



General Purposes Committee

Council Chambers, City Hall
6911 No. 3 Road

Monday, July 19, 2021
4:00 p.m.

Pg. # ITEM

MINUTES

GP-6 *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on July 5, 2021.*



DELEGATIONS

GP-11 1. Tamara Vrooman, President and CEO, Vancouver International Airport, to provide an update on **YVR's Strategic Plan**.

ENGINEERING AND PUBLIC WORKS DIVISION

2. **STEVESTON COMMUNITY CENTRE AND BRANCH LIBRARY -
CONCEPT DESIGN AND CAPITAL BUDGET**
(File Ref. No. 06-2050-20-SCC) (REDMS No. 6639392)

GP-36

See Page GP-36 for full report

Designated Speaker: Martin Younis and Elizabeth Ayers

STAFF RECOMMENDATION

- (1) *That the concept floor plans as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services be approved;*
- (2) *That the existing Steveston Community Centre and Library be demolished as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget, dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services;*
- (3) *That the capital budget in the amount of \$90 million (2023 dollars) be approved and funded from the following sources as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services:*
 - (a) *\$63,000,000 from the Capital Building and Infrastructure Reserve;*
 - (b) *\$21,333,812 from the Capital Reserve (Revolving Fund); and*
 - (c) *\$5,666,188 from the Steveston Community Amenity provision;*
- (4) *That a Construction Escalation Contingency in the amount of \$5 million be approved and funded by the Capital Reserve (Revolving Fund) as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services; and*
- (5) *That the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.*



COMMUNITY SAFETY DIVISION

3. **APPLICATION FOR A NEW LIQUOR PRIMARY LICENCE - SAVAGE CREEK GOLF COURSE (2008) LTD - 7388 NO. 6 ROAD, RICHMOND, BC**
(File Ref. No. 12-8275-30-001) (REDMS No. 6686144)

GP-59

See Page GP-59 for full report

Designated Speaker: Carli Williams

STAFF RECOMMENDATION

- (1) *That the application from Savage Creek Golf Course (2008) Ltd., for a new Liquor Primary Liquor Licence to compliment the Golf Course, at premises located at 7388 No. 6 Road, with liquor service, be supported for:*
- (a) *A new Liquor Primary Liquor Licence with proposed indoor occupancy set at 32 persons and outdoor patio set at 28 persons for a total person capacity of 60 persons; and*
- (b) *Proposed hours of liquor sales from Monday to Sunday, from 9:00 AM to 11:00 PM.*
- (2) *That a letter be sent to Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A, advising that Council recommends the approval of the licence application for the reasons that this new application for a Liquor Primary Licence has been determined, following public consultation, to be acceptable in the area and community.*



4. **APPLICATION TO AMEND FOOD PRIMARY LIQUOR LICENCE #137839 AND REQUEST THE ADDITION OF PATIO # 3 - SHADY ISLAND SEAFOOD BAR & GRILL LTD - 112 – 3800 BAYVIEW STREET.**
(File Ref. No. 12-8275-30-001) (REDMS No. 6684861)

GP-69

See Page GP-69 for full report

Designated Speaker: Carli Williams

STAFF RECOMMENDATION

- (1) *That the application from Shady Island Seafood Bar & Grill Ltd., for an amendment to Food Primary Licence # 137839 requesting an addition of a patio area to permit liquor service to an existing patio with 28 seats, be supported for:*
 - (a) *Total person capacity currently set at 197 occupants will not change;*
 - (b) *Hours of liquor service will remain the same and currently set at Monday to Saturday 10:00 AM to Midnight and Sunday from 11:00 AM to Midnight; and*
- (2) *That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A (Attachment 1), advising that Council recommends the approval of the licence amendment for the reasons that this amendment has been determined, following public consultation, to be acceptable in the area and community.*



5. **SOIL USE FOR THE PLACEMENT OF FILL APPLICATION FOR THE PROPERTY PID: 013-082-434 (4500 BLK NO. 8 ROAD) - MAYBOG FARMS LTD.**

(File Ref. No. 12-8080-12-01) (REDMS No. 6705466)

GP-83

See Page GP-83 for full report

Designated Speaker: Carli Williams

STAFF RECOMMENDATION

That the 'Soil Use for the Placement of Fill' application, proposing to retain soil deposited in order to facilitate the construction of a cranberry processing facility, submitted by Maybog Farms Ltd. for the Property PID: 013-082-434 be endorsed and referred to the Agricultural Land Commission (ALC) for the ALC's review and decision.



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Pg. # ITEM

PLANNING AND DEVELOPMENT DIVISION

6. **IMPLEMENTATION OF CULTURAL HARMONY PLAN ACTIONS**

(File Ref. No. 07-3300-01) (REDMS No. 6675170)

GP-125

See Page **GP-125** for full report

Designated Speaker: Dorothy Jo

STAFF RECOMMENDATION

That the staff report titled “Implementation of Cultural Harmony Plan Actions” dated June 14, 2021 from the Director, Community Social Development be received for information.

☐

ADJOURNMENT

☐



General Purposes Committee

Date: Monday, July 5, 2021

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (by teleconference)
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on June 21, 2021, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DIVISION

1. **MUNICIPAL AND REGIONAL DISTRICT TAX IMPOSITION BYLAW NO. 10269**

(File Ref. No. 08-4150-03-06) (REDMS No. 6685606)

It was moved and seconded

That the Municipal and Regional District Tax (MRDT) Imposition Bylaw No. 10269 be introduced and given first, second and third readings.

CARRIED

General Purposes Committee
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COMMUNITY SAFETY DIVISION

2. EMERGENCY RESPONSE EQUIPMENT AND FIRE BOAT OPTIONS

(File Ref. No. 99-Fire Rescue) (REDMS No. 6695897)

In reply to queries from Committee, staff noted that (i) there have not been formal discussions with other municipalities following the pier fire in New Westminster, (ii) the Port of Vancouver works in collaboration with Vancouver Fire and Rescue Services, (iii) Richmond Fire-Rescue has the opportunity to use a water bomber system from the Province upon request, (iv) the high flow industrial pumper sufficiently mitigates the risk for land based fires, (v) vessels with fire-fighting capabilities are owned by multiple companies, (vi) the Panamax sized vessel would have a coast pilot, (vii) a high flow industrial pumper is fixed to a vehicle, (viii) the Vancouver fire boat was used for two trawler-type vessels, (ix) there are currently no vessels that could deploy a containment boom, (x) hovercrafts have firefighting capabilities but is not within the scope of normal duties, (xi) there is a cost associated with fire boat requests from other municipalities, and (xii) tanker fires are extremely rare in Canada.

It was moved and seconded

(1) *That the land based option of a high-flow industrial pump, with the source of funds of \$800,000 of additional capital cost to come from the jet fuel agreement, be approved; and*

(2) *That staff:*

(a) *continue to have additional discussions for a regional solution for fire protection on water; and*

(b) *examine if the industrial pump can be placed on a barge.*

The question on the motion was not called as in reply to queries from Committee, staff noted that (i) a traditional fire pumper would require replacement in 2021 and be included in the 2022 budget, and (ii) the increased Operating Budget Impact of \$60,000 would come from an additional level request.

There was agreement to deal with Parts (1) and (2) separately.

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The question on Part (1) was then called and it was **CARRIED** with Cllrs. Day and Wolfe opposed.

The question on Part (2) was then called and it was **CARRIED**.

COMMUNITY SERVICES DIVISION

3. COUNCIL STRATEGIC PLAN 2018-2022: 2019/2020 UPDATE
(File Ref. No. 01-0005-01) (REDMS No. 6595266)

It was moved and seconded

- (1) That the report titled, "Council Strategic Plan 2018-2022: 2019/2020 Update" dated June 14, 2021, from the Director, Corporate Programs Management Group, be received for information; and*
- (2) That the attached report titled, "Council Strategic Plan 2018-2022: Achievement Highlights for 2019/2020" (Attachment 2) be made available for download on the City of Richmond website.*

The question on the motion was not called as in reply to queries from Committee, staff noted that (i) news releases can reach markets that do not access social media, (ii) media releases aim to pull the public back to the City website for more detailed information, (iii) there is currently no policy regarding the languages news releases are published in, and (iv) the City is exploring more options for the Steveston Island Sea Gates proposal.

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

4. REVISED PUBLIC ART POLICY – PUBLIC ART CONTRIBUTIONS
(File Ref. No. 11-7000-09-00) (REDMS No. 6581457)

The question on the motion was not called as in reply to queries from Committee, staff noted that (i) increasing the developer contribution rate would double the current contribution developers are requested to provide, and (ii) public art projects and projects in the Community Public Art Program would be threatened if funds from the Public Art Reserve Fund are allocated to other uses.

It was moved and seconded

- (1) That Option 1 for the allocation of Voluntary Developer Public Art Contributions, as described in Table 1 on page five of the staff report titled, "Revised Public Art Program Policy - Public Art Contributions," from the Director, Arts, Culture and Heritage Services dated May 18, 2021, be endorsed.*

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- (2) *That Option 1 for the City and private Public Art Contributions, as described in Table 3 on page nine of the staff report titled, "Revised Public Art Program Policy - Public Art Contributions," from the Director, Arts, Culture and Heritage Services dated May 18, 2021, be endorsed.*

There was agreement to deal with Parts (1) and (2) separately.

The question on Part (1) was then called and it was **CARRIED** with Cllrs. Au, Day, Steves, and Wolfe opposed.

The question on Part (2) was then called and it was **CARRIED** with Cllr. Wolfe opposed.

COUNCILLOR CHAK AU

5. RICHMOND CHRISTMAS FUND

(File Ref. No.)

It was moved and seconded

That the City of Richmond grant up to \$500,000 to Richmond Cares, Richmond Gives for the Richmond Christmas Fund to be used for the purchase of \$100 vouchers/cash cards to be distributed to Richmond residents and families in need that are redeemable within 90 days at any businesses in the City of Richmond; and further that staff identify the source of funding.

The question on the motion was not called as in reply to queries from Committee, staff noted that this matter would require further analysis. Discussion took place regarding the importance of helping Richmond residents and organizations especially given the impact from the Covid-19 pandemic.

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

It was moved and seconded

That staff reach out to recipients of the city grant program and assess how Covid-19 has affected them to evaluate whether they require additional funds in 2021, and report back.

The question on the referral motion was not called as discussion took place on the amount of money put into the grants program each year.

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

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ADJOURNMENT

It was moved and seconded

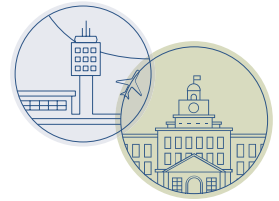
That the meeting adjourn (5:55 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the General
Purposes Committee of the Council of the
City of Richmond held on Monday, July
5, 2021.

Mayor Malcolm D. Brodie
Chair

Shannon Unrau
Legislative Services Associate



The Future of YVR

Vancouver Airport Authority presentation to City of Richmond

July 8, 2021

On July 19, 2021, Vancouver Airport Authority President and CEO Tamara Vrooman, will present to City of Richmond's General Purposes Committee. Ms. Vrooman will be accompanied by the City of Richmond's nominee to the Airport Authority's Board of Directors, Dan Nomura.

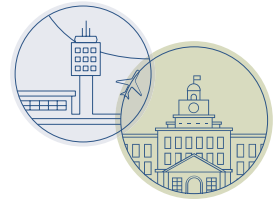
The purpose of this report is to provide Council with an overview of Vancouver International Airport's (YVR) response to the challenges resulting from the global COVID-19 pandemic and 2021 Strategic Plan, which is positions YVR to deliver on its public interest mandate to serve our community and the economy that supports it. Ms. Vrooman will touch on these topics in her brief speaking remarks to allow for ample time for Mayor and Council to ask questions and discuss topics of interest to Richmond community members.

SUPPORTING THE COMMUNITY THROUGH THE COVID PANDEMIC

Throughout the COVID-19 pandemic, YVR—together with Musqueam, airline and airport partners—has cared for our community while remaining open to support essential travel and the movement of goods. The hallmark of our efforts is the YVR TAKEcare health and safety program, which helps people move through the airport safely and with confidence. TAKEcare places industry-leading health, safety and cleaning practices and protocols at the forefront of airport processes.

During the early months of the COVID-19 crisis, the B.C. Public Service, Vancouver Airport Authority, Canada Border Services Agency and federal public health officials came together in a common service to implement the B.C. government's health screening and self-isolation checkpoints at YVR. In addition to screening returning travellers, YVR collaborated with the B.C. Ministry of Agriculture, Food and Fisheries to develop an empathetic arrival process to safely welcome temporary foreign agriculture workers into B.C. These workers are crucial to Richmond's farming community and are integral in safeguarding our province's food supply. The program recognized the stressful journey they faced and provided appropriate support upon their arrival at YVR and during their mandatory quarantine period. The program was so successful, the BC government extended the program again to support the 2021 growing season.

YVR is also host to one of the largest COVID-19 testing facilities in the province. Operated by Vancouver Coastal Health and located on the site of YVR's jetSet parking facility, the site tripled testing capacity in Richmond. As B.C.'s mass vaccination efforts started, we were pleased to again partner with the BC government, deploying YVR Caretakers into the community to help deliver a safe well-organized vaccine clinic at the River Rock Casino. This opportunity has allowed us to recall our own workers as well as Musqueam, airline and other airport business employees to provide meaningful employment in service of our community's greatest priority. To date, the clinic has vaccinated more than 85,000 people, or about 40% of Richmond's population.



PASSENGER AND CARGO MOVEMENTS

Year-over-year passenger traffic at YVR was 7.3 million—down 72% from 2019. As BC reopens to domestic travel, passenger traffic has steadily increased with air carriers adding increased frequencies and destinations. While there is pent up demand for travel and we are seeing more passengers come through the airport as domestic travel begin to recover, we expect 2021 to be another challenging year with depressed passenger numbers. YVR continues to be one of only four airports in Canada permitted to receive international flights at this time. We expect transborder travel to recover next, followed by international travel, as the federal government makes decisions on the Canada–U.S. border and travel restrictions ease with increased global vaccination efforts and declining case counts.

In contrast to passenger traffic, cargo was a bright spot in 2020 and 2021—demonstrating the importance of air linkages. While volumes were down 20% over 2019, the decline was lessened because of the impact of increased e-commerce activity and expanded movement of personal protective equipment and other critical supplies by air. Through May 2021, cargo traffic is up 11.7% from 2020, again largely being driven by the e-commerce boom.

2021 STRATEGIC PLAN: POSITIONING YVR FOR THE FUTURE

Given the high degree of uncertainty in B.C.'s post-pandemic recovery, Vancouver Airport Authority has adopted a one-year strategic plan that will guide the airport in becoming a gateway to the new economy, in service of our community. YVR's 2021 Strategic Plan has six focus areas:

Strengthening the Core

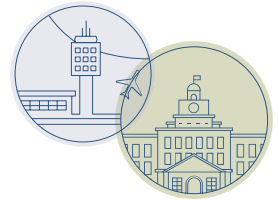
2021 will be a key year to get our operational house in order. We are examining every aspect of our operations, including our asset management program; seeking to be more efficient across all operational areas, including passenger experience, departure punctuality, baggage connections and cargo; and continuing to prioritize environmental sustainability, working to reach net-zero carbon emissions by 2030.

Staying Ahead of COVID

The path to a post-pandemic world cannot go over, around or alongside COVID-19. The only way forward is to go through. We are continually adapting to evolving travel requirements related to the pandemic while preparing thoughtfully for the return of passengers in a new era of travel. We are investing in digital and data-enhanced technologies to respond to COVID and invest to ensure we understand the future travel experience and what our partners need from us. Finally, timely and targeted data investments will ensure we have the right information to stay ahead of, and adapt to, the challenges of navigating through the pandemic to ensure YVR is designed to thrive in the future.

Climate: YVR's Net Zero 2030 Commitment

Aviation is energy-intensive and depends almost exclusively on fossil fuels. While airlines have made great strides in reducing fuel use by purchasing the latest and most fuel-efficient jets, airlines are faced with the reality that practical, low and zero emissions airplanes designed to carry hundreds of passengers long distances remain decades into the future. It's against this challenging backdrop that YVR has an opportunity to play an outsized and immediate role in reducing greenhouse gas emissions, and ensure airports are ready for the sustainable aircraft and operations of the future.



YVR recently successfully achieved Neutrality in the Airport Carbon Accreditation Program by Airports Council International. YVR is the first Canadian airport certified at this level and joins 60 other airports from around the world at this level of certification. As part of our climate commitment, the Airport Authority made the important decision to advance our ambition to eliminate carbon emissions by 20 years: to be net zero by 2030. To achieve our goals, will focus additionally on reducing the direct emissions from both our operations and energy consumption through reducing energy use and displacing remaining fossil fuel use with renewable fuels.

Through our BioPortYVR initiative, we are working closely with our airline partners, as well as the provincial and federal government, to advance the supply and availability of sustainable aviation fuels in British Columbia. Our vision is for YVR to be the first Canadian sustainable aviation fuel hub in Canada.

Gateway to the New Economy

As we navigate out of the pandemic, we are moving beyond our traditional role and focusing on aligning to the future growth and needs of our community and economy: to become our region's Gateway to the New Economy. In April 2021, we announced the "Innovation Hub @ YVR"—a platform through which YVR will connect and collaborate with local businesses and our community to lead innovation and the economic recovery. Early partners in this initiative include BCIT who will use the airport as a living lab for its Internet of Things program.

YVR has invested in creating a digital twin of the airport terminal, Sea Island and Musqueam lands—the most advanced 3D airport reality model in North American and probably the world. The digital twin will allow us to model and monitor the airport business in ways that enable faster, better business decisions. The platform is also available to third parties and partners, including local governments, service providers and infrastructure operators, to test how new systems or processes will work in a "live" environment.

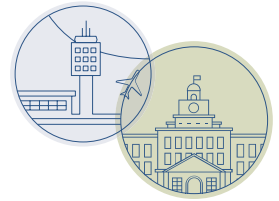
We are also advocating to modernize Canada's Foreign Trade Zone Points into an optimized Free Trade Zone regime that would allow British Columbia and local communities including Richmond attract new value-added investments, create jobs for local workers and support new business opportunities, while generating up to \$410 million in direct GDP to British Columbia's economy.

Purpose through People

YVR is a people business, and we continue to ensure that we have a supported workforce where team members can build their careers. Working together, we will ensure our customers and community continue to inform the decisions we make and that we are building a resilient, authentic, adaptable and empathetic culture to embrace the short- and long-term opportunities in our industry.

Financial Sustainability

We start 2021 with the single biggest operating deficit and debt burden in the history of YVR. So, while we work to achieve other strategic goals this year, we must do so in a way that improves our financial resilience. The Airport Authority took several steps to ensure YVR's financial sustainability during the height of the pandemic, including consolidating terminal operations to cut costs in line with passenger volumes. We are appreciative of the federal government support it received in the form of waived and deferred rent payments. We also deeply thank the City of Richmond for allowing us to defer payment of



our annual Payment in Lieu of Taxes from March to December 2020—this was very helpful in allowing us to manage our liquidity when revenues plummeted drastically.

We will continue to see operating losses in 2021-22, requiring us to fund airport operations with debt. Pre-COVID, 90% of our revenues were passenger-related. To future proof our financial stability in service to the community, we are exploring ways to diversify our revenue streams. This includes the proposed changes to land use at YVR that recently came before Council in June 2021. By opening up underutilized land in Airport South for uses such as air cargo and aircraft maintenance, and creating additional groundside commercial and airside space to the lands at Airport North uses, YVR can help meet the need for large trade and transportation related sites identified in Metro Vancouver’s 2020 Regional Industrial Lands Inventory and in support of BC’s economic recovery plans and Richmond’s long-term economic prosperity.

ADDRESSING COMMUNITY IMPACTS

We recognize that our activities impact different groups in different ways—and that means balancing the contribution we make against the negative effects of YVR’s operations on the quality of life of community residents and their expectations of us. That is why we strive to work collaboratively with the community to deliver on our clear community mandate, safely operate the airport, and plan for the future.

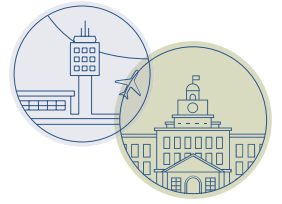
We appreciate the collaborate approach City of Richmond senior staff took in working with our planning team as we move forward on updated land use planning, and we are incorporating council’s feedback into our submission to Transport Canada. We are also working with the new leadership at the Sea Island Community Association to address residents’ questions about YVR’s land use planning and establish a process to regularly update the community on YVR activities and areas of interest.

Wildlife management is a core element of our operations that ensures the safety of aircraft and passengers as well as airport staff, visitors and our community. Since hearing from the community on concerns about our management of the feral rabbit population at the airport, we have suspended the program indefinitely. We are working with independent scientists, wildlife experts and Richmond community partners to re-evaluate our methods and determine alternative solutions that meet our responsibility for safety at the airport, to our environment and to our community.

Finally, we deeply thank the residents of the Burkeville neighbourhood and appreciate their patience as we complete construction work on the new Templeton Corridor and prepare an adjacent YVR tenant site for redevelopment. Our community relations team has stayed in close contact with residents throughout the construction—particularly our neighbours who live along Wellington Crescent and are most impacted by daily activities. We look forward to opening the Templeton Corridor soon and introducing the community to new greenspaces, as well as cycling and walking trails to link Flight Path Park to Miller Road and the Sea Island Canada Line station.

CONCLUSION

The Airport Authority has made good use of the last 16 months to strengthen our operations, diversify, digitize, green and improve YVR. Incorporating innovations and learnings arising from our pandemic response, we will continue to adapt to ensure an efficient, frictionless experience from curb to cloud for our passengers.



We are deeply proud to operate in the City of Richmond and look forward to collaborating more closely with Council and city staff. We recognize that both Richmond's and the Region's economic recovery depends on a strong, sustainable YVR, and we are committed to fulfilling our purpose of serving the community and the economy that supports it. Further, we recognize the opportunity and obligation to work in partnership with the Musqueam Nation on whose traditional lands YVR sits. We will continue to incorporate their traditional knowledge into our thinking and business practices as we move forward together.

ANNUAL STRATEGIC PLAN 2021

Where We're Going & How We'll Get There



What's in this strategic plan?

1. OUR PURPOSE
2. OUR CONTEXT
3. OUR 2021 PLAN

Do you remember your first flight?

Most of us do. That first trip to a new country. That first important business meeting abroad. That feeling of hope, opportunity and future possibility.

People understand the intrinsic value of commercial aviation—and so our overall value as an airport is not a hard sell. This in turn informs our reason for being and guides us in terms of who we serve. Nobody builds an airport as an end unto itself.

We exist for the sole purpose of serving our community and the economy that supports it.



Our Purpose

By creating a sustainable, efficient and people-centered airport, YVR enables trade, tourism and knowledge exchange to flourish. We do this by providing top-quality aviation infrastructure, logistics, digital innovation and air transport facilities for passengers and cargo at the terminal and throughout our operations on Sea Island.

At the same time, we recognize that our activities impact different groups in different ways. We therefore strive to balance the contribution we make in providing optimal access for our community to connect to the wider world, against the negative effects of aviation on the quality of life of local residents as well as the negative climate impact of



air travel. Further, we recognize our opportunity and obligation to work in partnership with the Musqueam Nation on whose traditional lands YVR sits.

We gratefully pursue these efforts from a position of strength; YVR has a strong and long history of success. Recognized for innovation, growth and reflecting the very best of our region – in our terminal design, art, and especially in our people. At our core, we are a people business. People serving people to improve the access to – and growth of – our region. It is why our staff choose to work here.

Yet, our industry and region are changing, and we need to change with them.

OUR CONTEXT

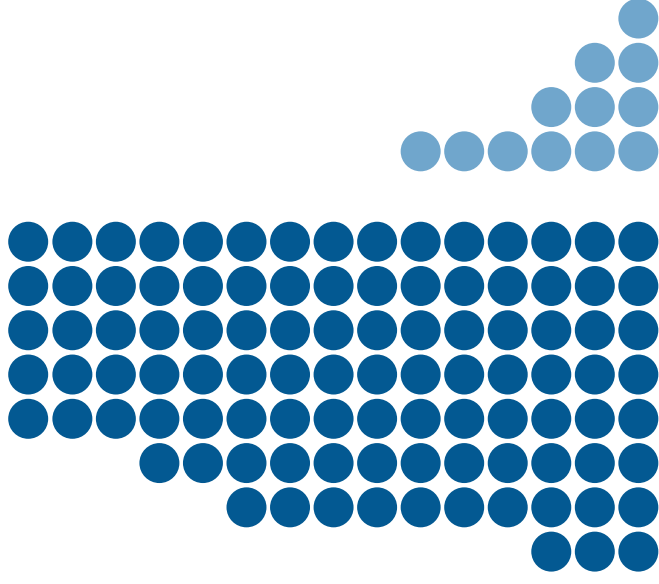
Clearly these are unusual times.

The International Civil Aviation Organization (ICAO) recently reported that the full year 2020 passenger totals were only 40% their 2019 levels, and international passenger levels were much worse at just 26% of what was seen last year. Here at YVR our passenger volumes for the nine-month period of April to December were only 12% of what they were during the same period last year. Further, our revenue has declined by 63% over the same period. This has forced us to reduce our operating expenses by 30% and our capital expenditures by over 65%. Most countries have imposed travel restrictions at the national level and many local health authorities are adjusting mobility and safety protocols regularly in response to changes in COVID case numbers.

