for NOIs, may become increasingly difficult for the ALC to meet. Delays in receiving ALC input or decisions may, in turn, delay municipal processes and Council decision-making where ALC approvals or comments are required.

In addition to extended timelines, reduced responsiveness from the ALC is anticipated. This may include delays in correspondence, file updates, and inter-agency coordination. It is noted that response timelines were already constrained prior to these staffing reductions, and further pressure on the system is expected to exacerbate existing challenges. As a result, City staff may need to undertake increased coordination and follow-up efforts to advance files, which may place additional administrative burden on internal resources.

There are also broader operational and regulatory considerations in terms of the ALC’s ability to process applications and conduct complex enforcement. The ALC often receives comprehensive applications which require significant administrative support in the form of document review, geospatial analysis and policy decision-making. The work of administrative staff, who, for example, have specialized mapping skills, cannot be easily backfilled by compliance and enforcement staff with a different set of skills and training. Moreover, the ALC has several time-

sensitive projects that require coordinated approvals with different levels of provincial government as well as local government. The redistribution of trained project management responsibilities to compliance and enforcement trained staff will certainly reduce overall efficiency and likely increase the risk of administrative errors or inconsistencies.

The “knock-on” effect of procedural and administrative errors also greatly increases the risk to large ALC investigations. These files rely on the collection and analysis of significant amounts of evidence that must be processed and disclosed in a timely and effective manner. In short, there are multiple points in an investigation where procedural errors could lead to adverse court outcomes.

### Revenue Generator

The cutbacks to the ALC budget are especially alarming given that it will impact their ability to process revenues generated from application fees associated with sections s.20(2); s.21(2); s.22; s.35 of the *ALC Act*. It is estimated that applications fees generate just under \$500,000 annually. Crucially, however, these fees are returned to the BC Treasury Board and are re-directed to general provincial revenue and do not offset ALC operating costs.

Moreover, the ALC’s compliance and enforcement section also generated \$512,000 in monetary penalties for contraventions under the *ALC Act*. Similarly, this revenue is returned to general provincial revenue and does not fund operations. The Provincial Government decision to cut funding will likely also have a deleterious effect on the ALC’s ability to generate revenue through application fees and monetary penalties. This revenue generation problem is further compounded by ALC compliance and enforcement staff’s lack of authority to issue tickets. This lack of authority led Council, on May 26, 2025, to adopt by consent the recommendations of the report, entitled “Endorsement of UBCM Resolutions –Soil and Other Material Tracking Resolution and ALC Compliance and Enforcement Ticketing Resolution.

Given the short fall in funding, the ALC could see immediate staffing reductions of between 10-14% of its total workforce. Staff recommend that Council endorse the attached (see Attachment 1) proposed resolution to be submitted to the UBCM. It is estimated that the restoration of Treasury Board top-up funding and new compliance enforcement funding streams would be more than adequate to fund and expand upon existing staffing levels. Lastly, given the possibility that the proposed resolution may not be endorsed by the UBCM, it is recommended that letters be written to the BC Minister of Agriculture and the BC Minister of Finance, advocating for the appropriate and sustainable funding of the ALC to meet its current mandate.

### **Budgetary Implications**

None

## **Conclusion**

The ALC has indicated that the above funding reductions are driven by broader provincial fiscal constraints at the direction of the BC Treasury Board to operate within a fixed budget envelope. While the Commission continues to emphasize its commitment to protecting agricultural land and supporting farming in British Columbia, there is a clear indication that service levels will be negatively impacted in the near to medium term. The proposed UBCM resolutions are designed to strengthen compliance with the *ALC Act* and its associated regulations. Ultimately, these measures will not only help preserve the City's environmental and farmland vitality but will serve all communities throughout the Province.

Respectfully submitted,

Anthony Capuccinello Iraci, General Manager, Law and Community Safety

## **Report Contributors**

This report was prepared by Mark Corrado, Director, Community Bylaws and Licencing and reviewed by: Intergovernmental Relations and Policy Planning

Endorsed by Serena Lusk, CAO

Att. 1: Proposed Council Resolution Urging that the Government of British Columbia Earmark Funding to the ALC Operating Budget  
2: Message from the Chair, Provincial Agricultural Land Commission

**Proposed Council Resolution Urging that the Government of British Columbia Earmark Funding to the ALC Operating Budget.**

WHEREAS *the Agricultural Land Commission (ALC) has recently been informed of budget cuts made by the Government of British Columbia (the Government) to its operating budget;*

AND WHEREAS *the ALR continues to see increases in violations of the ALC Act; raising concerns that the ALC cannot adequately meet its ALC Act application processing, compliance and enforcement mandates;*

THEREFORE BE IT RESOLVED *that all application fees, the proceeds of all monetary penalties and fines in relation to the ALC Act be returned by the Government to the ALC operating budget; and that the ALC's compliance and enforcement unit be given authority under the ALC Act to issue tickets.*



## **Important Message from the Chair**

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Monday, March 23, 2026 – Please circulate to Mayor & Council/Board & Board Chair, the Chief Administrative Officer or City Manager, and the Director of the Planning and Building Departments.

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### **ALC Staffing and Budget Pressures**

This message is provided to advise local governments that the Agricultural Land Commission (ALC) has had to make the difficult decision to reduce staffing levels in order to remain within budget.

This decision follows several years of increasing statutory responsibilities without corresponding, stable funding. In 2019, legislative changes significantly expanded the ALC’s mandate, introducing new application, notification, and authorization requirements that the Commission is legally required to administer. Although additional funding was approved in principle at that time, it was later withdrawn, and leaving the ALC to deliver its expanded mandate within its existing budget.

Since that time, the ALC’s operating budget has remained essentially flat in real terms, while operating costs and service demands have continued to rise. Over this period, the Commission has faced negotiated wage increases through collective agreements, inflationary pressures, and sustained growth across all functions of the Commission, including application volumes, compliance and enforcement activities, and associated legal costs.

The combined effect of increasing workload and a fixed operating budget has progressively eroded the Commission’s ability to maintain staffing levels. While temporary Ministry support helped manage these pressures in prior years, the Commission was advised in January 2026 that it must operate strictly within its approved annual budget, which was confirmed in February to remain unchanged at \$5.5 million for the 2026/27 fiscal year.

Over the past year, the Commission implemented extensive cost-containment measures, including significant reductions to Commissioner expenses, staff travel, office supplies, and general project and meeting expenditures. Despite these efforts, salary and benefit costs now exceed available funding, leaving staffing reductions as the only remaining option to ensure fiscal compliance.

The ALC remains committed to protecting agricultural land and supporting farming in British Columbia. However, continued expansion of statutory responsibilities without commensurate funding directly affects service capacity, processing timelines, and organizational sustainability. While the Commission will continue to prioritize critical and time-sensitive matters wherever possible, some service impacts may be experienced.

Long-term service sustainability depends on stable funding that is aligned with the Commission's legislated mandate. The ALC will continue to work with government to seek funding arrangements that support effective service delivery, and we appreciate the understanding and cooperation of local governments during this period.

**Jennifer Dyson**

Chair

Provincial Agricultural Land Commission

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**Contact Us:**

For more information, please visit the ALC's website at <https://www.alc.gov.bc.ca>

If you want to speak to someone from the ALC please contact us at <https://www.alc.gov.bc.ca/contact>