What we hoped in March might be a short-lived health emergency has turned out not to be so. The effects of the pandemic will be with us well into 2021, and perhaps beyond. And the pandemic has been so comprehensive and widespread many aspects of our lives will be permanently changed – including the

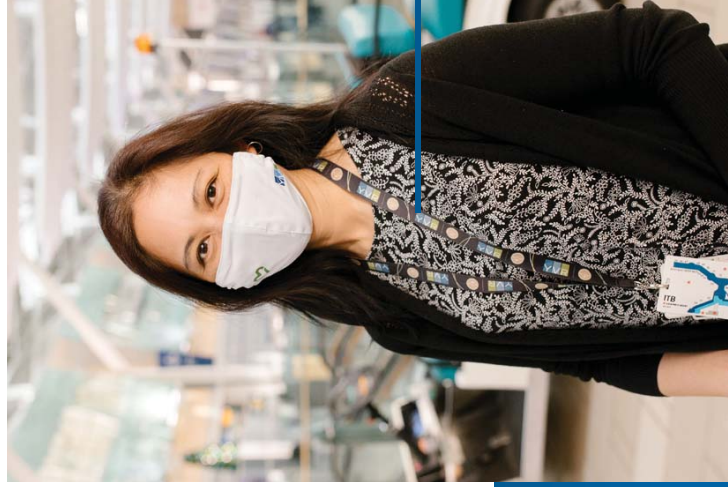
way we work and the way we travel. As we work to consider how to respond to these changes, we are reminded that pain points and trends that existed before the pandemic – such as the shift toward more digital and personalized services, and an increased emphasis on wellness and sustainability – have not gone away. In fact, their necessity has only been validated and the need to respond to them accelerated.

We had identified many of these trends here at YVR and had taken the initial steps to address them: our move to touchless kiosks, our work with partners to reduce waste and recycle, our work from home protocols, and electrifying our fleet and operations. However, the pandemic has called on us to fundamentally re-examine our assumptions for the future and our planned response to them. YVR does need to strengthen its operations and modify its business strategy in order to thrive in the future. The COVID context pushes us beyond considering these changes – to requiring them.



YVR TRAFFIC IN 2020
APRIL - DECEMBER

YVR TRAFFIC IN 2019
APRIL - DECEMBER

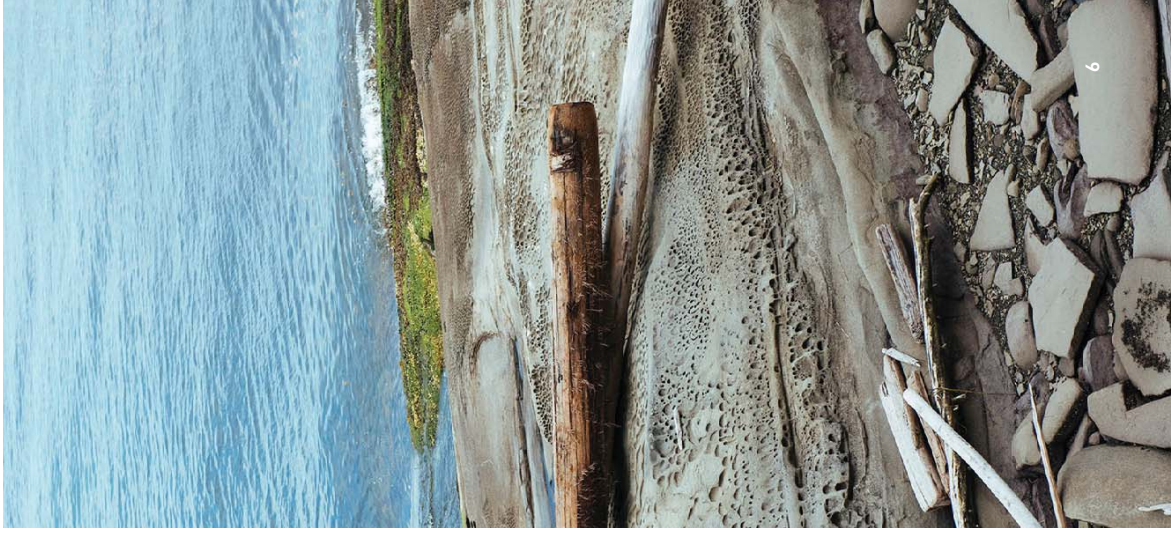


2021 PLAN

Our Way Through

If the pandemic has taught us anything, it is this: the path to a post-pandemic world cannot go over, around, or alongside COVID-19; the only way forward is to go through. Therefore, our strategic and business plans must first address what it means to operate an airport during a global pandemic and then beyond. This requires us to change our traditional approach to planning – taking a one-year view (2021) to test and adjust and then based on those learnings, set the plan for the longer term (2022 to 2024).

At the same time, we must never waiver from our commitment to safety. Ensuring the safe running of our airport for everyone who works here, as well as safe surroundings for passengers and local residents, is not only essential, it is our license to operate.



● STAYING AHEAD OF COVID

● STRENGTHENING THE CORE

● PURPOSE THROUGH PEOPLE

● FINANCIAL SUSTAINABILITY

● CLIMATE

● GATEWAY TO THE NEW ECONOMY

OVERVIEW

What are the things we need to do to adjust to the challenges the pandemic brings? Which of these could be permanent? How do we test and iterate to determine which are 'pilots' and which are 'permanent'? Here, we need to take a test and learn approach. Picking a winner could prove to be 100% incorrect and expensive. Yet, we need to continue to adapt. Here are some of the strategic questions we are considering as we adjust and adapt to COVID.

In our partnership with Deloitte Consulting, they have identified key questions for us to consider as we do this:

- In the medium and long term, YVR may consider re-evaluating strategic priorities and planned investments. Are these correct, and do these align with a post COVID-19 world? Integrating robust

forecasting, analytics, and Voice of the Customer capabilities can enable ongoing analysis and input to make sure efforts are directly aligned with changes in passenger and employee behavior, and that they ramp back up appropriately.

- The post COVID-19 recovery will be challenging for airports but accepting changes to existing orthodoxies can make the recovery easier. Sometimes it is easiest to start with a simple question: What have we always accepted as truth that may no longer be the case in a post COVID-19 world? The answer can be YVR's guide to launching a successful recovery.

- Airports can take immediate action to prepare for the post-COVID-19 world but must challenge traditional orthodoxies on customer expectations.

WHAT WE’LL DO

In the time of COVID, digital and data-enhanced technologies give airports an opportunity to not only respond to COVID, but to significantly improve our passenger experience and operating efficiency in the process. Success will require us to be both patient and opportunistic. This will require a strategic approach that is non-linear, agile, partnership-based, and customer-centric.

Our first forays into COVID-testing, data-sharing and contactless processing are each showing promise. And we will need to continue to iterate and innovate as we also pay attention to investment

deficits in our core operations. In addition, our planned investments in digital innovations such as the Digital Twin will allow us to model multiple scenarios in order to literally see the impacts of returning passenger numbers while maintaining COVID protocols. These scenarios are a likely part of operating an airport with only portions of the population vaccinated. These types of targeted and timely digital investments will be key to ensuring our operations stay ahead of, and adapt to, the challenges of navigating through the pandemic while making key no-regret investments focused on changing passenger and customer needs.

STAYING AHEAD OF COVID

STRENGTHENING THE CORE

PURPOSE THROUGH PEOPLE

FINANCIAL SUSTAINABILITY

CLIMATE

GATEWAY TO THE NEW ECONOMY

OVERVIEW

Building on YVR's history of leadership – a more focused attention in 2021 is needed on the core of our business. 2021 will be a key year to get our operational house in order. Our focus on building for growth has meant we have deferred maintenance and operational inefficiencies in many areas. With passenger and flight volumes down, now is the time to focus on these key areas. Whereby ensuring that when passenger volumes return, they do so with far greater efficiency in terms of passenger experience, departure punctuality, baggage connections and cargo.

In addition, our work to improve our operational efficiency will also need to contribute to our climate objectives through reducing our overall GHGs. Efficiency will be measured in terms of operating savings, improved safety, efficiency of staff resources, improved customer satisfaction and climate objectives.

STAYING AHEAD OF COVID

STRENGTHENING THE CORE

PURPOSE THROUGH PEOPLE

FINANCIAL SUSTAINABILITY

CLIMATE

GATEWAY TO THE NEW ECONOMY

WHAT WE'LL DO

A focus on asset planning, asset management and optimization will be key to ensuring we strengthen our core assets, infrastructure and operations. As we move towards strengthening our asset management mindset, it is important for us to have a more holistic view, considering both the capital and maintenance expenditures to ensure that we have the right areas targeted for improvement and investment. We will place greater emphasis on maintaining our assets and infrastructure in a state of good repair, maximizing the value of assets, reducing enterprise risk, while continuing to ensure safety and regulatory compliance.

Operationally we will seek to be more efficient across all areas, using data and analytics to guide optimization with the objective of improving customer experience while reducing overall operational costs.

In addition, a focus on data and analytics applied to our assets, as well as investments in digital tools such as the Digital Twin will provide new ways to test the resilience of critical systems such as HVAC and power supply, to reduce the risk of failures, power outages, fire, flood and contamination as well as improve overall maintenance and efficiency.

OVERVIEW

At our core we are a people business. And we need to develop our workforce to ensure that we have the right team, with the right skills and attributes, at the right time to deliver on our purpose.

One of the things employees say often about working at YVR is that they are drawn to our purpose. And, with so many companies talking about being ‘purpose-driven’, YVR has the advantage of actually being so. However, we need to do the work to ensure we are collectively clear regarding our purpose and then establish the structure, accountabilities, and leadership behaviours to ensure we are aligned to it.

As a people business, our culture of belonging is in our DNA, its values, beliefs and how work gets done – and it needs to align with our purpose. As

our customers and community evolve, so does our culture. We need to ensure our customers and community continue to inform the decisions we make and that we build a resilient, authentic, adaptable, and empathetic culture to embrace the short and long-term opportunities in our industry.

In return we need to support, reward, and develop our talent with financial, social and health-based programs to create a compelling value proposition as a great place to work. Diversity, inclusion and belonging are all pre-conditions of our success as a team to ensure we learn from one another as we go forward.

WHAT WE’LL DO

The core of our business is people. We will collaborate with all employees to help define and understand the guiding path to our future.

The path will include 3 intersecting streams.

Built for Purpose: Enhance our ability to move quickly and flexibly to provide value to our customers and community by redesigning our organizational structure. This includes assessing our current and future work requirements, providing role clarity, updating our leadership behaviours and ensuring our success profiles are aligned to the work we need to deliver.

Talent Strategy: Create an integrated talent strategy that supports, develops and enhances our talent. Our programs have the sole purpose of

supporting our staff to connect engagement with business performance. This includes redesigning our performance management, compensation & incentive plans, training approach, belonging strategy and employee community engagement strategy.

Culture: Align our individual values, norms and behaviours to the new cultural traits to ensure cultural adaptability from hire to retire – achieved through the ability to rapidly learn and conform to organizational cultural norms through change. This will include identifying where we are today, and through interaction with key stakeholders, exploring the definitions of our cultural attributes. Once defined we will build programs and approaches that support us in embracing our new approach. This will help us update our value proposition to attract, retain and develop our talent.

OVERVIEW

At the core of our business model are three simple concepts: do the right thing (follow our purpose), do it well (our commitment to operational excellence and quality), and do it sustainably (do it in a way that allows us to keep doing the right thing and doing it well in the future). There are many aspects of sustainability – but a key one is the ability to generate sufficient income to meet both our current and future obligations.

We start 2021 with the single biggest operating deficit and debt burden in the history of YVR.

While we work to achieve our other strategic goals in 2021, we must do so in a way that improves our profitability and financial resilience in the medium and longer term. Until we see significant volumes of traffic return, we will continue to see operating losses, requiring us to fund our operations with debt. When we emerge, it is imperative that we are more profitable. The amount of expense it takes to generate a dollar of revenue must decline to be less than what it was pre-COVID.

WHAT WE’LL DO

Our revenue sources must be strengthened and diversified. The financial relationships with our major customers will be consolidated and aligned to the future, including re-designing our aeronautical rate structure. Through our work towards being the Gateway to the New Economy, we will look for opportunities to diversify into industries and sectors that are outside of aviation and less reliant on passenger traffic.

Our financial model will be revised to reflect our new and changing circumstances. It will provide a frame for us to better understand ‘how we make money’ and the relationship between costs and profits, which will allow us to better control and allocate our funds. Our preference for capital expenditures over operating dollars must be neutralized so that we make the right business decision for the long-term.

Monitoring of our corporate performance against indicators will help us ensure we are improving our efficiency over time. After all, what gets measured, usually gets done.

And integral to all of this is information. Redefining the process and the data we use to generate our annual budget, to monitor our performance and to evaluate our business decisions will simplify and make more transparent the information and business decisions we make.

Doing these things will not solve our financial sustainability challenges in and of themselves, but they are necessary steps to ensure our collective financial foundation and understanding are robust and aligned with our strategy going forward.

OVERVIEW

It is a fact that aviation is energy-intensive and depends almost exclusively on fossil fuels. Emissions from flights stay in the atmosphere and will warm it for several centuries. While many sectors are beginning to reduce their carbon emissions, aviation's have continued to grow. And although emissions from flying have been reduced in the short term due to the pandemic and the fact fewer are flying in the past nine months, the International Air Transport Association (IATA) still expects emissions to triple over the next two decades as ridership takes off in Asia, cargo transport continues to grow, and mature markets like the US continue to expand.

While we have collectively been talking more about climate change as an industry, airlines are faced with the reality that practical, low and no-emissions airplanes designed to carry hundreds of passengers long distances remain decades into the future. And while airlines have made great strides in reducing fuel use by purchasing the latest and most

fuel-efficient jets, and using software to further maximize fuel economy, they have not found a route to real emissions reductions.

Therefore, the purchase of carbon offsets has formed the basis of most of our industry's response to climate change in the near term. The International Civil Aviation Organization (ICAO) has proposed a plan that would halt net carbon emissions growth at pre-pandemic 2020 levels. It is to take effect in 2021 and be complete by 2027. However, the validity of the use of offsets as well as their price and place of origin has called into question the use of offsets as a strategy altogether. For example, the European Union has decided that it will not allow them to be used to meet its greenhouse gas reduction targets for the year 2030 as a result. Further, individual countries are beginning to place carbon taxes on jet fuel-and in some places, even on airline tickets-in an attempt to meet their own Paris Accord climate targets.

WHAT WE’LL DO

It is against this challenging backdrop that there is an opportunity for YVR. The difficulties in reducing emissions in the air are not as challenging on the ground. Therefore, airports must play an outsized and immediate role in reducing greenhouse gas emissions as a contribution to the overall performance of our industry and also to ensure our infrastructure investments are ready for the sustainable aircraft and operations of the future.

This will require us to accelerate our ambition to eliminate carbon emissions by 20 years: to be net-zero in 2030 vs 2050.

YVR has been a leader for many years in the areas of environmental stewardship and sustainability—including our commitment to environmental stewardship of the land, water and ecosystem in and around Sea Island that are affected by our operations as an airport. More recently we have achieved significant improvements to reduce the amount of waste we produce, increase the amounts diverted from the landfill, and in reducing our water use and consumption. We now will focus additionally on reducing the direct emissions from both our operations and energy consumption through reducing energy use and displacing remaining fossil fuel use with renewable fuels.

STAYING AHEAD OF COVID

STRENGTHENING THE CORE

PURPOSE THROUGH PEOPLE

FINANCIAL SUSTAINABILITY

CLIMATE

GATEWAY TO THE NEW ECONOMY

OVERVIEW

Our history as an airport can be seen within the context of three broad phases: from inception in 1931 to 1992 (operated by government), from 1992 (transfer from government to the new airport authority) to 2020, and 2020 and beyond (post COVID). Just as new thinking and structures in 1992 laid the groundwork for decades of future success, the pandemic has created the requirement to think similarly now. YVR had much success as the 'Gateway to Asia Pacific' – that led to our strategy to focus on Asian routes and growth and the build-out of our current terminal and facilities. Our success was built on the premise that the community YVR serves was also looking to build stronger investment, economic, educational, family and social ties with Asia – and YVR became a key partner to facilitate this.

While our role as a connecting hub for Asia to the Americas will continue, the pandemic has shown the need to move beyond this as a sole focus to one where we are aligned to the future growth and needs of our community and economy. There are major shifts at play in our economy – many of which had the seeds sown pre-COVID – but now COVID has accelerated this change and given us an opportunity/requirement to ensure YVR keeps pace with it. This is our opportunity to build on our success as a gateway in the past and align it to the next wave of growth in our region. Thus, our focus will be to become our region's Gateway to the New Economy.

STAYING AHEAD OF COVID

STRENGTHENING THE CORE

PURPOSE THROUGH PEOPLE

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GATEWAY TO THE NEW ECONOMY

WHAT WE'LL DO

By 2022, we will have more clarity about the future in which YVR will operate. And we will have strengthened the foundation of our operations, our organization and our finances to allow us to pursue our next phase of growth. But the work to better connect our strategy to the needs of the New Economy of our region needs to start now, in 2021 to ensure we are positioned to implement these opportunities starting in 2022.

The initiatives we test in 2021 will be measured against community (aligned with regional benefit), financial (diversified revenue and improved profitability), and climate (reduced GHGs).



2022-2024

The Next Normal

Taking an entire year to test and learn is a changed approach of our airport. As a business that requires large capital investments designed to generate long term value, we are used to thinking in decades not months. However, the pandemic and its effect on the aviation industry presents a once-in-a-generation opportunity. The opportunity to truly re-examine every aspect of our business to ensure it is designed to thrive in the future. It forces us to take a few steps back, in order to take a giant leap forward.

If we are successful by the end of 2021 we will have improved the foundation of our business: from the way we operate our facilities, to the way we include our customers' perspectives in our decisions – from the way we budget, to the way we work. In each and every part of our business, the six strategic areas of focus in 2021 will lay the groundwork for our success in 2022 and beyond.



We've got this.

It has been said that weak organizations are destroyed by crises, good organizations survive them, and great organizations are improved by them.

YVR is a great organization.



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** June 30, 2021

From: Jim V. Young, P. Eng.
Director, Facilities and Project Development **File:** 06-2050-20-SCC/Vol 01

Elizabeth Ayers
Director, Recreation and Sport Services

Re: **Steveston Community Centre and Branch Library – Concept Design and Capital Budget**



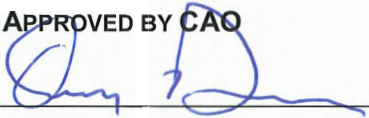
Staff Recommendation

1. That the concept floor plans as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services be approved;
2. That the existing Steveston Community Centre and Library be demolished as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget, dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services;
3. That the capital budget in the amount of \$90 million (2023 dollars) be approved and funded from the following sources as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services:
 - a. \$63,000,000 from the Capital Building and Infrastructure Reserve;
 - b. \$21,333,812 from the Capital Reserve (Revolving Fund); and
 - c. \$5,666,188 from the Steveston Community Amenity provision;
4. That a Construction Escalation Contingency in the amount of \$5 million be approved and funded by the Capital Reserve (Revolving Fund) as outlined in the report titled, “Steveston Community Centre and Branch Library – Concept Design and Capital Budget,” dated June 30, 2021 from the Director, Facilities and Project Development and the Director, Recreation and Sport Services; and
5. That the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.

Jim V. Young, P. Eng.
Director, Facilities and Project Development
(604-247-4610)

Att. 3

Elizabeth Ayers
Director, Recreation and Sport Services
(604-247- 4669)

REPORT CONCURRENCE		
ROUTED TO: Engineering Finance Parks Services Transportation Library Services	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

On December 15, 2020, Council approved the site and parking strategy for the Steveston Community Centre and Branch Library Replacement.

The purpose of this report is to obtain Council approval for the concept design and budget for the Steveston Community Centre and Branch Library, which will allow staff to proceed to detailed design including form and character, site preparation, and construction of the new facility.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

3.1 Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.

3.2 Enhance arts and cultural programs and activities.

3.4 Celebrate Richmond's unique and diverse history and heritage.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.1 Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

8.1 Increased opportunities for public engagement.

Background

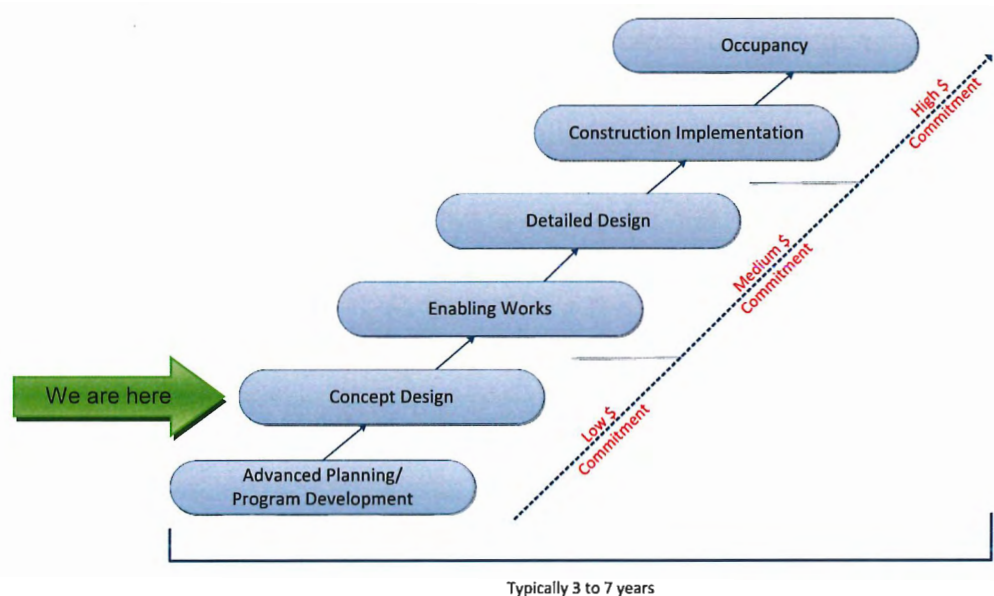
On December 12, 2016, Council identified the Steveston Community Centre and Branch Library as a priority Phase 2 Major Facilities project for 2016-2026. Since then Council has made a number of key decisions that have brought the project to the Concept Design which is the subject of this report.

On July 8, 2019, Council directed staff to advise Translink that the City does not support a location within Steveston Community Park as part of the Steveston Community Centre and Branch Library Replacement Project, as noted in the staff report titled, “Potential Transit Exchange as part of Steveston Community Centre and Branch Library Replacement Project.” Options for other possible locations for the Steveston Transit Exchange including Moncton Street or elsewhere in Steveston are scheduled for presentation to Council in the Fall of 2021.

On September 23, 2019, Council approved the program totaling 60,350 sq. ft. for the Steveston Community Centre and Branch Library. On December 15, 2020, Council approved the site for the new community centre and branch library, which is to be located at the southeast quadrant of the park (Attachment 1 – Approved Site and Parking Strategy for the Steveston Community Centre and Branch Library).

Following Council approval of the program and site location, concept design development continued. The project has now reached the final steps in the Concept Design stage, which is the second stage of a six-stage process in the delivery of a major facility project as illustrated in Figure 1 below. Concept design is an iterative and involved process that brings the design to a point where program, location, massing, preliminary floor plans and building orientation are established.

Figure 1: Delivery Stages of a Major Facility Project



Council approval of the recommended concept floor plans and capital budget is required in order to develop the building form and character and progress to the next stages, Enabling Works and Detailed Design.

Analysis

Public Engagement Process

The Public Engagement Plan endorsed by Council in January of 2018, included a three-day design charrette and public feedback opportunity for development of the concept design for the new facility.

The design charrette occurred over three days, February 10 - 12, 2021 with the Steveston Community Centre and Branch Library Concept Design Building Committee (Building Committee) and key stakeholders meeting with the architects each morning to discuss factors and considerations related to the site and layout of the building. Figure 2 below shows the areas of focus set out for each day. The architects then refined the designs each afternoon, presenting a draft design option for consideration and review by the public and stakeholders at the end of each day. This process allowed stakeholders and the public to provide input, observe the evolution of the design and understand how the proposed layout maximizes program synergies and meets community needs.

Figure 2: Design Charrette Daily Focus



Following the design charrette, the architects refined the floor plans and developed renderings for key views within the facility for presentation to the public on Let's Talk Richmond and at a virtual open house which was held on March 11, 2021 (Attachment 2 – Concept Design Plans and Interior Perspectives for the Steveston Community Centre and Branch Library).

As a result of COVID-19, all of the engagement opportunities were provided in a virtual environment. Opportunities were advertised extensively through direct mail, social media, email, and School District 38 school newsletters. Staff also provided an option for in person meetings with residents who could not participate in a virtual environment. Two dates were offered with multiple time slots, however, only six individuals took advantage of this option.

Participation in the virtual charrette process averaged 30 people each evening with thoughtful and insightful questions asked, leading to a variety of layout improvements. Participation in the Let's Talk Richmond survey was strong with 125 surveys completed. An additional 31 people participated in the virtual open house.

Recommended Concept Design

The concept design for the Steveston Community Centre and Branch Library is a three storey facility which will be centrally located on the southern edge of the Steveston Community Park. The facility totals 60,350 sq. ft., meeting the program as approved by Council on September 23, 2019. (Attachment 3 – Approved Program for the Steveston Community Centre and Branch Library). The 36,000 sq. ft. building footprint provides a balanced approach where program synergies are realized, impact on green space is minimized and views and connections to the park are achieved from many of the program spaces. The location and orientation of the facility also maximize connections to other facilities, green space, a main plaza, parking for the facility and the transit stop.

The concept design represents the shared vision for how the program will best meet the needs of the community, while respecting the guiding principles for the project.

Key features of the concept design are:

- multi-purpose plaza that can be expanded or reduced in size for events or everyday use;
- gymnasium on the north end of the building, close to the Martial Arts Centre for tournaments and minimization of solar heat gain;
- single storey library with shared multi-purpose spaces, adjacent to the community living room;
- community living room with connections to a large outdoor plaza space;
- open mezzanine overlooking the community living room and gymnasium with a visual connection to a number of program spaces;
- fitness centre and active studio located together on the second floor for program synergies, access control from reception and high visibility from the street;
- large multi-purpose room located on the third floor with potential water views to the south;
- centrally located kitchen to support programs on all floors, including direct access to two multi-purpose rooms;
- two centrally located elevators that service all levels of the building, including parking;
- 60 parking spaces below the facility with direct access by both stairs and elevator; and
- multi-modal hub that focuses on other modes of travel to the site such as walking, cycling and transit.

The concept design was endorsed by the Building Committee and feedback on Let's Talk Richmond also indicated overwhelming support for the concept design as presented.

- 90% of respondents agree or strongly agree that the proposed building layout reflects the Guiding Principles.
- 85% of respondents agree or strongly agree that the proposed layout reflects co-location synergies between the community centre and branch library.
- 90% of respondents agree or strongly agree that they are excited to use this new facility.
- 93% of respondents agree or strongly agree that the community centre and branch library will allow them and their family to access services that support their educational, physical, wellness and social needs.

Through Let's Talk Richmond a variety of comments were received that will be addressed at the detailed design stage, which included requests for display space for art, and sound mitigation between program areas. Overarching comments regarding the concept design included the following:

"Happy the library is on the first floor and open to the lobby which is very inviting. I love the Ironwood library but walking up-downstairs with a lot of books scares me especially when with children. Also happy the library is on 'a floor' vs multi-levels especially for a community library."

"Good to see more spaces in the community centre AND still remaining connected to the library."

"Looks very bright. Love the bigger fitness area."

"Looks fantastic. Can't wait to use the facility."

Parking & Site Reinstatement

The parking assessment outlined in the previous report titled, "Steveston Community Centre and Branch Library Replacement – Site Selection," adopted by Council on December 15, 2020, represents the anticipated incremental increase of 90 stalls as a result of the community centre and library expansion.

The site requires a total of 283 stalls to service the expanded facility, other facilities and the park, which will be provided by a combination of underground and surface parking. As outlined in the Council adopted report, staff determined that the combination provides the best balanced parking solution in consideration of the impact on park space, operational efficiency, cost impact and the availability of existing surface parking. The inclusion of underground parking not only satisfies the parking requirements but also optimizes construction efficiencies as it is contained within the same air space parcel, therefore further minimizing impacts on green space. The parking study will be further refined when the project advances to detailed design and the number of stalls will be re-verified at this stage.

Visitors to the Steveston Community Centre and Branch Library have a number of options when it comes to accessing the park site. This includes walking, driving, cycling, or arriving on one of two public transport buses. Whichever the case, the circulation to and within the project site will be further developed in the detailed design phase. Additionally, the analysis will explore options to mitigate parking impacts with provision of transportation demand management measures, which encourage alternate modes of travel to the site.

As part of the site redevelopment to accommodate the new building and parking lot, the site will be upgraded in order to:

- provide a functional and safe transition from Moncton Street to the site and vice versa;
- provide a functional and safe transition from the parking lot to the new facility and existing adjacent amenities;
- improve safety considerations of both pedestrian and vehicle access; and
- repair any damage as a result of the construction work.

A detailed site reinstatement plan will be developed as part of the detailed design process.

Future Street Frontage Improvements

In order to help meet the City's greenhouse gas emission reduction targets and become a greener City, the Official Community Plan (OCP) is increasing the priority of sustainable transportation modes to encourage greater use of transit, cycling and walking. To provide better cycling connections between neighbourhood centres for easy city-wide travel, the OCP has identified Moncton Street as a major cycling route. The redevelopment of the site presents an opportunity for a street level focus to enhance the walking and cycling mobility experience to the site. A separate transportation study is being undertaken by the City's Transportation Department to analyse the viability of integrating a publically accessible dedicated bike and pedestrian path. The intention is to allow the safe movement of pedestrians and cyclists on a section of Moncton Street adjacent to the new facility and parking lot, ultimately promoting various modes of transportation other than vehicular. The location of the building will accommodate the street frontage improvements however this will be verified once a comprehensive site survey is carried out in the detailed design phase. As this is not part of the Steveston Community Centre and Branch Library scope, staff will develop options and costs in a future report for Council's consideration. The street frontage improvements will have to be finalized and approved by Council before the parking layout of the new facility is finalized.

Demolition – Existing Steveston Community Centre and Library

The existing Steveston Community Centre and Library located at 4111 Moncton Street will continue to remain operational during construction of the new Steveston Community Centre and Branch Library. In order to satisfy the parking requirements without impacting the surrounding green space, staff recommend that on completion and opening of the new facility, the existing centre and library be decommissioned and demolished. The management of waste and recyclable materials from demolition activities will be carried out in accordance with Council Policy 2308 which targets a waste diversion rate of 80% by weight for major civic facility renovations.

Tree Management Plan

City staff and the project arborist surveyed 135 trees located within the construction site and surrounding area. As a result, staff have confirmed that the number of trees anticipated to be impacted by the new facility is in the range of 80 - 90. The exact number of trees will be confirmed in a comprehensive tree management plan to be developed in tandem with the landscape design in the detailed design phase. The tree management plan which will be included in the form and character report for Council's information will include:

- complete inventory, condition assessment and retention value of all the trees that will likely be impacted by the new building and on site parking;
- strategy for the removal, retention or relocation of specific trees;
- protection plan for retained trees during construction; and
- ongoing maintenance and monitoring program to ensure the continued health of the trees.

Enabling Works

Enabling works is considered to be the required preparatory site works to facilitate the construction of the new centre, such as soil densification, dewatering, construction of access routes, removal of existing building structures, organics stripping, tree protection and reconfiguration of onsite civil services. The result is a site that is ready and equipped for the main body of works to begin. The enabling works phase of the project is expected to start in Q3 2022. If Council approves the concept design and capital budget, it will enable staff to construct the new facility within the anticipated project schedule.

Preliminary Project Cost and Schedule

For an added degree of cost certainty, staff continued utilizing two independent cost experts, a quantity surveyor and a construction manager, to update preliminary project cost estimates concurrently based on the recommended concept design. The estimate of \$90 million as well as the anticipated project schedule are outlined in Table 1.

From approval of the concept design, the project is estimated to take four to five years to complete. Therefore, the new Steveston Community Centre and Branch Library is projected to be ready for occupancy in late 2025 or early 2026 should this report be approved by Council.

Table 1: Preliminary Project Cost Estimate and Schedule

Size: 60,350 sq. ft. Project Duration: 4 – 5 Years for Occupancy Project Cost Estimate: \$90M (2023 \$)	
CONSTRUCTION COST ESTIMATE	
New Building (including Furnishings, Fixtures, and Equipment)	\$50M
Civil Works and Site Preparation	\$22M
Demolition of Existing Community Centre	\$2M
Demolition and Replacement of Educational Garden and New Park Washrooms	\$1.5M
Parking	\$14.5M
TOTAL (2023 \$)	\$90M

Construction Escalation Contingency

Budgeting and Council approval for major facility projects such as the Steveston Community Centre and Branch Library, is generally completed when design is at a very early concept stage and can take up to two years before construction tendering. Given the timeframe between budget approval and tendering, there are market driven risks and unforeseen circumstances that may impact costs. To mitigate these risks, staff recommend that a construction escalation contingency in the amount of \$5 million be approved. The contingency is a buffer to protect the City from cost escalation and unforeseen factors that may occur between today and 2023, when project costs will largely be incurred. This contingency model was utilized during the planning process for the Oval and the Major Capital Facilities Program Phase 1 (Minoru Centre for Active Living, Fire Hall No. 1, and City Centre Community Centre).

Financial Impact

Staff recommend that the Steveston Community Centre and Branch Library Replacement capital project with a budget of \$90 million (2023 dollars) be approved and funded from the following sources:

- a. \$63,000,000 from the Capital Building and Infrastructure Reserve;
- b. \$21,333,812 from the Capital Reserve (Revolving Fund); and
- c. \$5,666,188 from the Steveston Community Amenity provision.

Staff recommend that a Construction Escalation Contingency in the amount of \$5 million be approved and funded by the Capital Reserve (Revolving Fund).

It is also recommended that the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.

As of May 31, 2021, the Steveston Community Amenity provision has a balance of \$5,666,188 for the improvement of the Steveston Community Centre.

Operating Budget Impact

A detailed operating plan, including program and service levels with the proposed OBI, will be submitted to Council for consideration closer to construction of the facility.

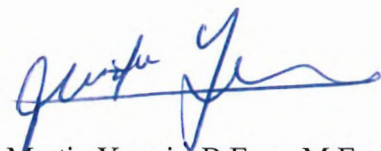
Next Steps

Upon Council approval of the recommended concept design and capital budget, staff will proceed with procuring architectural and engineering firms to commence the detailed design for the new Steveston Community Centre and Branch Library. Concurrently, staff will procure construction management services to provide preconstruction services, which include design oversight, planning, cost estimating and enabling works. A recommendation report for both the preferred design team and construction manager will be presented to Council for their endorsement in Q1 2022.

Following contract award, the first tasks will involve developing the form and character in consultation with the Building Committee and key stakeholders. Subsequently, the recommended form and character will be presented to the Advisory Design Panel and then for Council consideration in Q2 2022. Upon Council approval, the appointed design team will continue to work on the detailed design.

Conclusion

The recommended concept design presented in the report are the results of a rigorous design charrette process. The concept design represents the shared vision for how the program will best meet the needs of the community, while respecting the guiding principles for the project. Approval from Council for the concept design and capital budget in the amount of \$90 million will allow the project to move forward to the detailed design phase, and provide a facility that will meet the health and wellness needs of the community for generations to come.



Martin Younis, B.Eng., M.Eng.
Manager, Capital Buildings Project Development
(604-204-8501)



Elizabeth Ayers
Director, Recreation and Sport Services
(604-247- 4669)

MY: mk

Att. 1: Approved Site and Parking Strategy for the Steveston Community Centre and Branch Library

Att. 2: Concept Design Plans and Interior Perspectives for the Steveston Community Centre and Branch Library

Att. 3: Approved Program for the Steveston Community Centre and Branch Library

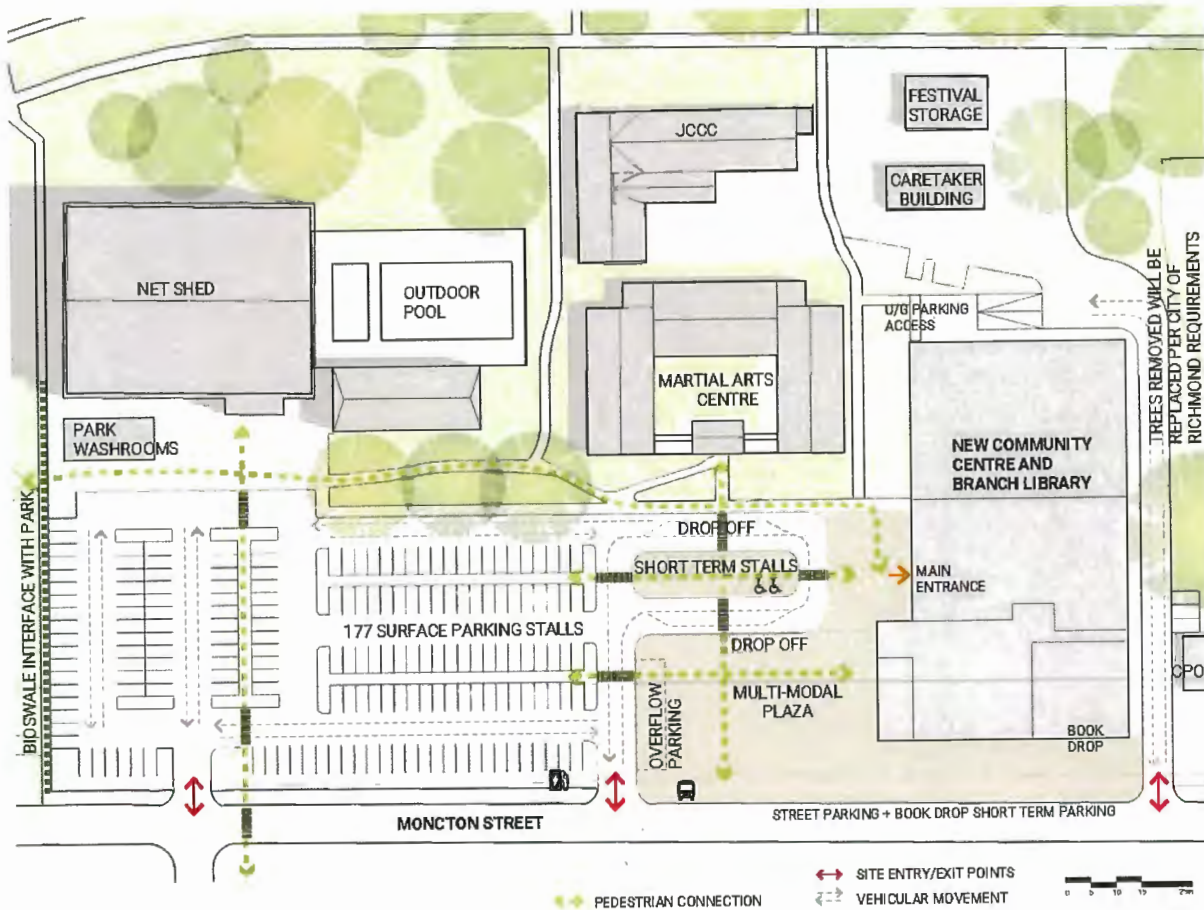


Concept Design Plans and Interior Perspectives for the
Steveston Community Centre and Branch Library

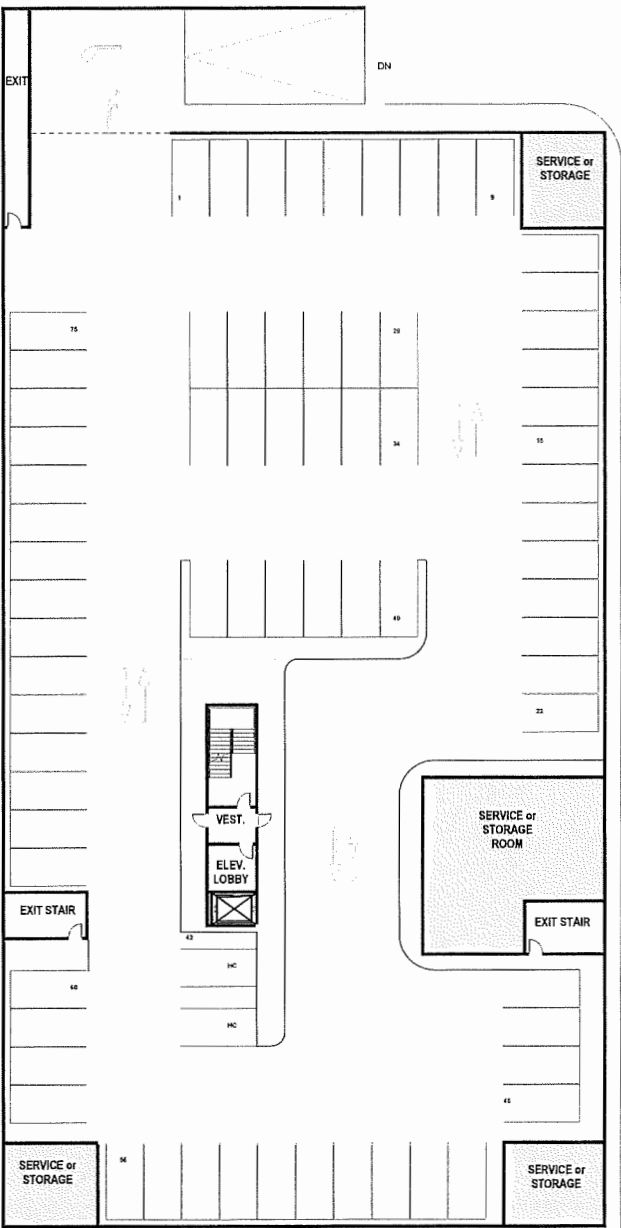
Context Plan – Steveston Community Centre and Branch Library



Site Plan – Steveston Community Centre and Branch Library

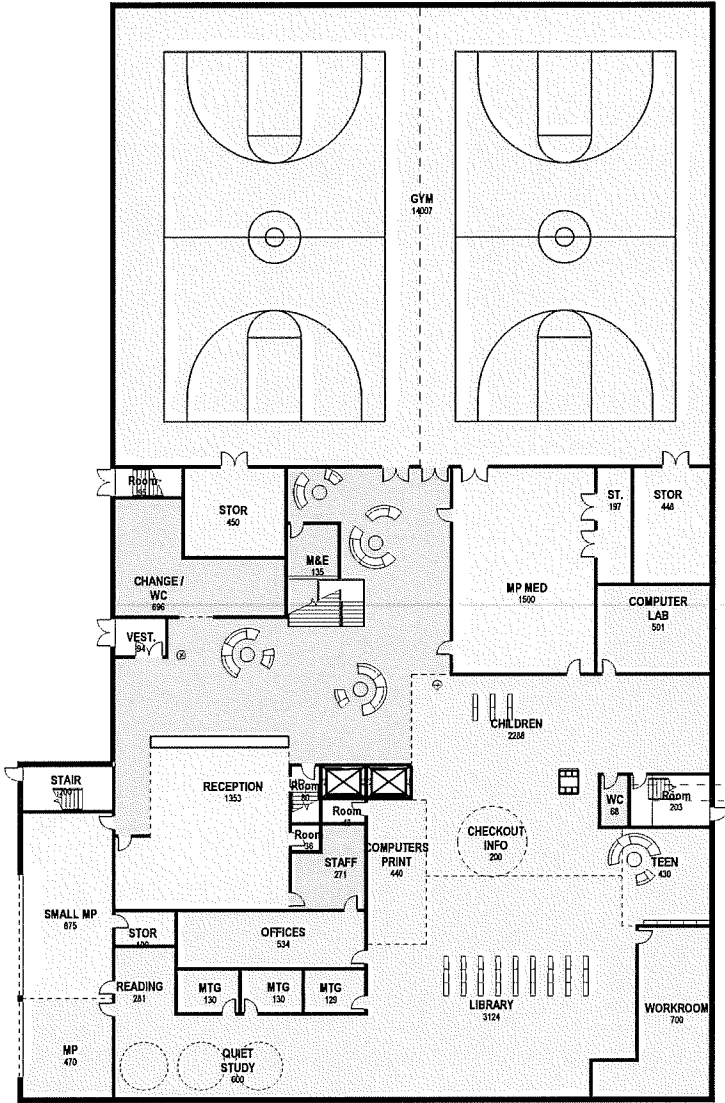


Underground Parking Plan – Steveston Community Centre and Branch Library



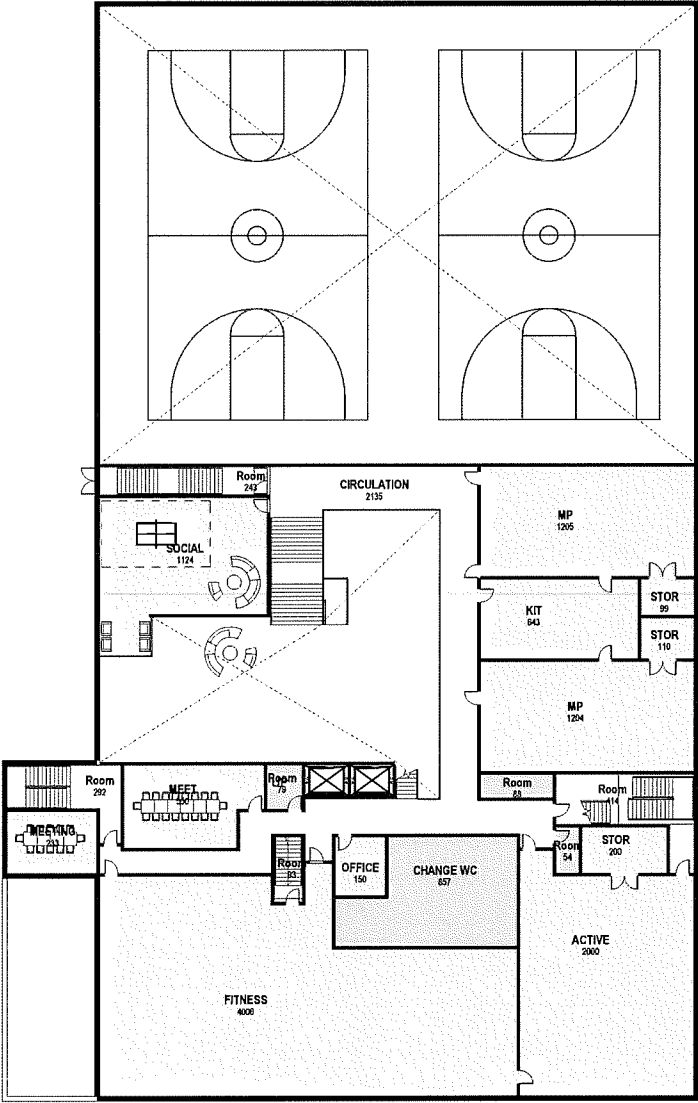
SCCL PARKING PLAN
1/16" = 1'-0"

Level 1 Floor Plan – Steveston Community Centre and Branch Library



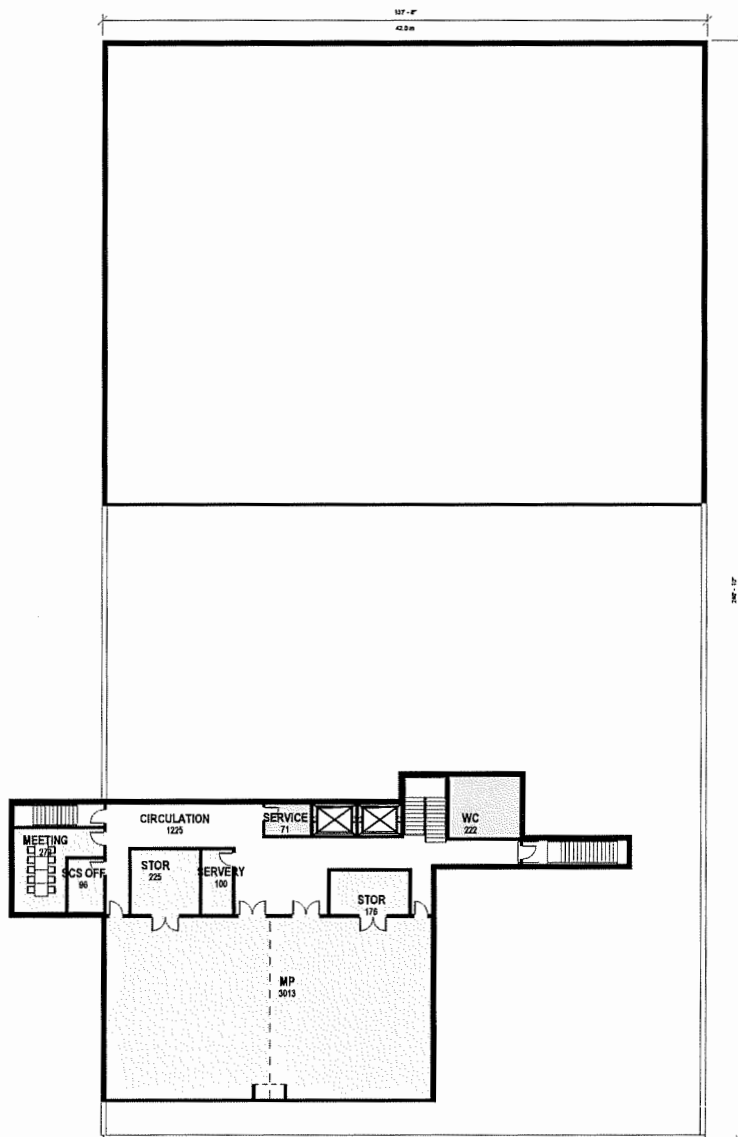
SCCL MAIN FLOOR PLAN
1/16"=1'-0"
Level 1 – 36,000 sq. ft. approximately

Level 2 Floor Plan – Steveston Community Centre and Branch Library



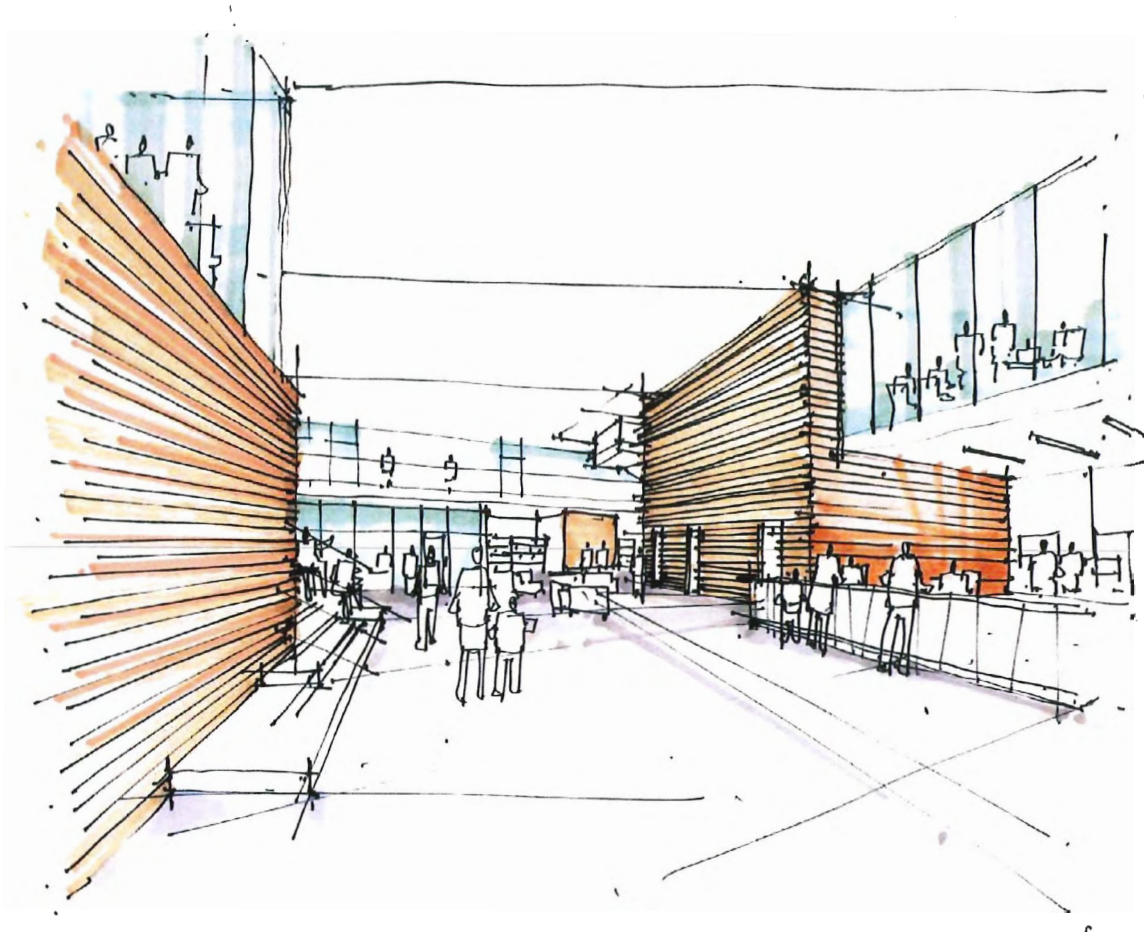
SCCL SECOND FLOOR PLAN
1/16"=1'-0"
Level 2 – 18,000 sq. ft. approximately

Level 3 Floor Plan – Steveston Community Centre and Branch Library



SCCL Third Floor Plan
1/16"=1'-0"
Level 3 – 6,350 sq. ft. approximately

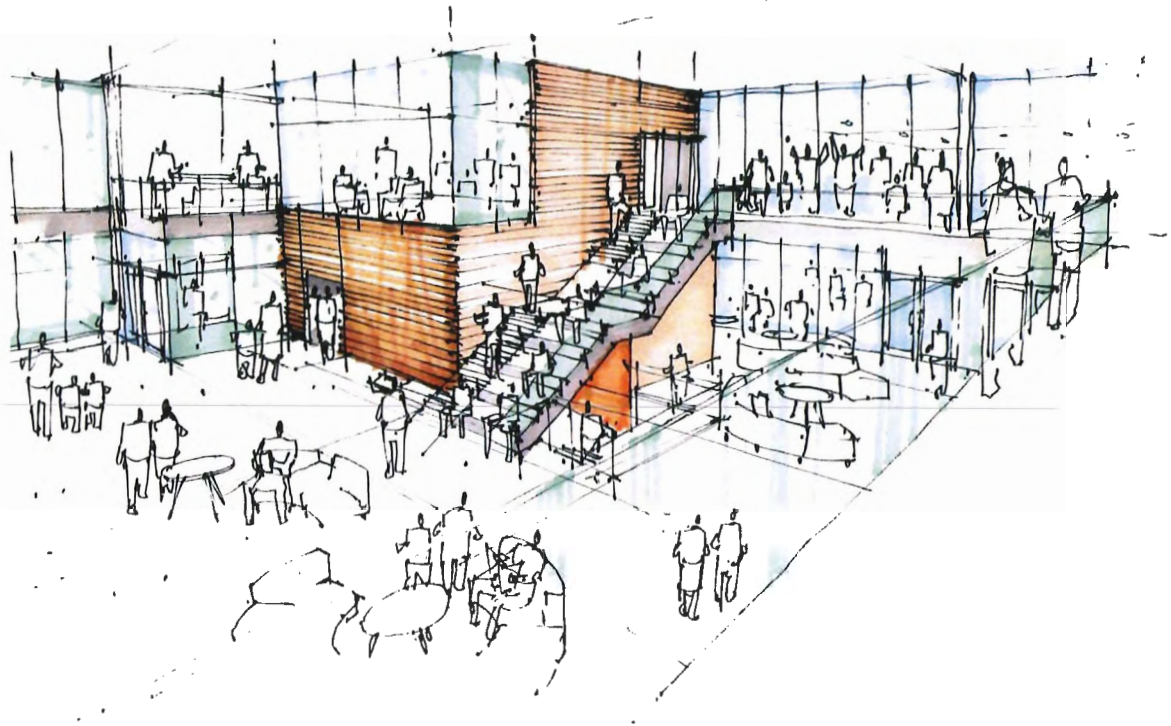
VIEW OF LOBBY FROM MAIN ENTRANCE



VIEW OF LOBBY AND 2nd FLOOR FROM RECEPTION



VIEW OF LOBBY FROM 2nd FLOOR



VIEW OF LIBRARY FROM LOBBY



ATTACHMENT 3

Approved Program for the Steveston Community Centre and Branch Library

Program Area		Approved Facility Program (sq. ft.)
COMMUNITY CENTRE		
1.	Gymnasium	14,000 (2 high school basketball courts with extra clearance and spectator space)
2.	Fitness Rooms – includes Active Studio	6,000 (2 rooms + specialized training space)
3.	Multipurpose Rooms	7,800 (5 rooms)
4.	Meeting Rooms – includes Society Meeting Room	1,000 (3 rooms)
5.	Social/Games Room	1,000 (1 room)
6.	Kitchen	750 (1 kitchen + food servery)
7.	Administration and Reception – offices, staff room, reception	2,000
8.	Foyer and Gathering	1,500
9.	Circulation and Support Areas – corridors, service areas, washrooms, changerooms, storage	13,900
10.	Other – stage, squash court	0
Subtotal – Community Centre		47,950
CO-LOCATED BRANCH LIBRARY		
11.	Collections Space	3,100
12.	Children's and Youth's Resources/Reading Space	2,700
13.	Digital Services and Computers	1,000
14.	Silent Study/Reading Areas	1,300
15.	Educational Program Rooms	800
16.	Administration and Control – offices, info desk, self-checkout	1,400
17.	Circulation and Support Areas – corridors, service areas	2,100
Subtotal – Library		12,400
Total Floor Area – Community Centre and Library		60,350




City of Richmond

Report to Committee


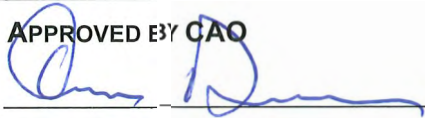
To: General Purposes Committee
From: Cecilia Achiam,
General Manager, Community Safety
Date: May 31, 2021
File: 12-8275-30-001/2021-
Vol 01
Re: **Application For A New Liquor Primary Licence - Savage Creek Golf Course
(2008) Ltd - 7388 No. 6 Road, Richmond, BC**

Staff Recommendation

1. That the application from Savage Creek Golf Course (2008) Ltd., for a new Liquor Primary Liquor Licence to compliment the Golf Course, at premises located at 7388 No. 6 Road, with liquor service, be supported for:
 - a) A new Liquor Primary Liquor Licence with proposed indoor occupancy set at 32 persons and outdoor patio set at 28 persons for a total person capacity of 60 persons; and
 - b) Proposed hours of liquor sales from Monday to Sunday, from 9:00 AM to 11:00 PM.
2. That a letter be sent to Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A, advising that Council recommends the approval of the licence application for the reasons that this new application for a Liquor Primary Licence has been determined, following public consultation, to be acceptable in the area and community.


Cecilia Achiam,
General Manager, Community Safety
(604-276-4122)

Att. 4

REPORT CONCURRENCE	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act. This report deals with an application to the LCRB and the City of Richmond by Savage Creek Golf Course (2008) Ltd., (hereinafter referred to as “Savage Creek”) for a new Liquor Primary Liquor Licence to:

- operate, Monday to Sunday, 9:00 AM to 11:00 PM;
- permit a total person capacity of 60 persons with 32 inside and 28 outside patio;
- no change to primary focus of operating an executive style golf course; and
- no other type of entertainment will be offered.

The City is given the opportunity to provide written comments by way of a resolution to the LCLB with respect to the proposed Liquor Primary application. Regulatory criteria a local government must consider are:

- the location of the establishment;
- the proximity of the establishment to other social or recreational facilities and public buildings;
- the person capacity and hours of liquor service of the establishment;
- the impact of noise on the community in the immediate vicinity of the establishment; and
- the impact on the community if the application is approved.

This report supports Council’s Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

Analysis

Location of the Establishment

Savage Creek is proposing to replace the existing Food Primary Liquor Licence currently active at this executive style golf course located at 7388 No. 6 Road with a Liquor Primary Liquor Licence. This property is zoned Golf Course (GC) which permits golf courses and driving ranges and may include accessory uses such as clubhouses which may have the retail sale of sporting goods and food and beverage services.

Savage creek commenced operating this golf course in 2007, previously operating under the name of Pacific Coast Golf Course since 1984. There is no history of any negative issues raised by the operation of this golf course in the City of Richmond. The primary focus of this establishment will remain to be the operation of the executive style golf course with a two tier driving range and an 18 hole mini putting course, while providing food and beverage services. This venue will not provide any other type of entertainment on the property.

Proximity of the Establishment to Other Social, Recreational and Public Building

There are no liquor establishments, schools, parks or other public buildings within 500 meters of Savage Creek.

Person capacity and Hours of Liquor Service of the Establishment

Savage Creek is proposing to operate with a total occupant load of 60 person capacity, 32 indoor and a 28 person outdoor patio. The applicant's proposed operating hours of liquor service are Monday to Sunday, 9:00 AM to 11:00 PM which is consistent with the City's Policy 9400. Savage Creek currently has service hours from 9:00 AM to Midnight on the Food Primary Licence, one hour longer than currently proposing for the Liquor Primary Licence.

The Impact of noise on the Community in the Immediate Vicinity of the Establishment

Savage Creek club house is located approximately 137 meters from the road way situated in Agriculture area. There have been no noise or other issues on record and Savage Creek intends on maintaining the primary focus of the operation as a Golf Course and Driving Range. It is staff's belief that no noticeable increase in noise would be present if the liquor primary licence application is supported.

The Impact on the Community if the Application is Approved

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which under Section 1.8.1 calls for:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;

must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii) type of entertainment (if application is for patron participation entertainment); and
 - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on April 15, 2021, and three advertisements were published in the local newspaper on April 15, 2021, April 22, 2021 and April 29, 2021.

In addition to the advertised signage and public notice requirements, staff sent letters to residents, businesses and property owners within a 50 meter radius of the new establishment. On April 14, 2021, a total of 52 letters were mailed out to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended May 15, 2021.

As a result of the community consultative process described, the City has received one response opposed to this application stating it will increase noise in the area.

Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Building Approvals Department and the Business Licence Department. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises. No concerns were raised or comments provided by Vancouver Coastal Health, Richmond RCMP, or Building Approvals Department. Richmond Fire-Rescue commented that they are addressing minor issues which are not affecting the safety or occupancy of this establishment and have no concerns with this application.

In the case of this application, staff also requested that the applicant provide evidence of compliance with the Agricultural Land Reserve Use Regulations. This has been confirmed and there is no further application requirements from the Agricultural Land Commission related to this Liquor Primary Licence application.

Financial Impact

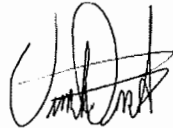
None.

Conclusion

The results of the community consultation process of Savage Creek's proposed application for a new Liquor Primary Liquor Licence was reviewed based on the LCRB criteria. The analysis concluded there should be no noticeable potential impact from noise, no significant impact to the community and no comments or concerns were raised from Richmond Fire Rescue or other agencies. Savage Creek has operated this Golf Course with a Food Primary Liquor Licence service since 2007 with no issues. Based on the culmination of these factors, the application for a new Liquor Primary Liquor Licence with person capacity set at 60 persons and liquor service hours set at Monday to Sunday 9:00 AM to 11:00 PM, is recommended.



Carli Williams, P.Eng.
Manager, Business Licence and Bylaws
(604-276-4136)



Victor Duarte
Supervisor, Business Licence
(604-276-4389)

CW:vmd

- Att. 1: Appendix A
2: Letter of Intent
3: Aerial Map with 50m Notice Area
4: Notice of Opposition

Appendix A

Re: Application for a New Liquor Primary Liquor Licence– Savage Creek Golf Course (2008) Ltd. – 7388 No. 6 Rd., Richmond, B.C.

1. That the application from Savage Creek Golf Course (2008) Ltd., operating at, 7388 No. 6 Rd., requesting a new Liquor Primary Liquor Licence at premises located at 7388 No. 6 Rd., be supported for:
 - a) A total person capacity proposed at 32 persons indoor and 28 outdoor Patio for total person capacity set at 60 persons;
 - b) Proposed hours of liquor sales from Monday to Sunday, from 9:00 AM to 11:00 PM, and
2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - a) Council supports the applicants request for a new Liquor Primary Liquor Licence, with the proposed hours of liquor service;
 - b) The total person capacity is accepted and acknowledged at 60 persons total with 32 indoor and 28 outdoor;
3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:
 - a) The impact of additional noise and traffic in the area of the establishment was considered;
 - b) The potential impact on the community was assessed through a community consultation process; and
 - c) Given that this is an amendment to an existing establishment, there is no history of non-compliance with this establishment;
 - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:
 - i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments and concerns.

- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
 - i) The community consultation process was completed within 90 days of the application process; and
 - ii) The community consultation process determined only one comment received opposed to this application from residents, businesses and property owners.
- f) Council recommends the approval of the new liquor licence application with the person capacity set at 60 persons and the hours of liquor service set at Monday to Sunday, 9:00 AM to 11:00 PM, for the reasons that this application for a new Liquor Primary Liquor Licence is acceptable to the majority of the residents, businesses and property owners in the area and community.



Jan. 26, 2021.

**RE: Letter of Intent – Liquor Primary Licence
Job# 045193641-001**

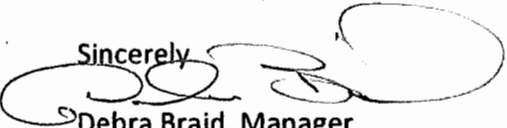
To whom it may concern,

Please accept this letter as Letter of Intent for our application for a Liquor Primary Licence at Savage Creek Golf Course.

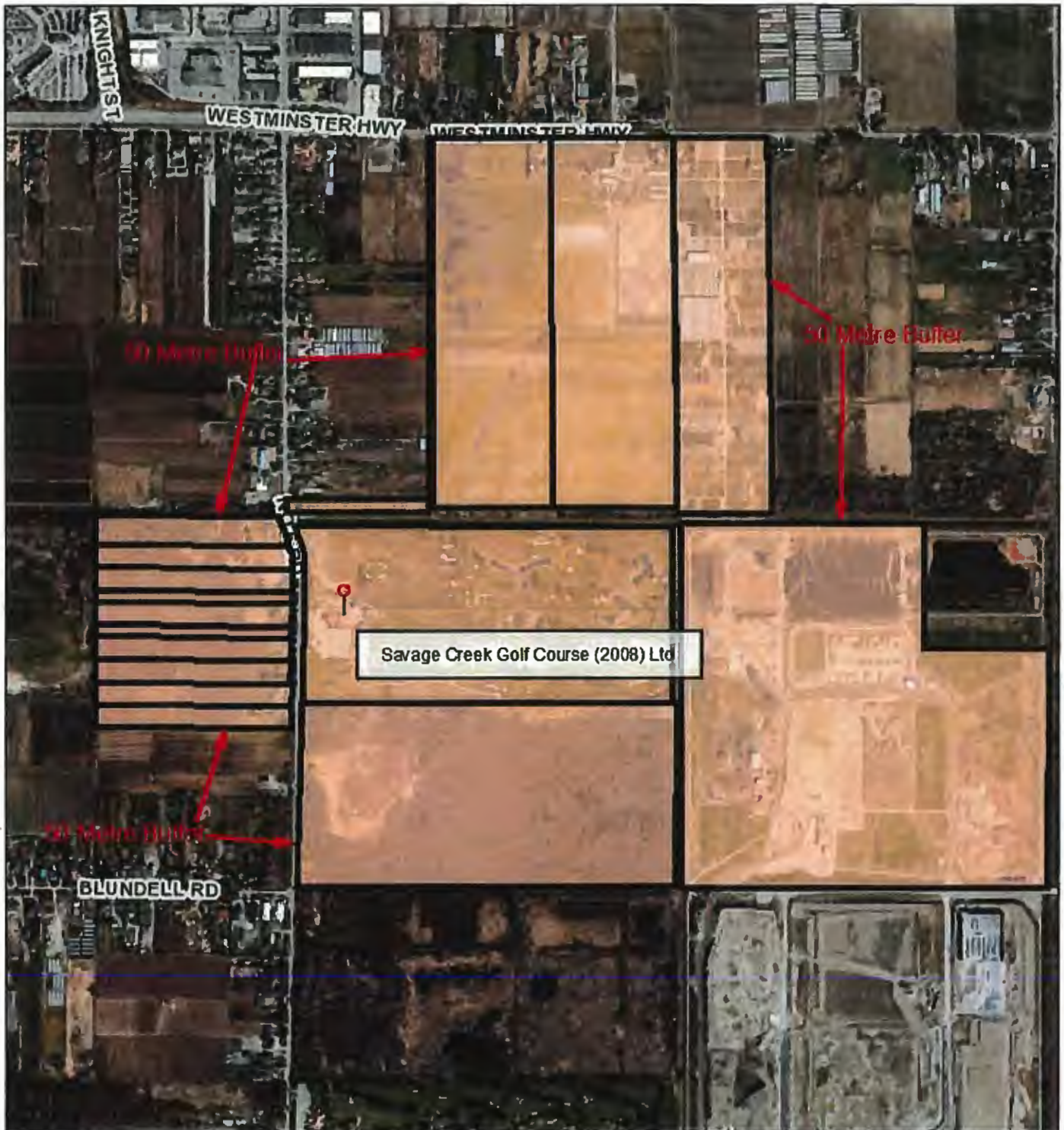
- We are an executive style golf course with a two tier driving range and an 18 holes mini putting course. Our primary focus is golf and golf related practice.
- Our hours of operation are 7am to 9pm daily. Our intended liquor service would be 9am-11pm.
- There will not be any other type of entertainment on the property.
- Our café hours will be 8am to 10pm. We will be offering hotdogs, sandwiches, subs, paninis, soups, nachos, chicken fingers, and other assorted appetizer items. We also offer a full array of non-alcoholic soda, juice, water and specialty coffee drinks.
- We are located on a two-lane street that is primarily farming and residential, there are no schools or churches located in the vicinity.
- There will not be any increase in noise levels or traffic patterns at the golf course/driving range.
- Our facility is approximately about 150 yards back from the road. Again, we do not anticipate any additional noise as we will still only be offering golf related services.
- We are an extremely proactive company. We are very experienced with liquor service and are very aware of the additional challenges that it can incur. We will address any issues if and when they present themselves and will deal with them immediately

Thank you for taking the time to peruse this letter. If I can be of any further assistance, please contact me at (604)690-1516 or

Sincerely,


Debra Braid, Manager

Savage Creek Golf Course



6/1/2021, 7:08:31 AM

1:18,056

Lines

— Override 1

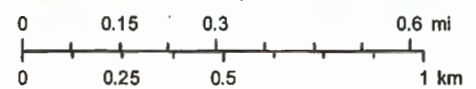
Points

● Override 1

Areas

— Override 1

Select properties based on spatial relation to a layer _Query result



GP - 67

Duarte,Victor

From: Confiant,Robert
Sent: May 14, 2021 16:11
To: Duarte,Victor
Cc: Chahal,Kashmiro Kaur
Subject: FW: Liquor license : savage creek Golf course

Licence application response email.

Regards,
Bob

-----Original Message-----

From: K S <ksandhu_99@yahoo.com>
Sent: Thursday, 13 May 2021 19:00
To: BusLic <BusLic@richmond.ca>
Subject: Liquor license : savage creek Golf course

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Attn: Business Licensing Dept.

Hello,

I am against the liquor license request. Number 6 road has become a busy corridor and the only quiet we get is in the evening .I can Imagine Savage savage creek will bring more traffic and crowds and nice - since it will have a patio which is the only way to dine at present .

Thanks,
Jarnail Sandhu
7531 No 6 road
Richmond , BC



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** June 22, 2021
From: Cecilia Achiam,
General Manager, Community Safety **File:** 12-8275-30-001/2021-
Vol 01
Re: **Application To Amend Food Primary Liquor Licence #137839 and Request
The Addition of Patio # 3 - Shady Island Seafood Bar & Grill Ltd - 112 - 3800
Bayview Street.**

Staff Recommendation

1. That the application from Shady Island Seafood Bar & Grill Ltd., for an amendment to Food Primary Licence # 137839 requesting an addition of a patio area to permit liquor service to an existing patio with 28 seats, be supported for:
 - a) Total person capacity currently set at 197 occupants will not change;
 - b) Hours of liquor service will remain the same and currently set at Monday to Saturday 10:00 AM to Midnight and Sunday from 11:00 AM to Midnight; and
2. That a letter be sent to the Liquor and Cannabis Regulation Branch, which includes the information attached as Appendix A (Attachment 1), advising that Council recommends the approval of the licence amendment for the reasons that this amendment has been determined, following public consultation, to be acceptable in the area and community.

Cecilia Achiam,
General Manager, Community Safety
(604-276-4122)

Att. 5

REPORT CONCURRENCE	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

The Provincial Liquor and Cannabis Regulation Branch (LCRB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act. This report deals with an application to the LCRB and the City of Richmond by Shady Island Seafood Bar & Grill Ltd., (hereinafter referred to as “Shady Island”) for an amendment to their Food-Primary Liquor Licence # 137839 and request:

- The addition of a patio area (“Patio 3”) to permit liquor service to an existing patio with 28 seats that is currently food service only;
- A reconfiguration of seats on the lower floor with the total occupant load remaining unchanged at 197 occupants; and
- No change to current service hours.

This report deals only with the Food-Primary Licence on the lower floor. There is a Liquor-Primary licence on the upper floor but there are no proposed changes to that licence. A copy of their letter of intent is provided as attachment 2.

The City of Richmond is given the opportunity to provide written comments by way of a resolution to the LCRB with respect to the liquor licence applications and amendments. For an amendment to a Food-Primary Liquor Licence, the process requires the local government to provide comments with respect to the following criteria:

- The potential for noise;
- The impact on the community; and
- Whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

This application relates to an existing Food Primary liquor licence for Shady Island currently covering indoor seating on the lower floor of the establishment and two outdoor patios. The upper floor of Shady Island premises is under a Liquor Primary Liquor Licence with 63 occupants and not affected by this licence amendment request. Shady Island is proposing to add an existing outdoor patio to the liquor service area thereby amending the licence to include the third outside patio area.

This report supports Council’s Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

Analysis

Shady Island is situated at 3800 Bayview Street Unit 112. The property is zoned Steveston Commercial and Pub (ZMU10) – this is a medium density zoning district which supports the conservation of the heritage character of Steveston Village. This property is owned by Crown Federal, Steveston Harbour Authority and Steveston Waterfront Properties Inc. There are 16 various types of businesses providing uses such as services, retail trading, restaurants and a

liquor primary establishment. All of these are permitted uses in this zoning district. Shady Island has operated at this location since 1990 and under the current ownership since 2019.

With the current measures in place to prevent the spread of COVID-19, Shady Island has received approval from the City of Richmond and LCRB to operate a Temporary Outdoor Patio (TOP) with liquor service since the program began in 2020 and is set to expire on October 31, 2021. This program has been a success and Shady Island now wishes to continue on a more permanent basis.

The overall seating capacity has been restructured through the building permit approval process and an amended floor plan showing the changes is shown in Attachment 3.

Impact of Noise on the Community

The location of this establishment is such that there should be no noise impact on the community. The addition of a third patio for Shady Island should not affect its operation or cause it to operate contrary to its primary purpose as a food primary establishment. This patio has been used by Shady Island without liquor service primarily for take-out service seating before the TOP was approved and issued.

Impact on the Community

The community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw No. 8951 which under Section 1.8.1 calls for:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*; must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii) type of entertainment (if application is for patron participation entertainment); and
 - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on April 15, 2021 and three advertisements were published in the Richmond News newspaper on April 15, 2021, April 22, 2021 and April 29, 2021.

In addition to the advertised signage and public notice requirements, staff sent letters to businesses, residents and property owners within a 50 meter radius of the establishment. On April 14, 2021, 74 letters were sent to residents, businesses and property owners. The letter provided information on the proposed liquor licence application and contained instructions to comment on the application. The period for commenting for all public notifications ended May 15, 2021.

As a result of the community consultation process described, the City has received one response opposed to this application. However the objection is to the use of Federal Land for private enterprise use and outside the control of the City of Richmond.

Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Building Approvals Department and the Business Licence Department. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises. No concerns were raised or comments provided by Building Approvals Department. There are no concerns from Vancouver Coastal Health, Richmond RCMP, or Richmond Fire-Rescue with this application.

Financial Impact


None.

Conclusion

The results of the community consultation process of Shady Island's proposed amendment to their existing Food Primary Liquor Licence application was reviewed based on the LCRB criteria. The analysis concluded there should be no noticeable potential impact from noise, no significant impact to the community and no comments or concerns were raised from Richmond Fire Rescue or other agencies. Shady Island has operated this third patio without liquor service since 2007 and under this current ownership since 2019 with no issues. Based on the culmination of these factors, the application to amend the Food Primary Licence to include Patio 3 with no change to person capacity and no change to the liquor service currently set at Monday to Saturday 10:00 AM to Midnight, and Sunday 11:00 AM to Midnight, is recommended.



Carli Williams, P.Eng.
Manager, Business Licence and Bylaws
(604-276-4136)



Victor Duarte
Supervisor, Business Licences
(604-26-4389)

- Att. 1: Appendix A
2: Letter of Intent
3: Amended Floor Plan
4: Aerial Map with 50m Buffer Area
5: Notice of Opposition

Appendix A

Re: Application for an Amendment to Food Primary Liquor Licence # 3137839 – Shady Island Seafood Bar & Grill Ltd. – 112 – 3800 Bayview St., Richmond BC

1. That the amendment application from Shady Island Seafood Bar & Grill Ltd., operating at, 112 – 3800 Bayview St., requesting an addition of Patio 3 to permit liquor service to an existing patio with 28 seats, be supported for:
 - a) A total person capacity currently set at 197 persons will not change;
 - b) Hours of Liquor service to remain the same as currently permitted as, Monday to Saturday, from 10:00 AM to Midnight and Sunday from 11:00 AM to Midnight, and
2. That a letter be sent to Liquor and Cannabis Regulation Branch advising that:
 - a) Council supports the applicants request to amend the Food Primary Licence application, and the hours of liquor service remaining the same;
 - b) The total person capacity is unchanged and acknowledged at 197 persons;
3. Council's comments on the prescribed criteria (Section 71 of the Liquor Control and Licencing Regulations) are as follows:
 - a) The impact of additional noise and traffic in the area of the establishment was considered;
 - b) The potential impact on the community was assessed through a community consultation process; and
 - c) Given that this is an amendment to an existing establishment, there is no history of non-compliance with this establishment;
 - d) As the operation of a licenced establishment may affect nearby residents, businesses and property owners, the City gathered the views of the community through a community consultation process as follows:
 - i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - ii) Signage was posted at the subject property and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments and concerns.

- e) Council's comments on the general impact of the views of residents, businesses and property owners are as follows:
 - i) The community consultation process was completed within 90 days of the application process; and
 - ii) The community consultation process determined only one comment received opposed to this application from residents, businesses and property owners.
- f) Council recommends the approval of the licence amendment application with no increase to the person capacity of 197 persons and no change to the hours of liquor service, for the reasons that this amendment application to the Food Primary Licence is acceptable to the majority of the residents, businesses and property owners in the area and community.



Shady Island Seafood Bar & Grill Ltd.

Letter of Intent

Permanent Addition of Temporary Patio

To whom it may concern,

My name is Sachi Diczki and am representing our restaurant Shady Island Seafood Bar & Grill Ltd. located at #112 – 3800 Bayview St., Richmond, B.C.

The reason for this letter is to amend our current Food Primary License # 137839 to permanently add an already existing takeout patio section to our licence. This area has previously been approved for the Temporary Patio Extension program that came into place when Covid-19 hit to be able to have liquor service and therefore a full dining experience there. As this is a temporary license and is expiring October 31st 2021 we are looking to have it as a permanent addition.

It has been greatly beneficial to the business, especially during such a trying time. And on nice weather days, has proven to be the most popular area for patrons.

If you require any further information, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to be "Sachi Diczki".

Sachi Diczki

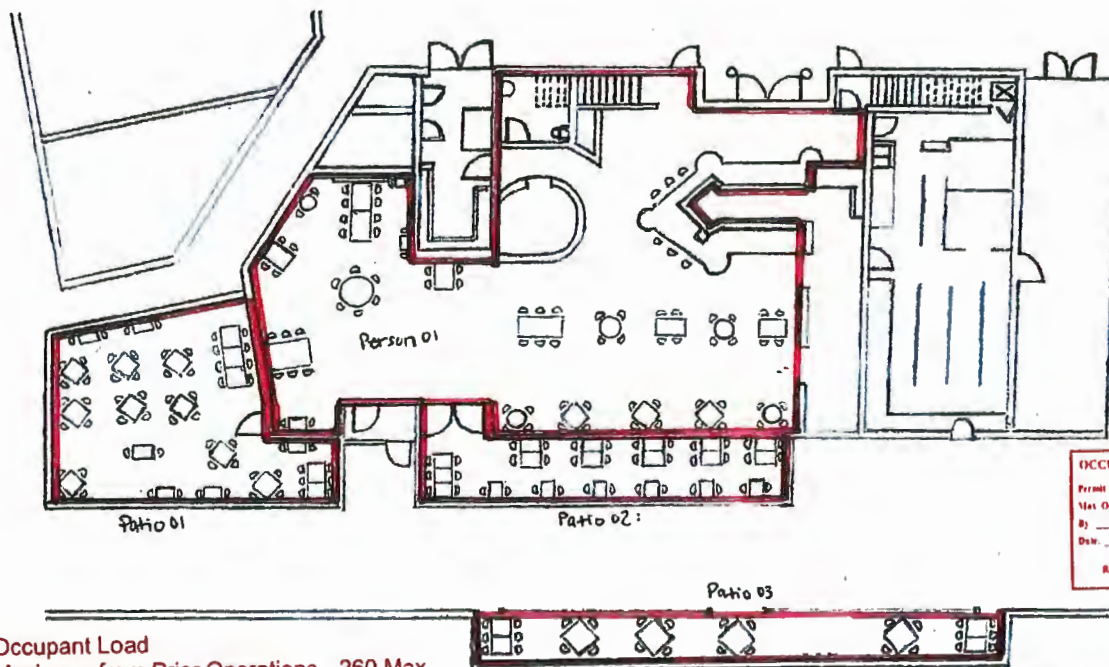
Manager

Shady Island Seafood Bar & Grill Ltd.

112 - 3800 Bayview St

Do Business As: Shady Island Seafood Bar & Grill
 Company Name: Shady Island Seafood Bar & Grill Ltd.
 # 112 - 3800 Bayview St.
 Richmond, B.C.
 V4C 8C5

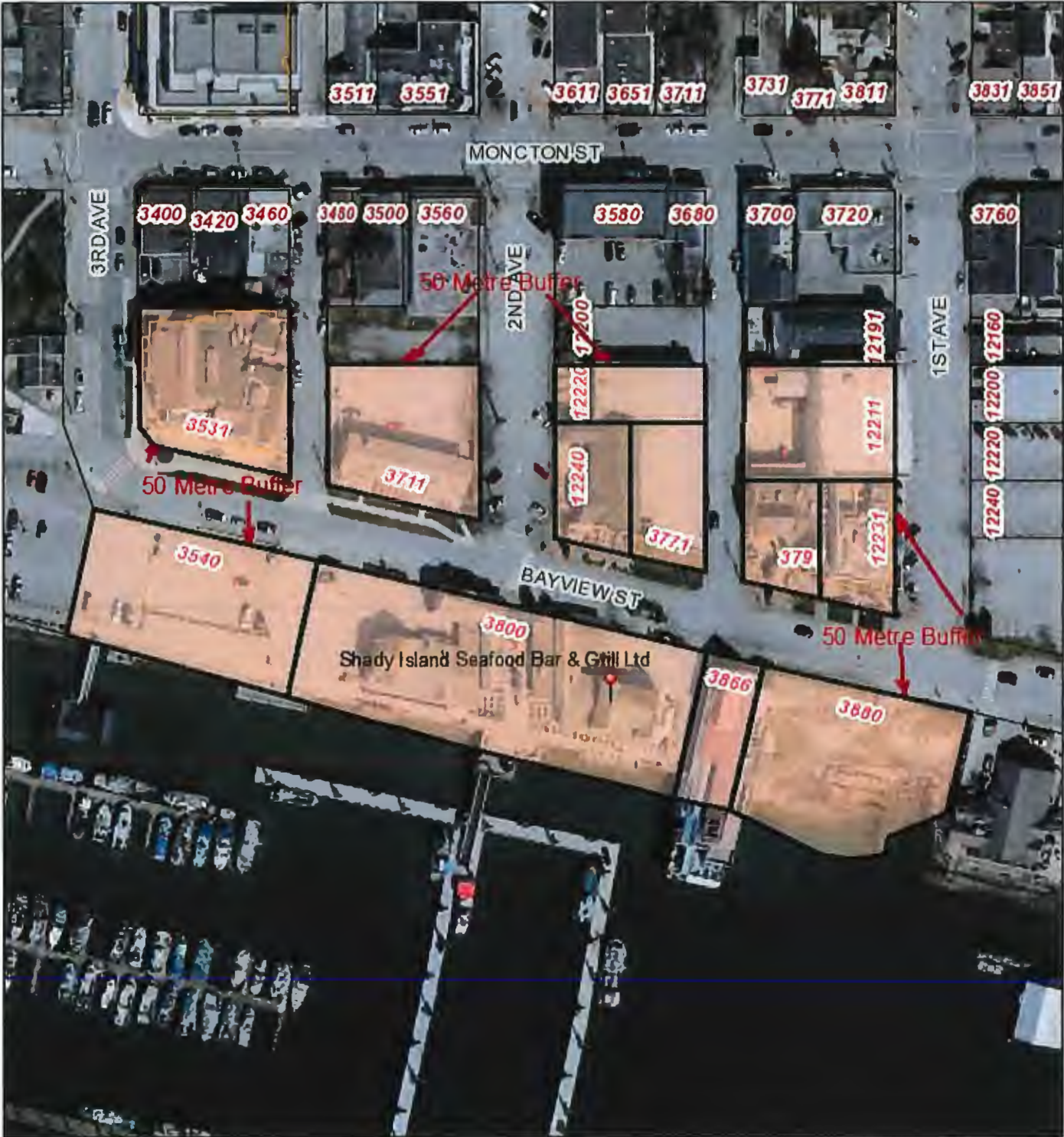
Received
 City of Richmond
 Building Approvals
 2020 Dec 18



OCCUPANT LOAD: REVIEW ONLY
 Permit No. **20-921290**
 Max Occupant Load: **260**
 By: **ST**
 Date: **9 March 2021**
 Richmond Building Approvals Division

Occupant Load
 Maximum from Prior Operations - 260 Max.
 Interior - Ground Floor - 63
 Interior - Upper Floor - 63
 Exterior Patio 1 - 56
 Exterior Patio 2 - 40
 Exterior Patio 3 - 28
 Staff - 10
 Total - 260

**THESE PLANS MUST BE KEPT ON
 THE JOB SITE FOR INSPECTIONS**



6/1/2021, 8:02:50 AM

Lines

— Override 1

Points

● Override 1

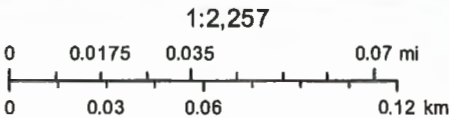
Select properties based on spatial relation to a layer _Query result

112 - 3800 Bayview St



City Hall

GP - 77



The City of Richmond
Business License Division
Liquor Licence Applications
6911 No. 3 Rd.
Richmond, B.C. V6Y 2C1

Re: Application by Shady Island Seafood Bar & Grill Ltd

In response to the application for liquor licence amendment to allow liquor to be served on their existing patio, I wish to register that I am opposed to this application.

In 2008 I queried the legality of the use of the public wharf for commercial purposes in that this wharf/boardwalk was originally intended to be dedicated for public use as indicated on the plaque that was installed at the completion of the boardwalk.

There is some jurisdictional conflict in that this boardwalk appears to be under the responsibility of the Steveston Harbour Authority and when I contacted them, they were not in agreement with my position.

I still contend that this boardwalk on which several restaurants have extended their seating capacity onto, is illegal and thus cannot be further legitimized by approving liquor service to this area.

If in fact these restaurants can prove that they have a legitimate and approved permission to use public space for their own commercial use, then I will agree that a liquor permit is permissible.

Until such time as this is proven, I contend that no liquor licence should be extended.

I have attached email correspondence I had with the City on this matter.

Furthermore I am of the opinion that this same issue applies to the Blue Canoe restaurant who have converted their public walkway space into a covered seating area and also the Sockeye City Grill next door who also have outside seating on the boardwalk.

A handwritten signature in black ink, appearing to read 'K Higo'.

Kelvin Higo
3220 Regent St.
Richmond, B.C.

604-241-7444.

Attachment 5

Mail - kelvin higo - Outlook

Hi Harold and Kelvin,

We have not issued any planning approvals (rezoning or development permit) for the noted changes. As Harold notes we do not have jurisdiction on Fed land but sometimes they follow our process. I'm not aware of any tool we could apply here.

By copy will ask our Manager of business licences if there has been anything at that end.

Kelvin, if you don't want to chase Board members you could try Bob Basiak at SHA.

Joe

----- Original Message -----

From: Harold Steves <haroldsteves@yahoo.com>

To: kelvin higo <khigo@hotmail.com>

Cc: Erceg, Joe

Sent: Sat Apr 05 11:18:03 2008

Subject: Re: Steveston landing.

Hi Kelvin,

Steveston Landing is owned by the Federal Government. It is administered by the Steveston Harbour Authority. I don't know whether the Steveston Harbour Authority has approved expansion of the restaurants over the docks as their meetings are secret. You might ask one of the board members, Ted Lorenz, Graham Turnbull or Bill McNulty. You could also bring it to the attention of our MP John Cummins.

Attachment 5

As you may recall, because municipal laws take second place to federal laws, we had some problems getting jurisdiction over public health on the fish sales docks. When Steveston Landing was developed it was done through the regular city zoning process so we may have some jurisdiction.

I have copied Joe Erceg for a response from the city perspective.

cheers,

Harold

--- On Sat, 4/5/08, kelvin higo <khigo@hotmail.com> wrote:

From: kelvin higo <khigo@hotmail.com>

Subject: Steveston landing.

To: haroldsteves@yahoo.com

Received: Saturday, April 5, 2008, 7:32 AM

Harold, do you know who is responsible for the Landing in front of

Shady Island Bar and Grill and Sockeye City restaurants? I had inquired last year to City Hall about these restaurants expanding their seating further into the public space along the boardwalk however I did not receive enough clarity about restricting these restaurants from expanding their seating into the landing.

I assume this is public land possibly owned by the Federal Government? There is a plaque located near the entranceway to the Fish Sales dock that states that the landing is donated to the people of Richmond for their use. If this is the case, why are these restaurants allowed to take up space with their expanded restaurant seating.

I seem to recall that when Jakes on the Pier expanded their seating, the Fire Dept curtailed this due to emergency exiting concerns and that there wasn't enough width maintained to keep a safe exit from for the restaurants.

If this is public property, the expansion of seating is akin to having Pajo's at Garry Point roping off the beach area for use by only their patrons. I don't think the City would stand for that and what is going on at Bayview Landing should also be condemned.

Can you look into this and if a public body does own the boardwalk, then the restaurants should be required to reduce their encroachment into this area. Thank you.

Sign in now! Windows Live Messenger is giving you a chance to win \$1000 a day until May 12th Check out SignInAndWIN.ca today!

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City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
General Manager, Community Safety
Date: June 30, 2021
File: 12-8080-12-01/Vol 01
Re: Soil Use for the Placement of Fill Application for the Property PID: 013-082-434
(4500 Blk No. 8 Road) - Maybog Farms Ltd.

Staff Recommendation

That the 'Soil Use for the Placement of Fill' application proposing to retain soil deposited in order to facilitate the construction of a cranberry processing facility submitted by Maybog Farms Ltd. for the Property PID: 013-082-434 be endorsed and referred to the Agricultural Land Commission (ALC) for the ALC's review and decision.

Cecilia Achiam
General Manager, Community Safety
(604-276-4122)

Att. 5

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Building Approvals	<input checked="" type="checkbox"/>
Development Applications	<input checked="" type="checkbox"/>
Engineering	<input checked="" type="checkbox"/>
Policy Planning	<input checked="" type="checkbox"/>
Sustainability & District Energy	<input checked="" type="checkbox"/>
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

The City of Richmond is in receipt of a 'Soil Use for the Placement of Fill' application submitted by Todd May on behalf of Maybog Farms Ltd. (the "Applicant") for the property PID: 013-082-434 (the "Property") located at the 4500 Blk of No. 8 Road. The intent of the application is to retain 3,600 cubic metres of soil (ie. structural fill) that has been deposited on the Property, without the necessary approvals, in order to support construction of a cranberry processing facility.

The Property is situated within the Agricultural Land Reserve (the "ALR") and is subject to provisions of the *Agricultural Land Commission (ALC) Act, ALR Use, Subdivision, and Procedure Regulation* (the "Regulation"), and the City's Soil Removal and Fill Deposit Regulation Bylaw No. 8094 (the "Bylaw"). As the soil was deposited without ALC approval and is not exempt under current provincial legislation, the ALC has concluded that an application to retain the soil is considered to be a Non-Farm Use (NFU).

Pursuant to applicable provincial regulations, a NFU soil deposit application requires Council authorization to be referred to the ALC for their review and approval. As such, a NFU soil deposit application must be submitted to the City for review and a decision from Council. Should the application be referred to the ALC by Council, and should it subsequently be approved by the ALC, the Applicant would be required to satisfy any outstanding City requirements, in this case issuance of a development variance and building permit, and registration of a statutory right-of-way to provide access, prior to a soil deposit permit being issued to retain the soil.

The proponent has satisfied all of the City's referral requirements for submission to the ALC.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.3 Increase emphasis on local food systems, urban agriculture and organic farming.

Analysis

The Property is zoned AG1 (Agriculture). The current zoning permits a wide range of farming and compatible uses consistent with the provisions of the *ALC Act and Regulation* and the City's *Official Community Plan and Zoning Bylaw*.

The Applicant is proposing to retain 3,600 cubic metres of soil deposited onto the Property prior to approval from the ALC and the City. The soil deposited is granular structural fill, intended to support construction of a foundation for a cranberry processing facility.

Uses on Adjacent Lots

- To the North: ALR – Land is in agricultural production
- To the East: ALR – Land is in agricultural production
- To the South: ALR – Land is in agricultural production
- To the West: ALR – Land is in agricultural production

Table 1: Existing Information and Proposed Changes for the Property

Item	Existing	Proposed
Owner/Applicant	Maybog Farms Ltd.	NA
Agent	Todd May	NA
Consultant	Dave Melnychuk, P.Ag.	NA
Lot Size	8.12 ha (20.06 acres)	No change
Land Uses	The Property is currently not in production as the field is being renovated ie. replanted	Cranberry production and cranberry production facility
Official Community Plan (OCP) Designation	Agriculture	No change
ALR Designation	Properties are within the ALR	No change
Zoning	AG1	No change
Riparian Management Area (RMA)	Yes	NA
Environmentally Sensitive Area (ESA)	No	NA

Project Overview

The Applicant is applying to retain 3,600 cubic metres of soil at a depth of approximately 1.0 m over 0.36 ha (0.89 acres) of the Property. The purpose of the soil importation is to establish an area to construct a cranberry processing facility. If approved, the soil shall remain and form part of the foundation for the future building.

The Applicant has also provided the City a building permit application to construct a cranberry processing facility (currently under review) within the soil deposit area. An associated Development Variance Permit (DVP) application (DV21-934707) has also been submitted and is currently under review. The purpose of the DVP application is to increase the permitted area of concrete floor in association with an agricultural building, in order to construct the cranberry processing facility. The AG1 zone currently permits a maximum 750m² of concrete construction in association with an agricultural building. The proposed cranberry processing facility will be 2,842 m² (30,591 ft²) in building area. For further explanation regarding the Development Variance

Permit process, please refer to the associated Policy Planning Food Security and Agricultural Advisory Committee memorandum (Attachment 1).

Prior to Council consideration of the DVP, the registration of a Statutory Right-of-Way (SRW) will be required as the property is classified as a no access parcel. Access is proposed through a SRW on the two adjacent lots to the south, which have access to the No. 8 Road overpass. The SRW would only allow access for the farm operation and emergency vehicles (no residential access permitted).

The soil cannot be kept at its current location unless approval is received:

1. From the City on this soil application;
2. From the ALC on this soil application;
3. From the City, including approval from Council, on the DVP and SRW; and
4. From the City for the Building Permit.

The review and approval process for the DVP and SRW is independent to this application. Should the soil deposit application be declined by Council, the Applicant will have to remove the soil but may still proceed with the DVP application, SRW, and Building Permit processes. In the event this occurs, the Applicant would have to wait until both permits are issued in order to put the soil back on to the site (and no further approvals would be required).

Staff Comments

Should the soil deposit application be endorsed by the City and subsequently receive an approval from the ALC and should the Applicant receive approval for the DVP, SRW, and building permit, then a soil deposit permit (the "Permit") will be issued. The Permit will address key issues, including, but not limited to, drainage, security deposits, soil quality, and indemnification for the City.

As the importation of the soil and grading has been completed, typical inspection and oversight protocols cannot be completed at this time. However, City staff have inspected the soil deposited to date and have verified the footprint and location of the deposited soil. In addition, ALC staff conducted an inspection and have not provided any concerns to City staff related to the soil. The Applicant has provided Geotechnical Investigation Report (Attachment 2) and an Agrologist Report (Attachment 3) in support of the soil deposit application.

As noted above, should this application not be endorsed by the City and/or denied by the ALC, the Applicant shall be required to remove the soil to a permitted site.

Richmond Food Security and Agricultural Advisory Committee (FSAAC) Consultation

The Applicant presented the proposal to the FSAAC on June 29, 2021. The Committee voted in favour of the proposal and passed the following motion which will not be officially adopted until the next FSAAC meeting (Attachment 4):

That the Food Security and Agricultural Advisory Committee (FSAAC) support the Agricultural Land Reserve Soil Use for the Placement of Fill Application at PID 013-082-434 (CD 127964) subject to removal of the structural material deposited on the subject property if the proposed farm building is not approved.

In addition, the FSAAC is concerned with potentially setting a precedent by supporting a proposal that deposited material prior to approval. However, the FSAAC recognize that this is not a typical fill application as the structural material is required for a farm building and is not being used for the farm operation.

Agricultural Considerations

The proponent has provided an Agrologist Report (the “Report”) prepared by a Dave Melnychuk, P.Ag. (the “Agrologist”). The Report summarizes the existing site and soil conditions (ie. current land capability) and the overall proposal. In addition, the Report outlines the merits of the proposal and the benefits to the Applicant and agriculture in general.

It is understood that the Applicant has chosen the area to construct the facility based on a number of considerations including the area of disturbance was “the least productive portion of the farm”. It has been noted that the Applicant stripped and utilized the organic matter elsewhere on the Property prior to importation. Additional reasons for the site choice may be found on page 3 of the Report. As per the Agrologist, “the establishment of a facility [...] which is capable of receiving, handling, packing and distributing fresh cranberries to the local market and beyond will directly support future viability.”

Geotechnical & Drainage Considerations

The Applicant has provided a Geotechnical Investigation Report produced by Geopacific Consultants Ltd. The Geotechnical Investigation Report focuses on current soil conditions and outlines site preparation requirements necessary to ensure the project does not impact neighbouring lands.

In addition, the Applicant has also provided a follow-up report regarding preload stability (Attachment 5) indicating that the imported soil will have no negative impacts to neighbouring lands, City infrastructure or private utilities. As per the engineer-of-record, “[a]ll existing City and private infrastructure are well outside a generally accepted 2H:1V zone of influence offset from the base of the preload. Thus, we expect that there would be no offsite impact on the existing ditch and Number 8 Road as a result of the preload activity.” The engineer-of-record confirms that the “permanent structural fill placed below the preload is suitable for supporting the proposed building.”

Staff have reviewed the Geotechnical Investigation Report, the follow-up report and associated information and have indicated that they have identified no issues of concern at this time. Staff will require an engineered drainage plan as part of the building permit process.

Environmental Considerations

The soil deposition area is within a Riparian Management Area (RMA) that is located on the east property line running along the No. 8 Road unimproved allowance. Staff have reviewed the completed works and can confirm that erosion and sediment control measures are unnecessary at this time given that a large berm separates the reservoir located within the RMA from the completed works.

In addition, as the proposed cranberry processing facility will be – if approved – related to a permitted Farm Use, the *Riparian Areas Protection Act* and *Riparian Areas Protection Regulation* would not be applicable and the proposed project would not trigger any additional municipal requirements with respect to the RMA.

There are no Environmentally Sensitive Areas within close proximity of the soil deposition area.

No trees have been impacted due to the soil deposit operations.

Road and Traffic Considerations

A Traffic Management Plan is not required as the importation of the soil has been completed.

Financial Costs and Considerations for the Applicant

Based on the relatively low volume of soil deposited on the Property combined with the costs-to-date and future costs associated with the proposed project – should the NFU application receive approval from the ALC – staff are of the opinion that typical financial benefits associated with soil deposit projects do not apply with respect to this application. The Applicant has advised staff that the imported soil was purchased from Delta Aggregates Ltd.

Security Bonds

The Applicant has provided the following security bonds retroactively:

- \$5,000 pursuant to s. 8(d) of the current *Boulevard and Roadway Protection Regulation Bylaw No. 6366* to ensure that roadways and drainage systems are kept free and clear of materials, debris, dirt, or mud resulting from the soil deposit activity; and
- \$10,000 pursuant to s. 4.2.1 of the current *Soil Removal and Fill Deposit Regulation Bylaw No. 8094* to ensure full and proper compliance with the provisions of this Bylaw and all other terms and conditions of the Permit.

If the proposal is denied, the bonds will not be refunded until the soil has been removed to a permitted site.

Alternatives to Council Approval

Should Council not authorize staff to refer the proposal to the ALC for their review and decision; the application will be considered to be rejected. Should Council not endorse this application, the owner of the Property would be required to remove the soil deposited to date and remediate


the Property back to an agricultural standard under the guidance of a registered professional agrologist.

Financial Impact

None.

Conclusion

Staff is recommending that the 'Soil Use for the Placement of Fill' application for the Property be endorsed and referred to the ALC to determine the merits of the proposal from an agricultural perspective as the proponent has satisfied all of the City's current reporting requirements.



Carli Williams, P.Eng.
Manager, Business Licence and Bylaws
(604-276-4136)

CW:mm

- Att. 1: Policy Planning FSAAC Memorandum re. Development Variance Permit Application (29 June 2021)
- 2: Geotechnical Investigation Report (07 May 2020)
 - 3: Agrologist Report (23 Jan 2020)
 - 4: FSAAC Minutes (29 June 2021)
 - 5: Geotechnical Comments on Preload Stability (05 July 2021)



City of Richmond

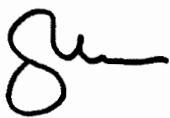
Memorandum Planning and Development Division Policy Planning

To: Food Security and Agricultural Advisory Committee **Date:** June 29, 2021
From: Steven De Sousa **File:** DV 21-934707
 Planner 1
Re: Development Variance Permit Application – PID 013-082-434 (Maybog Farms Ltd.)

The following application is referred to the Food Security and Agricultural Advisory Committee (FSAAC) for review and comments:

Address/Location:	PID 013-082-434 (Attachment 1)
Application Number:	DV 21-934707
Application Type:	Development Variance Permit (DVP) Application
Applicant:	Maybog Farms Ltd. (Todd May)
Site Size:	8.12 ha (20.06 acres)
Zoning:	Agriculture (AG1)
OCP Designation:	Agriculture (AGR)
ALR Designation:	Yes
Surrounding Development:	<ul style="list-style-type: none"> North, East, South & West: cranberry farm operations on parcels zoned "Agriculture (AG1)" and located in the ALR.
Background Information:	<ul style="list-style-type: none"> In 2018, Council adopted Bylaw 9861 to amend the "Agriculture (AG1)" zone to add regulations for agricultural buildings and structures, and greenhouses to restrict the construction of concrete slabs or other impermeable structures and surfaces at or below the natural grade. As per the AG1 zone, for agricultural buildings and structures with a concrete slab, an area up to 750 m² (8,073 ft²) is permitted to be concrete construction, hardsurfacing or other impermeable structure or construction. A property owner may apply to build a larger concrete slab in an agricultural building, subject to Council review and approval process (a Development Variance Permit (DVP) process for a property owner proposing a larger area of concrete floor for agricultural buildings). A "fast track" review process is applicable to these applications. This would include a concurrent building permit and soil deposit review process, and a "fast track" staff report process.

Project Description & Staff Comments:	<ul style="list-style-type: none"> • The purpose of the application is to increase the permitted area of concrete floor in association with an agricultural building, in order to construct a cranberry processing facility. • The proposed cranberry processing facility is 2,842 m² (30,591 ft²) in building area. The proposed variance is to increase the maximum concrete slab area from 750 m² (8,073 ft²) to 2,842 m² (30,591 ft²). The purpose of the facility is to support the existing cranberry farm operation, including receiving, processing, packing, and storing farm product. The architectural plans for the proposed facility are provided in Attachment 2. • The proposed facility will receive cranberries harvested from Maybog Farms, with over 400 acres in production, and an average yearly production of over 10,000,000 lbs of cranberries. An Agrologist Report has been submitted with the application (Attachment 3) and includes further details regarding the existing farming operation and rationale for the proposed facility and location. • Since the property is classified as a no access parcel, access is proposed through a Statutory Right-of-Way (SRW) on the two adjacent lots to the south, which have access to the No. 8 Road overpass. The SRW would only allow access for the farm operation and emergency vehicles (no residential access permitted). Prior to Council consideration of the DVP, the registration of the SRW will be required. • A Soil Use for the Placement of Fill Application has also been submitted in association with the proposal, which proposes to retain 3,600 cubic metres of soil (i.e. structural fill) recently deposited onto the Property without Agricultural Land Commission (ALC) or City approval. The purpose of the fill is to facilitate the construction of the proposed cranberry processing facility. Please refer to the accompanying memo from Community Bylaws for more information. • Prior to Council consideration of the DVP, Council and ALC approval of the Soil Use for the Placement of Fill Application is required.
---------------------------------------	---



Steven De Sousa
Planner 1

Attachment 1: Location Map & Aerial Photo
Attachment 2: Architectural Plans
Attachment 3: Agrologist Report



GEOPACIFIC
VANCOUVER KAMLOOPS CALGARY

1779 West 75 Avenue
Vancouver, BC
V6P 6P2
604-439-0922

Maybog Farms Ltd.
15411 Cambie Road
Richmond, BC
V6V 1T3

May 7, 2020
File:17692

Attention: Todd May

**Re: Geotechnical Investigation Report - Proposed Farm Building
4711 No. 8 Road, Richmond, BC**

1.0 INTRODUCTION

We understand that a new farm building has been proposed at the above referenced site. Preliminary design drawings prepared by JDG Construction, dated March 28, show an at grade farm building. We expect single level, steel construction, with a clear height of approximately 11 m. Based on our experience with similar projects we anticipate column loading to be in the range of 600 to 800 kN. Floor loading is expected to be in the range of 15 to 25 kPa.

This report presents the results of our geotechnical investigation of the site and presents recommendations for site preparation and building construction. Soil conditions are described in accordance with the Unified Soil Classification System, except as noted otherwise. This report has been prepared for Maybog Farms Ltd., for their design and construction team, for the project described. We assume that the City of Richmond would rely on the information contained in our report during their review process. Any unauthorized use of this report is prohibited.

2.0 SITE DESCRIPTION

The site is located north-west of the intersection formed by No 8 Road and Highway 91 in Richmond, BC. The site is bound by No. 8 Road to the east, an existing farm building to the south, and farmland to the east and north. The site is presently unimproved, and is used for farming activity. The existing site grades are at an approximate elevation of 0.8 to 0.9 m geodetic, based on the provided drawings. The location of the site relative to adjacent improvements is shown on our Drawing 17692-01, following the text of this report.

3.0 FIELD INVESTIGATION

The subsurface conditions were investigated on April 22nd, 2020 using a track mounted auger drill/CPT rig owned and operated by Uniwide Drilling of Prince George, BC. A total of one Cone Penetration Test (CPT) and four auger test holes were completed at the site. Additionally, shear wave velocity measurements were collected during the seismic CPT sounding. The CPT sounding was advanced to a depths of up to 30.5 m below existing site grades, and the auger test holes were drilled to a depth 9.1 m below existing site grades. The auger test holes were logged in the field by a geologist from our office. Select samples were collected from the auger flights and returned to the laboratory for routine classification and index testing.

Prior to our investigation, Maybog Farms cleared the test locations of buried services. All test holes were backfilled and sealed in accordance with provincial abandonment requirements following classification, sampling and logging.

The CPT is an in-situ testing device which is pushed into the ground employing a hydraulic ram on the drill rig. The cone penetrometer records measurements of tip resistance, sleeve resistance, dynamic pore water pressure, temperature, and inclination in 50 mm increments. Shear wave velocities can also be collected in 1 m intervals when required. The data obtained may be correlated to estimate engineering parameters such as shear strength, relative density, soil behaviour type, and consolidation coefficients. The stratigraphic interpretation was verified with the auger test holes as described above.

The test hole logs are presented on Figure A.01 to A.04 in Appendix A. The CPT sounding data is presented in Figures B.01 of Appendix B. Interpreted Soil Parameters are presented in Appendix C, Liquefaction Assessment in Appendix D and Shear Wave Velocity data in Appendix E. The approximate locations of the test hole and CPT soundings are shown on our Drawing 17692-01, following the text of this report.

4.0 SUBSURFACE CONDITIONS

4.1 Soil Conditions

The soil profile at the site was determined to consist of a thin layer of disturbed brown silt. The surficial silt transitions to undisturbed grey silt at a depth of 0.6 m. The soft to firm grey silt extends to depths ranging between 6.1 to 6.7 m below existing site grades. The silt is underlain by a sequence of silty sand transitioning to sand which extends to the maximum depth of exploration at all test holes. The sand is expected to be underlain by marine silt at depths of about 30 m below existing grades.

A detailed description of the soils encountered is given below.

Upper Silt

The upper silt layer was identified at all test holes onsite, and was noted to extend to depths of up to 0.6 m below existing site grades. The silt layer was noted to have some organics and root fibres. The surficial portion of this soil stratum is expected to be disturbed by farm activity such as tilling and planting. The auger samples recovered from this layer were described as brown and wet. Moisture content within this stratum varied between 55 to 91 percent.

Clayey Silt to Silty Clay (Overbank Sequence)

The upper silt is underlain by a silt sequence ranging between 5.5 to 6.1 m in thickness. The silty clay was observed to be soft to firm and grey in colour. Laboratory testing indicates that moisture contents of this stratum range between 42 to 82 percent, with an average of about 60 percent. Interpreted shear strengths vary between 20 to 50 kPa as shown in Appendix C. The overbank sequence is considered to be moderately compressible under the anticipated loading.

Silty Sand (Transitional Sequence)

The overbank silt is underlain by 0.5 to 1.8 m thick layer or transitional sequence comprised of loose to compact silty sand. Laboratory testing shows the moisture content of the transitional sequence is in the range of 36 percent.

The undrained shear strength was interpreted to be in the range of 40 to 75 kPa, indicating low compressibility under the proposed loads.

Sand (Channel Sediments)

The overbank sequence is underlain by a sequence of channel deposited sands. The slight variations in in-situ density, compressibility, mineralogy and grain size are reflected in the shape of the tip resistance curve of the CPT sounding shown in Appendix B. In general, the Fraser River channels sands at this site are well graded, medium grained, predominately quartz, highly stratified and compact.

Clayey Silt (Marine Deposits)

Although not well defined in the CPT soundings, the channel deposited sands are expected to be underlain by marine deposited clayey silt at depths of approximately 30 m. These deposits are expected to continue to significant depths of about 80 to 100 m below existing site grades. The marine deposits are compressible under heavy loading only.

For a more detailed description of the sub-surface soil conditions refer to the individual test hole logs located in Appendix A and the CPT Sounding log in Appendix B of this report.

4.2 Groundwater Conditions

The water table at the site was determined by pore pressure dissipation tests carried out in the clean sand layers present at depth during the CPT soundings. The static water level was found to vary in depth between about 2.0 to 2.1 m below existing grades at our test holes. Groundwater levels are expected to vary seasonally as well as tidally and are expected to rise within 0.5 m of the existing grades. Some surficial ponding and near surface perched groundwater is also anticipated during the wetter months of the year.

5.0 DISCUSSION

5.1 General comments

The proposed farm building is expected to be moderately heavy, steel construction with anticipated column loading to be in the range of 600 to 800 kN on columns. Floor slab loading is anticipated to be in the range of 15 to 25 kPa.

Based on our experience with the surrounding developments, the building areas will require to reach a minimum flood construction elevation of about 3.0 to 3.5 m geodetic. The drawings provided by JDG Construction, dated March 28, 2020 indicate that the finished floor elevation is proposed to be 3.15 m. Existing grade elevations are at about 0.8 m geodetic. Thus, approximately 2.4 m of grading fills will be required to meet the proposed finished floor elevation.

In general, the site is underlain by an upper silt consisting of a brown silt with some organics and root fibres. This upper layer is expected to have been disturbed during farm activity. The upper silt is underlain by a sequence of overbank silt, over channel sands, then marine clay.

The silt layer is considered to be compressible under the anticipated ground stress increases expected for this development. Therefore, it is necessary to prepare the ground for conventional foundations by preloading to reduce the post construction ground settlements of the development. We anticipate that preloads 4 to 6 m high would be necessary to pre-compress the underlying soils to post construction stress induced by grading fills, building loading and floor loading. Preloading for yard areas and heavy traffic is also recommended to reduce long term maintenance requirements. We anticipate a preload height of 1.5 m for yard areas and heavily trafficked areas. Following preload treatment, buildings can be supported by conventional foundation elements.

We are of the opinion that the proposed development is feasible from a geotechnical perspective provided our recommendations outlined in Section 6.0 are adhered to.

5.2 Liquefaction Analysis

It is generally accepted that loose to compact and saturated non-plastic silts and sands are prone to liquefaction or strain softening during cyclic loading caused by large earthquakes. The strength reduction caused by soil liquefaction can cause conventional foundations to punch. Furthermore, once liquefaction has been triggered, experience has shown that significant permanent vertical and horizontal movements may be experienced.

We have completed a liquefaction assessment based on the 1/2,475 design earthquake recommended by the 2018 British Columbia Building Code (2018BCBC) for seismic designs. Natural Resources Canada predicts that firm ground accelerations at the site will be 0.38g for a magnitude 7.0 event with a 1/2,475 return period. However, our past experience in the area indicates that de-amplification of the design earthquake may result in ground accelerations of about 0.25g. Thus, our liquefaction analysis employed a peak ground acceleration of 0.25g. Liquefaction and predicted post liquefaction ground movements are presented in Appendix D, following the text of this report. Analysis of this information indicates that the thick silty sand to sand deposit underlying the site may be prone to ground liquefaction in the even of the design earthquake below a depth of about 7 to 8.5 m below existing site grades.

Assuming the new foundations are constructed approximately at or above current grades, the foundation loading is as specified in Section 5.0, and the structure is designed in accordance with our recommendations there is adequate capacity in the soil profile to prevent post liquefaction punching of foundations. Our analyses indicate the potential for localized liquefaction of sand layers resulting in post liquefaction permanent ground settlements in the range of 100 mm. Due to the significant offset of the Fraser River foreshore, of over 2 km, we expect that lateral spread would be negligible. The predicted movements are based on empirical observations from other earthquake sites around the world on relatively flat ground away from the influence of surrounding structures and should not be taken as exact calculations of movement but rather order of magnitude estimates. Differential settlements should be less than 50 percent of the total settlements predicted. Our calculations of ground movements are based on Tokimatsu & Seed, 1987 and Youd et al. 2002.

6.0 RECOMMENDATIONS

6.1 General Comments

The silts starting at the existing ground surface and extending to depths of approximately 6.1 to 6.7 m are considered compressible under the proposed loading. A preload treatment is necessary to reduce post-construction settlements of the proposed building. The preload is intended to consolidate the compressible soils beneath the site to the level of stress induced by the proposed structure.

6.2 Site Preparation

6.2.1 Site Stripping and Grading

Prior to the construction of the proposed improvements, buried piles, underground services, surficial organic materials, and loose or otherwise deleterious soils must be removed from the construction areas to expose a subgrade of firm silt.

We recommend that the firm silt subgrade be protected with a layer of engineered fill as soon as the subgrade has been approved by GeoPacific, to protect against disturbances. The initial lift of engineered fill should be at least 450 mm and compacted using a roller without vibration. Each subsequent lift should not exceed 300 mm.

Engineered fill in the context of this report is defined as clean sand or sand and gravel compacted in 300 mm loose lifts to a minimum of 95% "Modified Proctor" (ASTM D1557) dry density, with a moisture content within 2% of optimum for compaction.

Generally sand or sand and gravel will provide the best fill under all weather conditions. However, imported glacial till may be used as engineered fill. Due to its relatively high fines content, glacial till fill is considered moisture sensitive, and is difficult to compact during the wetter months of the year. We expect that some level of moisture conditioning will be required for compaction. We envisage that filling operations with these materials may be restricted to the warmer/dryer months of the year. Furthermore, due to the relatively low permeability of these materials they should not be used in any applications where a well draining soil is required. Alternatively, grade reinstatement and permanent fill could be done using engineered fill.

All stripping, fill placement and compaction must be reviewed by GeoPacific.

6.2.2 Preloading

The preload height and duration is directly related to the weight of the proposed structure and the contact stress at the underside of the foundation. We expect that a preload in the range of 4.0 m to 6.0 m from final slab elevations would be sufficient for the expected loading of the proposed development. Yard areas should be preloaded 1.5 m above the proposed finished grades unless elevated maintenance is accepted by the owner of the on-site roads.

We expect that the preload duration would be in the range of 4 to 6 months. Settlements in the range of 150 to 400 mm are expected at the centre of the building preload reducing with distance from the crest of the preload.

Settlement gauges should be installed throughout the building and yard preloads to monitor the settlements. We further recommend that monitoring hubs are installed at the existing ditch, road way and existing structure to the south, to monitor the effects of the preload on the noted improvements. Monitoring of settlement gauges and monitoring hubs must be completed by a registered BCLS.

A detailed preload design plan can be prepared under a separate cover.

Preload filling and settlement gauge data to be reviewed by GeoPacific.

6.3 Building Foundations

The proposed building may be supported on conventional strip and pad foundations after preload treatment. Footings which are founded on engineered fill as described in Section 6.2.1 may be designed on the basis of a Serviceability Limit State (SLS) bearing pressure of 120 kPa for strip or pad footings and a factored Ultimate Limit State (ULS) bearing pressures of 180 kPa.

Regardless of the bearing pressures provided, pad footings should not be less than 600 mm by 600 mm and strip footings should not be less than 450 mm in width. Footings should be buried a minimum of 450 mm below the surface for frost protection.

All foundation subgrades must be reviewed by GeoPacific prior to footing construction.

6.4 Building Settlements

Irrespective of preload treatment, this site will be subject to long term ground settlement due to secondary compression of the deep marine silt. Long term ground settlements of 100 to 200 mm over 25 years are anticipated for all structures, including buildings, pavements and utilities. Differential settlements are expected to be less than 1:300. These estimates can be better quantified after the preload has been constructed and monitored for the first 3 to 4 months.

6.5 Seismic Design of Foundations

The seismic site response classification is "Site Class F" in accordance with Table 4.1.8.4.A of the 2018 BCBC due to the presence of liquefiable soils beneath the site. However, if the fundamental period of vibration of the building is less than or equal to 0.5 seconds, the site class and the corresponding values of $F(T)$ may be determined as described in Tables 4.1.8.4.A, 4.1.8.4.B and 4.8.1.4.C by assuming the soils are not liquefiable. Based on the seismic shear wave velocity data obtained from the SCPT and our calculations the V_{s30} is 167 m/s for the site. Thus, the site can be classified as "Site Class E" according to the 2018 BCBC Table 4.1.8.4.A for structures with a fundamental period of vibration equal to or less than 0.5 seconds.

Because of the potential for soil liquefaction and the resulting settlements and possible lateral movement, we recommend that the slabs and footings be tied together with reinforcing. In accordance with the 2018 BCBC, we recommend that the foundation provision that "spread footings founded on soil defined as Site Class E or F shall be interconnected by continuous ties in not less than two directions" as per Section 4.1.8.16 (5).(b). be adhered to regardless of site class recommendation for structural design.

Any structures which have a fundamental period of vibration of more than 0.5 seconds will necessitate that a site-specific dynamic analysis be carried out.

6.6 Slab-On-Grade Floors

Floor slabs should be directly underlain by a minimum of 150 mm of free draining granular material, such as 19 mm clear crush gravel or 19 mm road mulch, compacted to a minimum of 95% of the Modified Proctor Dry Density (ASTM D1557) at a moisture content that is within 2% of optimum for compaction. General grade reinstatement or backfill beneath slab-on-grade areas should be done using engineered fill, as described in Section 6.2.1.

Compaction of the slab-on-grade fill must be reviewed by GeoPacific.

6.7 Foundation Drainage

A perimeter drainage system is not required from a geotechnical perspective as the building proposed is to be constructed at or above the surrounding site grades. The area surrounding the building should be graded to slope away from the building to ensure floor slabs remain dry.

6.8 Utility Design and Installation

We expect that most of the services will be relatively shallow and therefore confined to the surficial mineral fills and firm silt. Where possible, gravity lines should be provided with additional slope and/or capacity to account for the potential future loss of gradient due to onsite settlements.

Utility excavations at or beyond a depth of 1.2 m should be sloped at a grade of 1 horizontal to 1 vertical (1H:1V) or shored in accordance with the latest Work Safe BC regulations. Any excavations in excess of 1.2 m in height requiring worker entry must be reviewed by a professional engineer prior to entry.

Some moderate groundwater seepage may be encountered during excavations, which we expect can be controlled using conventional sumps and sump pumps.

Pipe bedding, backfill materials and compaction requirements should conform to the specifications outlined in the Master Municipal Construction Documents (MMCD).

6.9 Pavement Structures

Following the recommended site preparation outlined in Section 6.2.1, it is our opinion that the minimum asphalt pavement structure specified in Table 1 is adequate to support farm equipment and industrial traffic.

Table 1: Onsite Pavement Structure

Material	Thickness (mm)	CBR
Asphaltic Concrete	75	N/A
19 mm minus crushed gravel base course	150	80
River Sand Subbase	300	8

Paved areas to be occupied solely by automobiles and light trucks may have the asphalt thickness reduced to 65 mm. Where permeable pavers are to be used, the base course noted above should be replaced with 19 mm clear crush gravel.

The pavement area should be proof rolled prior to the placement of subbase material. The geotechnical engineer should be present on-site to review proofrolling activities. Any soft spots encountered during proof rolling should be excavated and be replaced with river sand subbase.

All base and subbase fills should be compacted to a minimum of 95% Modified Proctor dry density with a moisture content within 2% of optimum for compaction.

7.0 DESIGN REVIEWS AND CONSTRUCTION INSPECTIONS

As required for Municipal "Letters of Assurance", GeoPacific Consultants Ltd. will carry out sufficient field reviews during construction to ensure that the Geotechnical Design recommendations contained within this report have been adequately communicated to the design team and to the contractors implementing the design. These field reviews are not carried out for the benefit of the contractors and therefore do not in any way effect the contractors obligations to perform under the terms of his/her contract.

It is the contractors' responsibility to advise GeoPacific Consultants Ltd. (a minimum of 48 hours in advance) that a field review is required. Geotechnical field reviews are normally required at the time of the following:

- | | | |
|----|---------------|--|
| 1. | Stripping | - Review of proof rolling and stripping of subgrade materials |
| 2. | Fill | - Review of materials, placement and compaction of engineered fill |
| 3. | Preload | - Review of preload placement and settlement gauge data |
| 4. | Subgrade | - Review of foundation subgrades |
| 5. | Slab-on-grade | - Review of slab-on-grade subgrades |
| 6. | Excavation | - Review of temporary slopes and soil conditions |

It is critical that these reviews are carried out to ensure that our intentions have been adequately communicated. It is also critical that contractors working on the site view this document in advance of any work being carried out so that they become familiarized with the sensitive aspects of the works proposed. It is the responsibility of the developer to notify GeoPacific Consultants Ltd. when conditions or situations not outlined within this document are encountered.

8.0 CLOSURE

This report has been prepared exclusively for our client for the purpose of providing preliminary geotechnical recommendations for the design and construction of the proposed development. The report remains the property of GeoPacific Consultants Ltd. and unauthorized use of, or duplication of, this report is prohibited.

We are pleased to be of assistance to you on this project and trust that our comments and recommendations are both helpful and sufficient for your current purpose. If you would like further details or would like clarification of any of the above, please do not hesitate to contact us.

For:

GeoPacific Consultants Ltd.

Reviewed by:

Zakhar Okunev, BEng., E.I.T.
Geotechnical Engineer-in-Training

Roberto Avendano, B.Eng., P.Eng.
Senior Geotechnical Engineer



GP - 100

SITE PLAN

*TEST LOCATIONS ARE APPROXIMATE

LEGEND:

- SPT20-01 - SEISMIC CONE PENETRATION TEST (SPT) LOCATION
- TH20-01 - TEST HOLE (TH) LOCATION

REFERENCE:

FILE NO.: 17692
 DWG. NO.: 17692-01

REVISIONS:
 A.
 B.
 C.

BARN BUILDING
 4711 NO. 8 ROAD, RICHMOND, BC
 TEST HOLE SITE PLAN

DATE: 22-April-2020

DRAWN BY: SH

APPROVED BY: RA

REVIEWED BY: ZO

SCALE: AS SHOWN

1779 West 76th Ave.
 Vancouver, B.C. V6P 6P2
 P 604.439.0922
 F 604.439.9189

GEOPACIFIC
 VANCOUVER KAPLOOPS CALGARY



APPENDIX A - TEST HOLE LOGS

Test Hole Log: TH20-01 (SCPT20-01)

File: 17692

Project: BARN BUILDING

Client: MAYBOG FARMS LTD

Site Location: 4711 NO. 8 ROAD, RICHMOND, BC



GEOPACIFIC
CONSULTANTS

1779 West 75th Avenue, Vancouver, BC, V6P 6P2
Tel: 604-439-0922 Fax: 604-439-9189

INFERRED PROFILE				Moisture Content (%)	DCPT (blows per foot) 10 20 30 40	Groundwater / Well	Remarks
Depth	Symbol	SOIL DESCRIPTION	Depth (m)/Elev (m)				
0 ft 0 m		Ground Surface	0.0				
1		Silt soft sandy SILT, fine grained sand, some organics and root fibers, brown, wet	0.6	90.6			
2		Silt soft SILT, moderate plasticity, trace wood fibers, grey, moist to wet					
3							
4							
5							
6							
7							
8							
9				51.0			
10							
11							
12							
13							
14							
15							
16							
17				48.3			
18							
19							
20							
21		Sand loose to compact silty SAND, fine grained sand, grey, wet	6.1				
22			6.6				
23		Sand compact SAND, fine to medium grained sand, grey wet		30.3			
24							
25							
26							
27							
28							
29							
30				28.8			
31		End of Borehole	9.1				
32							

2.0m water table depth
based on CPT analysis

Logged: SH
Method: Solid stem auger
Date: 2020-April-22

Datum: Ground elevation
Figure Number: A.01
Page: 1 of 1

Test Hole Log: TH20-02

File: 17692

Project: BARN BUILDING

Client: MAYBOG FARMS LTD

Site Location: 4711 NO. 8 ROAD, RICHMOND, BC



GEOPACIFIC
CONSULTANTS

1779 West 75th Avenue, Vancouver, BC, V6P 6P2
Tel: 604-439-0922 Fax: 604-439-9189

INFERRED PROFILE				Moisture Content (%)	DCPT (blows per foot) 10 20 30 40	Groundwater / Well	Remarks
Depth	Symbol	SOIL DESCRIPTION	Depth (m)/Elev (m)				
0		Ground Surface	0.0				
1		Silt soft sandy SILT, fine grained sand, some organics and root fibers, brown, wet	0.6				
2		Silt soft SILT, moderate plasticity, trace wood fibers, grey, moist to wet		82.0			
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20				56.0			
21		Sand loose to compact silty SAND, fine grained sand, grey, wet	6.4				
22			6.9				
23		Sand compact SAND, fine to medium grained sand, grey wet					
24							
25							
26							
27							
28							
29							
30							
31		End of Borehole	9.1				
32							

2.0m observed water table depth

Logged: SH
Method: Solid stem auger
Date: 2020-April-22

Datum: Ground elevation
Figure Number: A.02
Page: 1 of 1

Test Hole Log: TH20-03

File: 17692

Project: BARN BUILDING

Client: MAYBOG FARMS LTD

Site Location: 4711 NO. 8 ROAD, RICHMOND, BC



GEOPACIFIC
CONSULTANTS

1779 West 75th Avenue, Vancouver, BC, V6P 6P2
Tel: 604-439-0922 Fax: 604-439-9189

INFERRED PROFILE				Moisture Content (%)	DCPT (blows per foot) 10 20 30 40	Groundwater / Well	Remarks
Depth	Symbol	SOIL DESCRIPTION	Depth (m)/Elev (m)				
0 ft 0 m		Ground Surface	0.0				
1		Silt soft sandy SILT, fine grained sand, some organics and root fibers, brown, wet	0.6	55.1			
2		Silt soft SILT, moderate plasticity, trace wood fibers, grey, moist to wet					
3							
4							
5							
6							
7				47.8			
8							
9							
10		trace sand at 3.0m					
11							
12							
13							
14							
15							
16							
17							
18				42.4			
19							
20							
21							
22							
23		Sand loose to compact silty SAND, fine grained sand, grey, wet	6.7	36.0			
24							
25							
26							
27							
28							
29		Sand compact SAND, fine to medium grained sand, grey wet	8.5	25.9			
30							
31			9.1				
32		End of Borehole					

Logged: SH
Method: Solid stem auger
Date: 2020-April-22

Datum: Ground elevation
Figure Number: A.03
Page: 1 of 1

Test Hole Log: TH20-04

File: 17692

Project: BARN BUILDING

Client: MAYBOG FARMS LTD

Site Location: 4711 NO. 8 ROAD, RICHMOND, BC



GEOPACIFIC
CONSULTANTS

1779 West 75th Avenue, Vancouver, BC, V6P 6P2
Tel: 604-439-0922 Fax: 604-439-9189

INFERRED PROFILE				Moisture Content (%)	DCPT (blows per foot) 10 20 30 40	Groundwater / Well	Remarks
Depth	Symbol	SOIL DESCRIPTION	Depth (m)/Elev (m)				
0 ft 0 m		Ground Surface	0.0				
1		Silt soft sandy SILT, fine grained sand, some organics and root fibers, brown, wet	0.6				
2		Silt soft SILT, moderate plasticity, grey, wet		73.8			
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14				48.8			
15							
16							
17							
18							
19							
20							
21		Sand loose to compact silty SAND, fine grained sand, grey, wet	6.1				
22							
23		Sand compact SAND, fine to medium grained sand, grey wet	7.0				
24							
25				29.1			
26							
27							
28							
29							
30							
31		End of Borehole	9.1				
32							

Logged: SH
Method: Solid stem auger
Date: 2020-April-22

Datum: Ground elevation
Figure Number: A.04
Page: 1 of 1

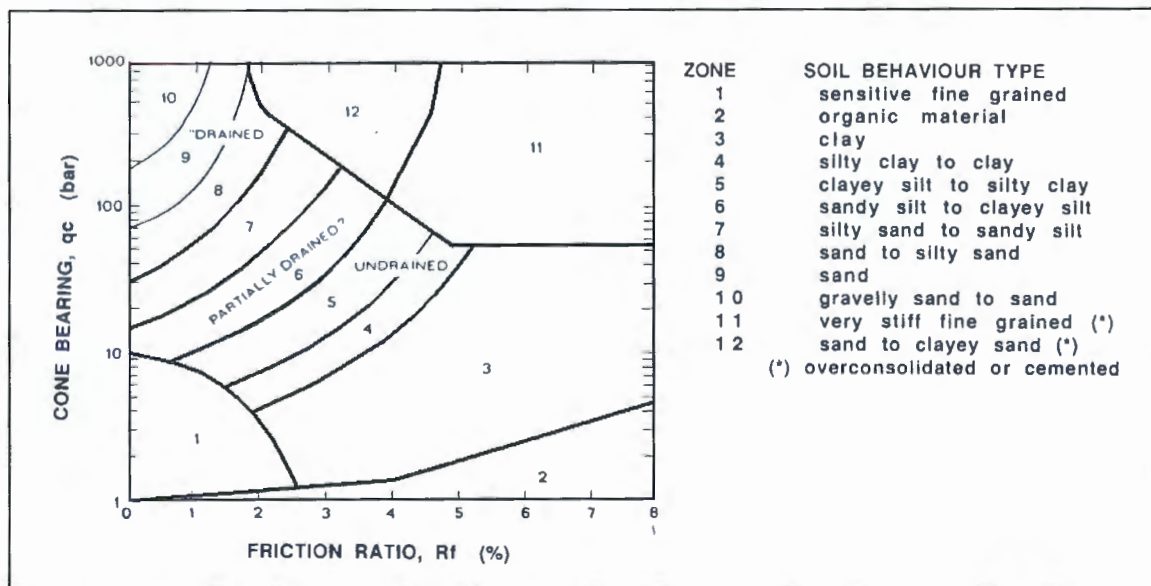
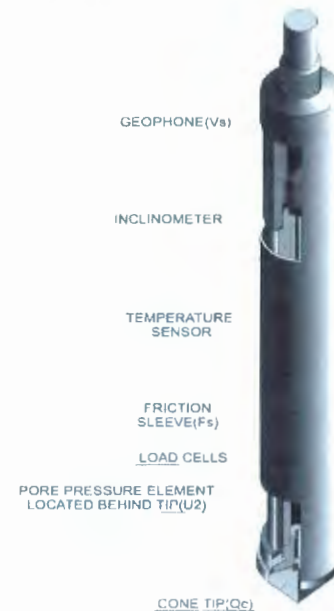
APPENDIX B - ELECTRONIC CONE PENETRATION RESULTS

The system used is owned and operated by GeoPacific and employs a 35.7 mm diameter cone that records tip resistance, sleeve friction, dynamic pore pressure, inclination and temperature at 5 cm intervals on a digital computer system. The system is a Hogentogler electronic cone system and the cone used was a 10 ton cone with pore pressure element located behind the tip and in front of the sleeve as shown on the adjacent figure.

In addition to the capabilities described above, the cone can be stopped at specified depths and dissipation tests carried out. These dissipation tests can be used to determine the groundwater pressures at the specified depth. This is very useful for identifying artesian pressures within specific layers below the ground surface.

Interpretation of the cone penetration test results are carried out by computer using the interpretation chart presented below by Robertson¹. Raw data collected by the field computer includes tip resistance, sleeve friction and pore pressure. The tip resistance is corrected for water pressure and the friction ratio is calculated as the ratio of the sleeve friction on the side of the cone to the corrected tip resistance expressed as a percent. These two parameters are used to determine the soil behaviour type as shown in the chart below. The interpreted soil type may be different from other classification systems such as the Unified Soil Classification that is based upon grain size and plasticity.

Electronic Cone Penetrometer





2020-Apr-22

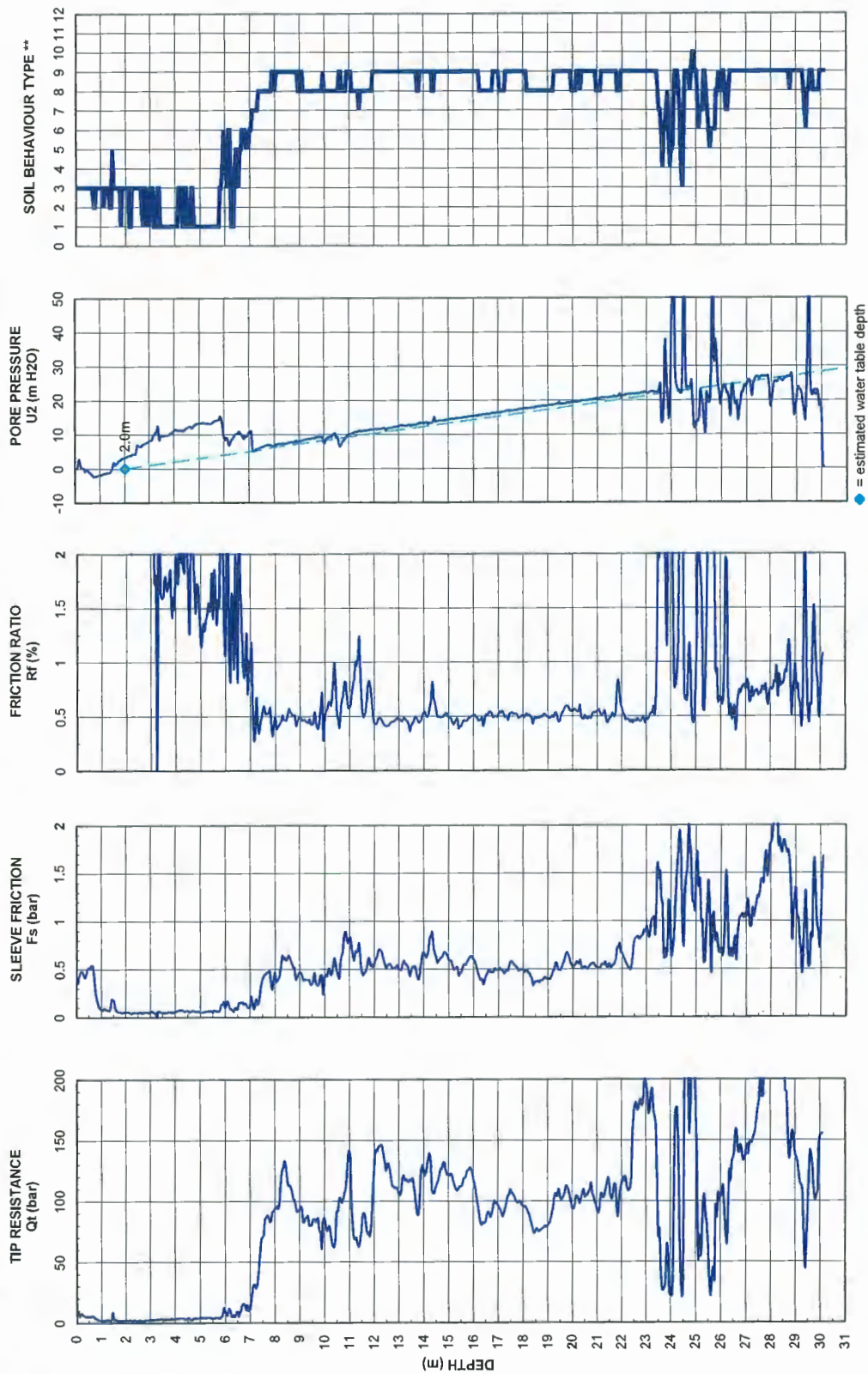
MAYBOG FARMS LTD

GeoPacific Project #: 17692

Sounding: SCPT20-01

4711 NO. 8 ROAD, RICHMOND

Figure: B.01



** Based on Robertson et. al 1986

- 1 Sensitive Fine Grained
- 2 Organic Material
- 3 Clay

- 4 Silty Clay to Clay
- 5 Clayey Silt to Silty Clay
- 6 Sandy Silt to Clayey Silt

- 7 Silty Sand to Sandy Silt
- 8 Sand to Silty Sand
- 9 Sand

- 10 Gravelly Sand to Sand
- 11 Very Stiff Fine Grained
- 12 Sand to Clayey Sand

APPENDIX C - INTERPRETED PARAMETERS

The following charts plot the Standard Penetration Test (SPT) values and the undrained strength of fine grained soils based upon generally accepted correlations. The methods of correlation are presented below.

STANDARD PENETRATION TEST CORRELATION

The Standard Penetration Test $N_{(60)}$ value is related to the cone tip resistance through a Q_c/N ratio that depends upon the mean grain size of the soil particles. The soil type is determined from the interpretation described in Appendix B and the data of Table C.1 below is used to calculate the value of $N_{(60)}$.

Table C.1. Tabulated $Q_c/N_{(60)}$ Ratios for Interpreted Soil Types

Soil Type	Q_c/N Ratio
Organic soil - Peat	1.0
Sensitive Fine Grained	2.0
Clay	1.0
Silty Clay to Clay	1.5
Clayey Silt to Silty Clay	2.0
Silt	2.5
Silty Sand to Sandy Silt	3.0
Clean Sand to Silty Sand	4.0
Clean Sand	5.0
Gravelly Sand to Sand	6.0
Very Stiff Fine Grained	1.0
Sand to Clayey Sand	2.0

The $Q_c/N_{(60)}$ ratio is based upon the published work of Robertson (1985)². The values of N are corrected for overburden pressure in accordance with the correction suggested by Liao and Whitman using a factor of 0.5. Where the correction is of the form:

$$N_1 = \sigma^{0.5} * N$$

All calculations are carried out by computer using the software program CPTint.exe developed by UBC Civil Engineering Department. The results of the interpretation are presented on the following Figures.


UNDRAINED SHEAR STRENGTH CORRELATION

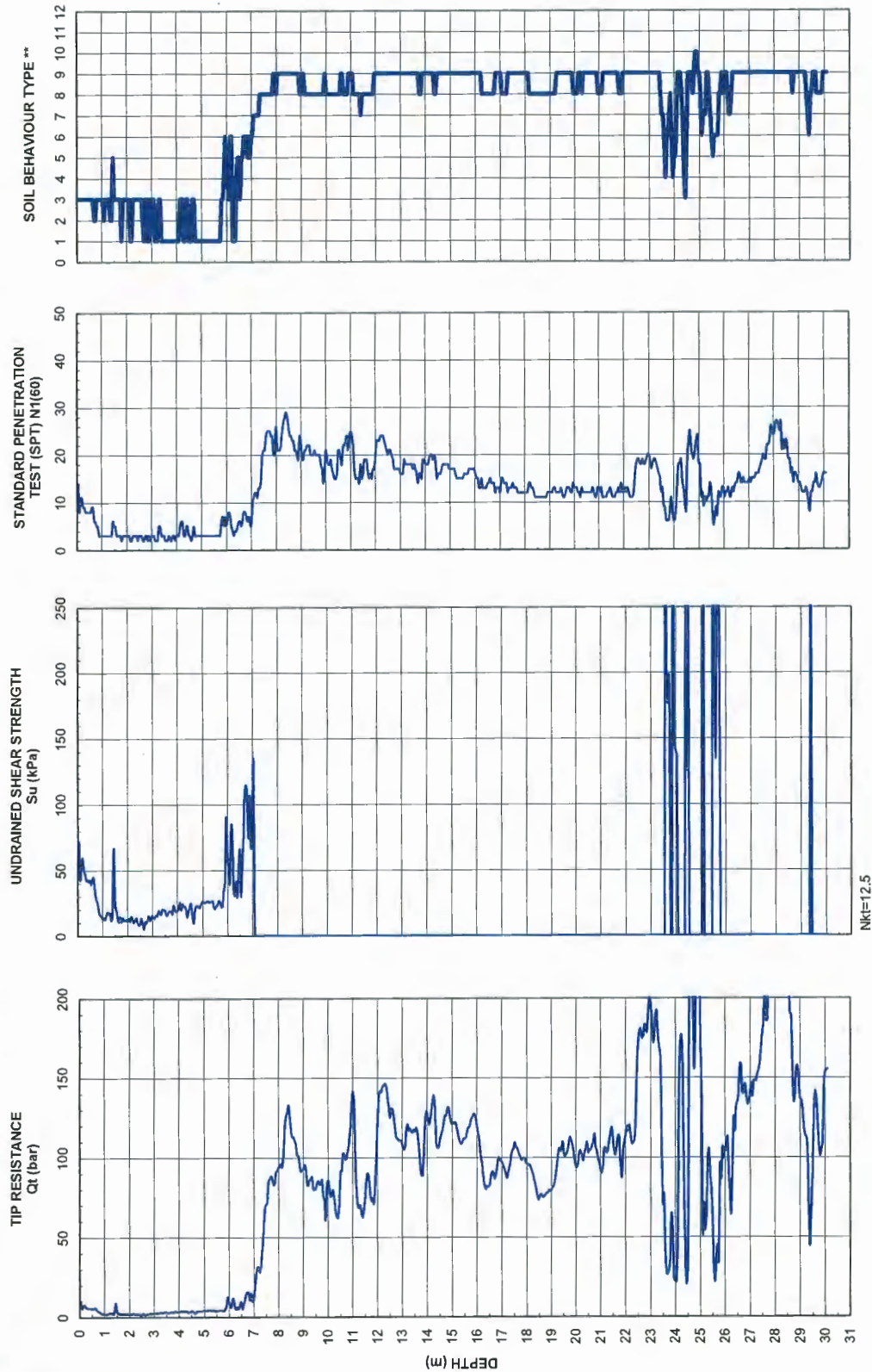
It is generally accepted that there is a correlation between undrained shear strength of clay and the tip resistance as determined from the cone penetration testing. Generally the correlation is of the form:

$$S_u = \frac{(q_c - \sigma_v)}{N_k}$$

where q_c = cone tip resistance, σ = in situ total stress, N_k = cone constant

The undrained shear strength of the clay has been calculated using the cone tip resistance and an N_k factor of 12.5. All calculations have been carried out automatically using the program CPTint.exe. The results are presented on the Figures following.

 GEO PACIFIC VANCOUVER EARTHQUAKE ENGINEERING	2020-Apr-22 Sounding: SCPT20-01	MAYBOG FARMS LTD 4711 NO. 8 ROAD, RICHMOND	GeoPacific Project #: 17692 Figure: C.01
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** Based on Robertson et. al 1986

- 1 Sensitive Fine Grained
- 2 Organic Material
- 3 Clay

- 4 Silty Clay to Clay
- 5 Clayey Silt to Silty Clay
- 6 Sandy Silt to Clayey Silt

- 7 Silty Sand to Sandy Silt
- 8 Sand to Silty Sand
- 9 Sand

- 10 Gravelly Sand to Sand
- 11 Very Stiff Fine Grained
- 12 Sand to Clayey Sand

APPENDIX D - LIQUEFACTION ANALYSIS

Assessment of the liquefaction potential of the ground has been determined by the Cone Penetration Test (CPT). The method of analysis is presented in the following sections.

FACTOR OF SAFETY AGAINST LIQUEFACTION

The factor of safety against liquefaction calculated here is the ratio of the cyclic resistance of the soil (CRR) to the cyclic stresses induced by the design earthquake (CSR). Where the ratio of CRR/CSR is greater than unity the soils ability to resist cyclic stresses is greater than the cyclic stresses induced by the earthquake and liquefaction will be unlikely. Where the CRR/CSR is less than unity then liquefaction could occur. This ratio is presented as the FOS against Liquefaction on the following charts. Calculation of the factor of safety is based on NCEER (1998)¹ which evaluates the CRR directly from cone penetration test sounding data. The value of the cyclic stress ratio has been calculated based on peak horizontal ground acceleration of the 2015 National Building Code interpolated seismic hazard value.

SEISMIC INDUCED SETTLEMENT

In the event of a significant earthquake, settlement of the ground surface could occur as a result of densification of the looser soil layers as a result of liquefaction or due to the expulsion of sand in the form of sand dykes or sills from beneath the site. Tokimatsu and Seed (1987)² suggest a method of analysis for estimating vertical settlements as a result of earthquake induced accelerations. In this method the normalized standard penetration blow counts ($N_{1(60)}$) is compared with the cyclic stress ratio for the induced earthquake to determine the volumetric strain resulting from the earthquake shaking. The volumetric strain is assumed to result in only vertical settlement. The vertical settlement is summed for each depth at which settlement is predicted to occur and accumulated from the bottom of the test hole. The results are presented on the following charts labelled as Settlement.

HORIZONTAL DISPLACEMENT

Horizontal ground displacements known as "free field" displacements occur as a result of liquefaction of the ground and are assumed to occur without the influence of any structures. The horizontal displacements presented in our report are generally based upon the lateral spread method by of Youd, Bartlett, & Hansen (2002). Displacements are calculated based on an empirical relationship developed from observations from other earthquake sites on sloping ground or near a free face, such as an abrupt slope. The presence of the proposed embankment on-site is expected to induce a static bias within the soils at the margin of the embankment making the soils and embankment in this area subject to lateral spread induced movements. In the event of a real earthquake of significant magnitude to cause limited liquefaction, actual movements will be influenced by a wide variety of factors including the characteristics of the earthquake including duration, number of significant cycles, variations in peak particle velocity, wavelength, amplitude and frequencies as well as soil damping and variations in density and continuity of the soil layers.

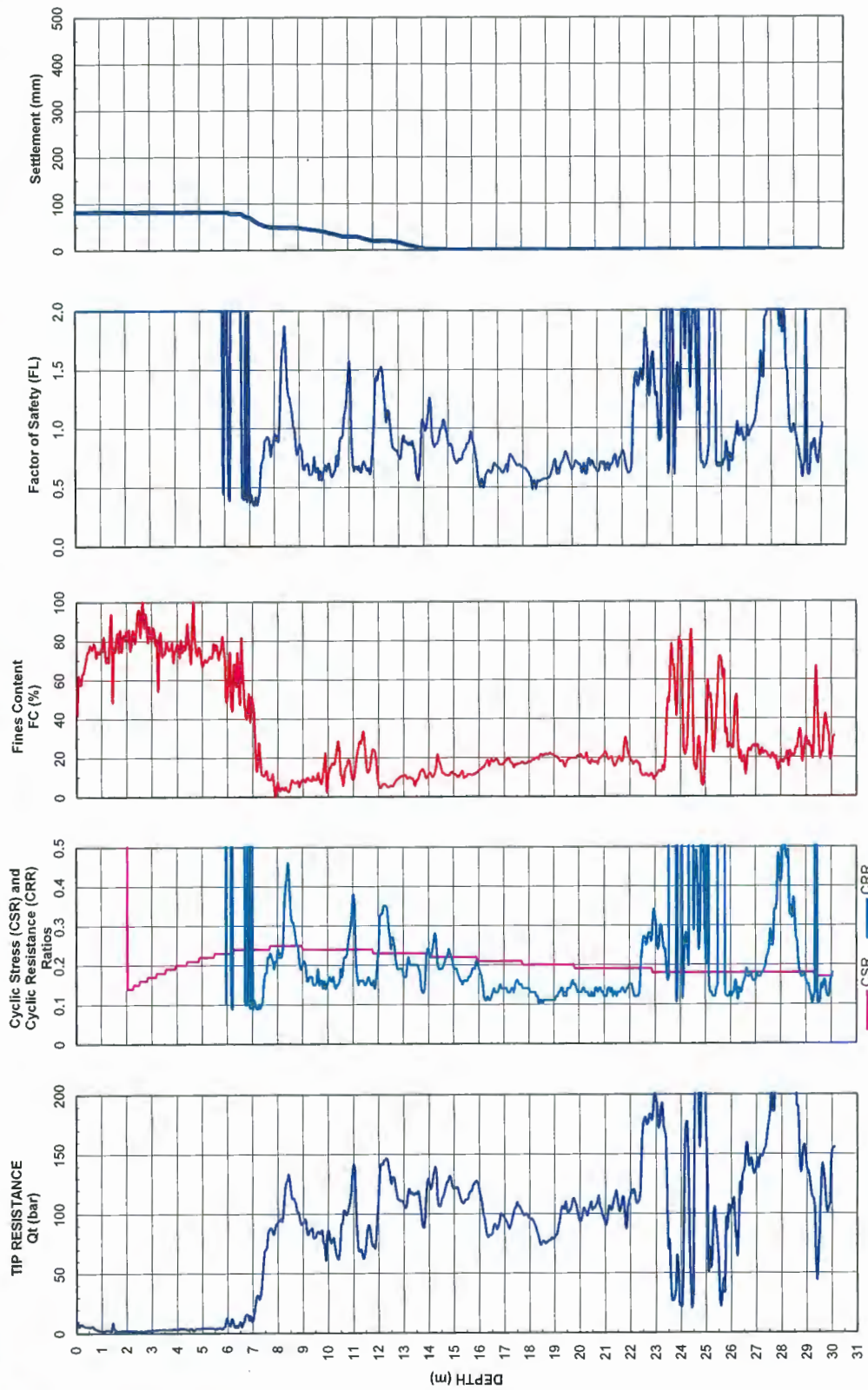
- 1 Youd, T. L., Idriss, I. M. (2001). "Liquefaction Resistance of Soils: Summary Report from the 1996 and 1998 NCEER/NSF Workshops on Evaluation of Liquefaction Resistance of Soils", Journal of Geotechnical and Geoenvironmental Engineering, Vol 127, 10, pp. 817-833
- 2 Tokimatsu, K.A.M. and Seed, H.B., 1987. "Evaluation of Settlement in Sands Due to Earthquake Shaking", Journal of Geotechnical Engineering, ASCE, Vol. 113, No. 8, pp. 861-878.
- 3 Youd, T.L., Bartlett, S.F., Hansen, C.M. (2002), "Revised MultiLinear Regression Equations for Prediction of Lateral Spread Displacements", Journal of Geotechnical and GeoEnvironmental Engineering, Vol. 128, No. 12, pp. 1007-1017



2020-Apr-22
Sounding: SCPT20-01

MAYBOG FARMS LTD
4711 NO. 8 ROAD, RICHMOND

GeoPacific Project #: 17692
Figure: D.01



Liquefaction interpretation:
PGA = 0.25
magnitude = 7.0
settlement accumulation max depth = 15m

APPENDIX E - SHEAR WAVE VELOCITY DATA (V_s)



GEOPACIFIC
VANCOUVER KAMLOOPS CALGARY

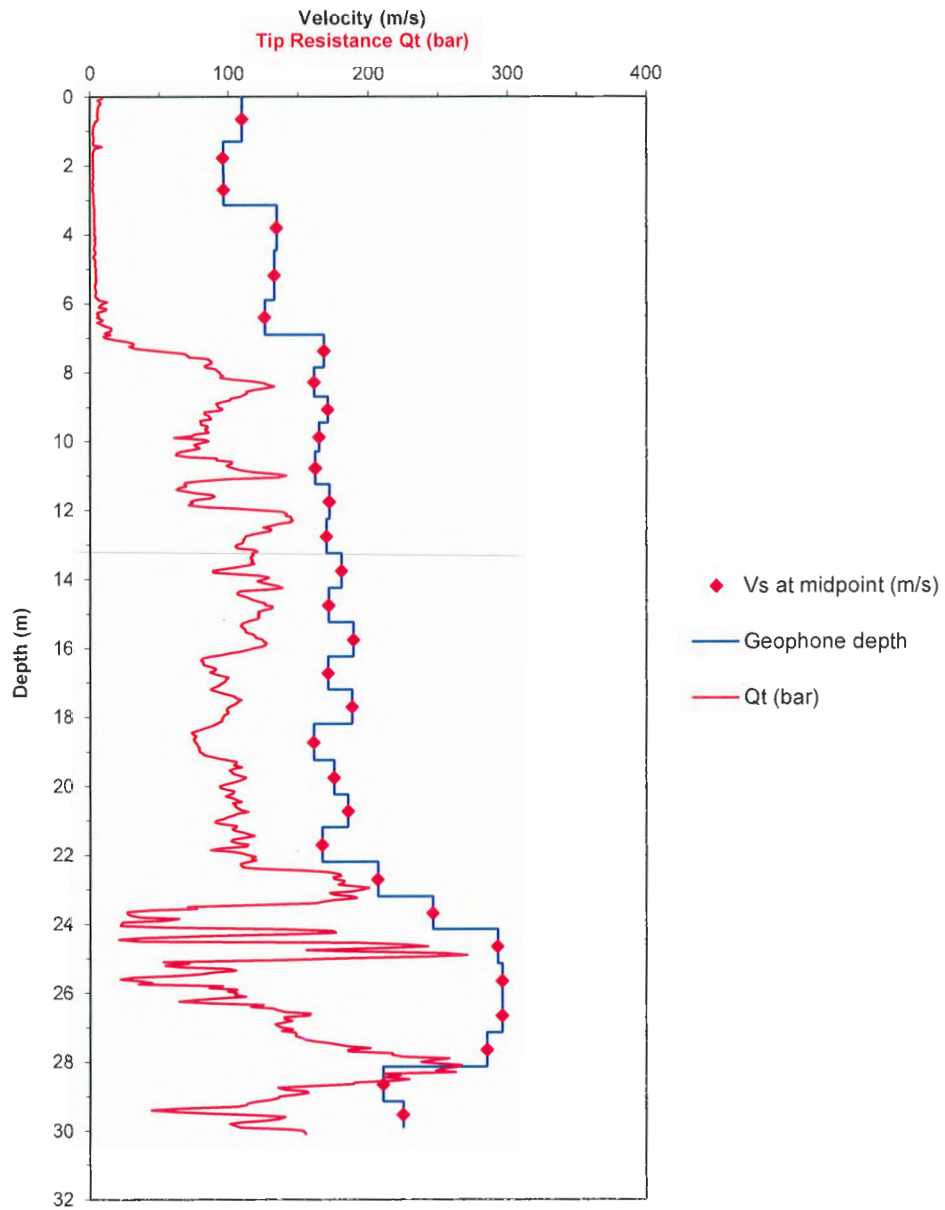
File: 17692
Project: BARN BUILDING
Client: MAYBOG FARMS LTD
Location: 4711 NO. 8 ROAD, RICHMOND, BC
Sounding: SCPT20-01
Date: 2020-Apr-22

Seismic Source: Beam
Source to cone (m): 0.4

Shear Wave Velocity Data (Vs)

Depth (m)	Geophone Depth (m)	Ray Path (m)	Ray Path Difference d (m)	Midpoint (m)	Time Difference (ms)	Shear Wave Velocity Vs (m/s)	d/Vs
1.50	1.30	1.36	1.36	0.65	12.40	110	0.0124
2.45	2.25	2.29	0.93	1.78	9.63	96	0.0096
3.35	3.15	3.18	0.89	2.70	9.24	96	0.0092
4.65	4.45	4.47	1.29	3.80	9.61	135	0.0096
6.10	5.90	5.91	1.45	5.18	10.88	133	0.0109
7.10	6.90	6.91	1.00	6.40	7.93	126	0.0079
8.05	7.85	7.86	0.95	7.38	5.64	168	0.0056
8.90	8.70	8.71	0.85	8.28	5.27	161	0.0053
9.65	9.45	9.46	0.75	9.08	4.38	171	0.0044
10.50	10.30	10.31	0.85	9.88	5.16	165	0.0052
11.45	11.25	11.26	0.95	10.78	5.86	162	0.0059
12.45	12.25	12.26	1.00	11.75	5.81	172	0.0058
13.45	13.25	13.26	1.00	12.75	5.88	170	0.0059
14.45	14.25	14.26	1.00	13.75	5.53	181	0.0055
15.45	15.25	15.26	1.00	14.75	5.83	172	0.0058
16.45	16.25	16.25	1.00	15.75	5.28	189	0.0053
17.40	17.20	17.20	0.95	16.73	5.55	171	0.0056
18.40	18.20	18.20	1.00	17.70	5.30	189	0.0053
19.45	19.25	19.25	1.05	18.73	6.52	161	0.0065
20.45	20.25	20.25	1.00	19.75	5.69	176	0.0057
21.40	21.20	21.20	0.95	20.73	5.11	186	0.0051
22.40	22.20	22.20	1.00	21.70	5.99	167	0.0060
23.40	23.20	23.20	1.00	22.70	4.83	207	0.0048
24.35	24.15	24.15	0.95	23.68	3.85	247	0.0039
25.35	25.15	25.15	1.00	24.65	3.41	293	0.0034
26.35	26.15	26.15	1.00	25.65	3.37	296	0.0034
27.35	27.15	27.15	1.00	26.65	3.37	296	0.0034
28.35	28.15	28.15	1.00	27.65	3.50	286	0.0035
29.35	29.15	29.15	1.00	28.65	4.74	211	0.0047
30.10	29.90	29.90	0.75	29.53	3.33	225	0.0033
$\Sigma(d/Vs)$							0.1789
average Vs = $\Sigma d / \Sigma(d/Vs)$							167

File: 17692
Project: BARN BUILDING
Client: MAYBOG FARMS LTD
Location: 4711 NO. 8 ROAD, RICHMOND, BC
Sounding: SCPT20-01
Date: 2020-April-22



Agrologist Report

Agricultural Development Plan for a Fresh Cranberry Facility

**Report Prepared for:
Maybog Farms Ltd**

Jan 23, 2020

Prepared by:
David Melnychuk, P.Ag
19915-37A Avenue
Langley, BC, V3A 2S8
January 23, 2020

Introduction

The success of agricultural enterprises in the City of Richmond will be dependent on a partnership between farmers and its citizens. Finding a balance of farmers willing to reinvest in their farms through horticultural and technological advancements, and the support of local consumers desirous of safe and secure sources of healthy and nutritious foods will ultimately support agricultural viability in this community.

Maybog Farms Ltd is a large well established cranberry farm in the City of Richmond. To ensure continued agricultural viability, they are expanding a value added component to their overall farm operations. The 5th generation farming family is ensuring that the healthful product that they grow will have direct market access in their local communities. Activities are expected to include: sizing, sorting, grading, cooling, storage and packing of fresh cranberries grown on the farm. Finished product will be transported from this location directly to the local and regional market place. Agriculture is changing, and adapting to industry best practices, and embracing value adding is proving to be an important pillar supporting the long term sustainability of the family farm. To reach this goal of economic sustainability will require a facility with the technological advancements and the capacity to handle the volume of cranberry crop grown on their farm.

Proposed location

The following aerial photograph outlines in blue the property located at 4711 # 8 Road, its configuration and size. The property contains approximately 8 hectares and has historically been utilized for cranberry production. The proposed site (0.36 hectares) for the sorting and packing facility is located in the South East corner of the property and is outlined in red , only for illustrative purposes (not a legal survey).



Soil considerations

The original mapping of the "*Soils of the Langley-Vancouver Map Area*" completed by the province of BC in 1980, indicated that the original soils on this property consists of 3 different soil types as described below;

The property is located in a soils transition zone, where the soils transition from the mineral Bates soil (medium textured local stream deposits) with a shallow topping of organic material to an organic Lumbum-Richmond soil with 40 to 160 cm of semi-decomposed organic material underlain with moderately fine textured deltaic deposits. The variance in soil type and depth of organic matter generates several challenges from a crop production perspective when attempting to achieve high yields of top quality cranberry fruit. This is evident in the health of some of the plants with sporadic die off throughout the field. The building site itself has only 5-10 cm of organic material remaining. One of the benefits of the proposal would be associated with increasing organic matter in the inferior production areas, by stripping off the organic material (5-10 cm) from the facility site and distributing the organic matter to enhance the remaining challenged sites in the field.

Facility Location

The proposed facility is located in an excellent location for the following reasons:

- The proposed facility site will have a minimal disturbance on the remaining cranberry production area in this field and is located on the least productive portion of the farm.
- The site is adjacent to the other farm buildings and services (i.e., machinery storage and maintenance) located on the property south of the proposed building, minimizing the need to duplicate infrastructure around the packing shed
- Logistically the site is well positioned to receive cranberries from the other fields on the farm.
- On farm facilities minimizes transport times and distances to local markets. Fresh produce logistics are simplified, removing the need to be transported out of the country for further preparation, only to be returned back to the consumer in the locality where it was first grown. This investment is ensuring the product has direct access to local markets in Metro Vancouver and other regions in BC.

Facility

The proposed facility is to receive cranberries harvested from Maybog Farms, with over 400 acres in production, with an average yearly production of over 10,000,000 lbs of cranberries. The facility will be sized to handle a portion of this product, providing the following activities: receiving, cleaning, sizing, colour sorting, grading, cooling, storing and packing.

In terms of size, the facility will be 60 meters by 60 meters, an area of 3,600 square meters (0.36 hectares) on a parcel containing 8 hectares.

The site coverage will be approximately 4 %

Facility as it applies to Provincial legislation

The Farm Practices Act (Right to Farm) states in the definition section regarding “farm operation” under (k) means “*processing or direct marketing by a farmer of the products owned or operated by the farmer to the extent that the processing or marketing of those products is conducted on the farmer’s farm*”.

Further under the Ministers Bylaw Standards for bylaw development in the Agricultural Land Reserve, section in 2.4.5 states that “*Bylaws should not restrict the area of a lot which may be covered by buildings and structures for farm use, to an area less than 35% or less than 75% for greenhouses.*”

The proposed project meets all the Provincial regulations regarding on-farm value added activities.

Comparable agricultural facilities on farms in the Fraser Valley

To provide a perspective on scale and size of agricultural buildings and structures which are common on farms throughout the Fraser Valley, the following examples of farm building and structures are provided for added information. These examples are taken from existing facilities on farms in Delta and Surrey.

- Dairy and Poultry barns and supporting structures – 1 to 2 hectares
- Vegetable Green houses with on farm packaging facilities– over 5 to 10 hectares
- On farm potato and vegetable storage and handling facilities – 1 to 2 hectares

As is evident by many real life illustrations, the sizes of agricultural facilities on farm are trending upwards because of economic pressures and market demand for local food products. There is also an extreme shortage of local packing facilities, often causing local produce to leave the province or country before returning back to consumers in the same marketplace where it was grown.

Final Comments

Maybog Farms is making a major investment in agriculture. The establishment of a facility on their 5th generation family farm which is capable of receiving, handling, packing and distributing fresh cranberries to the local market and beyond will directly support future viability. The proposal reflects the economic realities of farming and illustrates the trends towards value adding of primary agricultural products. Healthy products, grown locally, will be directly available to consumers in their own backyard. The proposal fits in well with provincial regulations and provincial agricultural policy which encourages increased value added activities on farm, leading to a greater share of the product value remaining with farmers who live and work in the local community. The current generation’s substantial commitment reflects their vision, that the healthy food grown on their farm be available to the community in which they participate. This thoughtful and deliberate action ensures that farming in Richmond continues to be viable long in to the future.

David Melnychuk, P.Ag
January 23, 2020





Food Security and Agricultural Advisory Committee (FSAAC)

Held Tuesday, June 29, 2021 (7:00 pm)
Webex

In Attendance:

Members: Laura Gillanders (Chair); Mike Bomford; Erzsi Institoris; Ian Lai; Lynn Kemper; Cory May; Allen Rose; Miles Smart

Non-Members: Councillor Harold Steves (Council Liaison); John Hopkins (Policy Planning); Steven De Sousa (Policy Planning); Carli Williams (Community Bylaws); Mike Morin (Community Bylaws)

Regrets:

Members: Sarah Drewery; Chris Pereira

Non-Members: Mikayla Roberts (Ministry of Agriculture); Shannon Lambie (Agricultural Land Commission)

1. Adoption of the Agenda

The Committee passed the following motion:

That the June 29, 2021 FSAAC Agenda be adopted as presented.

Carried Unanimously

2. Adoption & Signing of the Minutes for June 10, 2021

The Committee passed the following motion:

That the June 10, 2021 FSAAC Minutes be adopted as presented.

Carried Unanimously

3. ALR Soil Use for the Placement of Fill Application & Development Variance Permit Application – PID 013-082-434

Steven De Sousa, Planner 1, Policy Planning, introduced the proposal at PID 013-082-434, provided clarification regarding the two separate applications, and provided the following comments:

- The proposal is to construct an approximately 30,000 ft² cranberry processing facility at the subject property, in support of the existing cranberry farm operation;
- The Development Variance Permit application is required in order to vary the maximum lot coverage permitted for agricultural buildings with concrete construction;
- In 2018, Council amended the AG1 zone to limit concrete construction in agricultural buildings (approximately 8,000 ft² maximum) and implemented a fast track process for farmers who needed a larger building to support their farming operation;
- Access to the property will be provided through a Statutory Right-of-Way (SRW) on the adjacent lots to the south, which have access from the No. 8 Road overpass. The SRW would only allow access to the farm operation and for emergency vehicles (no residential access is permitted); and
- Prior to Council consideration of the DVP, Council and ALC approval of the associated fill application is required.

Mike Morin, Soil Bylaw Officer, Community Bylaws, introduced the ALR Soil Use for the Placement of Fill Application and provided the following comments:

- The application is being made to retain 3,600 cubic metres of soil (structural fill) recently deposited onto the subject property prior to approval from the Agricultural Land Commission (ALC) or City approval;
- The purpose of the soil importation is to establish an area to construct a cranberry processing facility; and
- If approved, the structural fill shall remain and form part of the foundation for the future building.

Todd May, Applicant, provided the following comments:

- The applicant is a fifth generation farmer with a current focus on cranberry production;
- Majority of cranberry production in the region focuses on processed cranberries (e.g. cranberry juice, sweetened cranberries and dried cranberries);
- The purpose of the proposed cranberry production facility is to process fresh cranberries locally; and
- The facility has been located to minimize impact to the existing cranberry farm operation and utilize existing farm operation infrastructure in the surrounding area.

In response to questions from the Committee, the applicant provided the following additional information:

- The layout and equipment within the facility is designed specifically to process fresh cranberries;
- The material deposited on the property and proposed to be retained is structural material for the purposes of building the proposed cranberry production facility;
- Tipping fees were not received by the applicant for the deposition of the structural material;
- In order to achieve traceability and food safety standards, impermeable concrete construction is required; and
- It is estimated approximately 10% of the current cranberry production (approximately 10 million pounds) will be fresh cranberries, with an opportunity for growth in the future.

In response to question from the Committee, staff noted that due to the soil importation exceeding 0.1 ha and having received no ALC approval in advance of the importation, the ALC has determined that the applicant must submit a Soil Use for the Placement of Fill Application to the ALC.

Discussion ensued regarding the proposed business plan and association with Ocean Spray, the uniqueness of the proposal as the structural material is required for the construction of the building, and the potential to set a precedent by approving a proposal that deposited material without appropriate approvals.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee (FSAAC) support the Agricultural Land Reserve Soil Use for the Placement of Fill Application at PID 013-082-434 (CD 127964) subject to removal of the structural material deposited on the subject property if the proposed farm building is not approved.

In addition, the FSAAC is concerned with potentially setting a precedent by supporting a proposal that deposited material prior to approval. However, the FSAAC recognize that this is not a typical fill application as the structural material is required for a farm building and is not being used for the farm operation.

*Carried
with Lynn Kemper and Cory May abstained*

Discussion ensued regarding the proposed size of the cranberry processing facility, the size of the associated farm operation, the origin of the AG1 zone regulations limiting concrete construction, and the fast track process for farmers.

In response to questions from the Committee, staff noted that a Statutory Declaration is required as part of the Building Permit process for agricultural buildings to confirm the use is consistent with Zoning Bylaw requirements.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee (FSAAC) support the Development Variance Permit Application at PID 013-082-434 (DV 21-934707).

*Carried
with Lynn Kemper and Cory May abstained*

4. Next Meeting Date: July 29, 2021

5. Adjournment

Meeting adjourned at 8:45 pm.

Certified a true and correct copy of the minutes of the meeting of the Food Security and Agricultural Advisory Committee of the City of Richmond held on June 29, 2021.

Laura Gillanders
Chair

Steven De Sousa
Staff Liaison



1779 West 75 Avenue
Vancouver, BC
V6P 6P2
604-439-0922

Maybog Farms Ltd.
15411 Cambie Road
Richmond, BC
V6V 1T3

July 5, 2021
File:17692

Attention: Todd May

**Re: Geotechnical Comments on Preload Stability
4711 No. 8 Road, Richmond, BC**

We are in receipt of comments sent by Mike Morin, of the City of Richmond to Maybog Farms, dated June 23, 2021. The proceeding outlines the comment/request provided by the City and our response:

- *Please have the geotechnical engineer provide a memo - signed and stamped - confirming (if it is the case) that the soil deposition that has been conducted to date has not (and will not) negatively impact neighbouring lands, City lands/infrastructure (ie. No. 8 Rd allowance), or other infrastructure (ie. private utilities)*

Based on our geotechnical investigation report dated May 7, 2020, the site soil conditions within the proposed development area consists of a thin veneer of topsoil which is underlain by up to a 6 m thick sequence of overbank silt, which is considered to be of moderate compressibility under the anticipated loading. We expect that the building area will be raised with permanent structural fill and then preloaded.

The proposed permanent fill and preload is located on a vacant piece of farmland, directly north of the existing Maybog Farm warehouse structure, and bound by farm land to the north and west. Based on the information provided to us, the nearest infrastructure is located more than 40 m away from the toe of the proposed preload area, to the east, and consists of an existing irrigation ditch along the Number 8 Road right of way. All existing City and private infrastructure are well outside a generally accepted 2H:1V zone of influence offset from the base of the preload. Thus, we expect that there would be no offsite impact on the existing ditch and Number 8 Road as a result of the preload activity.

We further confirm that from a geotechnical perspective, the permanent structural fill placed below the preload is suitable for supporting the proposed building. GeoPacific must review all foundation subgrade and slab on grade compaction prior to placement of structural elements.

We are pleased to be of assistance to you on this project and trust that our comments and recommendations are both helpful and sufficient for your current purpose. If you would like further details or would like clarification of any of the above, please do not hesitate to contact us.

For:

GeoPacific Consultants Ltd.

Reviewed by:

Zakhar Okunev, BEng., E.I.T.
Project Engineer

Roberto Avendano, B.Eng., P.Eng.
Principal



City of Richmond

Report to Committee

To: General Purposes Committee
From: Kim Somerville
Director, Community Social Development
Date: June 14, 2021
File: 07-3300-01/2021-Vol 01
Re: Implementation of Cultural Harmony Plan Actions

Staff Recommendation

That the staff report titled "Implementation of Cultural Harmony Plan Actions" dated June 14, 2021 from the Director, Community Social Development be received for information.

Kim Somerville
Director, Community Social Development
(604-247-4671)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Intergovernmental Relations & Protocol Unit	<input checked="" type="checkbox"/>	
Arts, Culture and Heritage Services	<input checked="" type="checkbox"/>	
Recreation and Sport Services	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

On June 22, 2020, staff received the following referral from Council:

(1) That staff be directed to propose by November 1, 2020 an implementation plan to include timelines, cost estimates, and cultural heritage value for the restoration of the First Nations Bunk House located at the Britannia Heritage Shipyards site being an opportunity pursuant to item #3 of Strategic Direction One of the Richmond Cultural Harmony Plan 2019-2029 report;

(2) That staff be directed to implement item #5 of Strategic Direction Two of the Richmond Cultural Harmony Plan 2019-2029 to: (a) pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives; and (b) report progress back to General Purposes Committee in 12 months; and

(3) That staff be directed to implement item #4 of Strategic Direction Five of the Richmond Cultural Harmony Plan 2019-2029 to (a) strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events; and (b) report progress back to General Purposes Committee in 12 months.

The first item of the Council referral was responded to in a staff report titled “First Nations Bunkhouse Program Plan” dated October 14, 2020 from the Director, Arts, Culture and Heritage Services, and outlines the proposed program plans for the First Nations Bunkhouse.

The purpose of this report is to respond to the second and third items of the Council referral and provide an update on the implementation of the action items that fall under Strategic Directions Two and Five of the Cultural Harmony Plan 2019–2029.

This report supports Council’s Strategic Plan 2018–2022 Strategic Focus Area #3 – One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

3.1 Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.

3.4 Celebrate Richmond’s unique and diverse history and heritage.

This report also supports the Social Development Strategy 2013–2022 Strategic Direction #5 – Build on Richmond’s Cultural Diversity:

19.1 Encouraging collaborative approaches to ensure that Richmond remains a welcoming and integrated community, while respecting the desires of immigrant groups to maintain their own cultures.

19.2 Facilitating the development and coordination of intercultural events that provide opportunities for active learning about the traditions of different cultures.

Analysis

On November 25, 2019, City Council adopted the first Cultural Harmony Plan 2019–2029, which is intended to inform the City’s approach to fostering and enhancing cultural harmony among Richmond’s diverse population through a vision, five strategic directions and 27 recommended actions. The objective of this ten-year plan is to identify innovative and collaborative approaches to strengthen intercultural connections among Richmond residents, provide City programs and services that address the needs of the city’s diverse population, and remove barriers to participation for Richmond residents. The plan defines the following vision statement:

That Richmond residents recognize and respect diversity in the community and enable each individual’s contributions in all aspects of community life.

To assist the City in achieving this vision, the Cultural Harmony Plan emphasizes five strategic directions. Each strategic direction includes items for action that are intended to meet the objectives and intended outcomes of the plan:

1. Intercultural connections;
2. Collaboration and partnerships;
3. Targeted training and professional development;
4. Communication and community engagement; and
5. Programs and services.

Since the adoption of the Cultural Harmony Plan in 2019, the City has worked to advance the implementation of various actions under these strategic directions. This section will focus on the following two actions under Strategic Directions Two (Collaboration and Partnerships) and Five (Programs and Services) as requested in the Council referral:

- Pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives; and
- Strengthen relationships with various cultural and ethnic communities in order to integrate their arts, cultural and heritage practices into the City's programs and events.

Strategic Direction #2: Collaboration and Partnerships

Richmond has a strong network of Community Associations and Societies, community service organizations, and ethno-cultural and faith-based community groups that deliver programs and services to the community. The City has established collaborative relationships with many of these organizations to share information, identify gaps in services, and respond to challenges and opportunities in the community. The City also partners with many of these groups to pursue programs and funding opportunities provided by senior levels of government regarding cultural harmony initiatives. The following list provides highlights of recent collaborative initiatives:

- Doors Open Richmond is an annual event presented by the Richmond Museum Society in partnership with the City of Richmond and offers a look inside places of worship, cultural and civic centres, local businesses, museums and heritage sites. The Richmond Museum Society received funding for Doors Open from the Department of Canadian Heritage Community Support, Multiculturalism, and Anti-Racism Initiatives Program for \$17,500 in 2020 and \$25,000 in 2021.
- The Richmond Art Gallery received a Canada Council for the Arts Co-production grant for \$47,000 in 2020 for an exhibition by Brendan Fernandes titled “Inaction”, which reflects on the social upheavals of 2020 including the COVID-19 pandemic and the Black Lives Matter movement, how our bodies are affected by systemic violence, and the potential for positive change through gathering, protest, and physical collectivity.
- The City received funding from the Department of Canadian Heritage Celebrate Canada for \$35,000 in 2021 to support Canada Day celebrations in Richmond in collaboration with the Steveston Salmon Festival. This event enables all Canadians to appreciate Canada’s cultural, ethnic, linguistic and geographic diversity. The online program featured videos by local artists, including Uzume Taiko’s drumming and drum-making demonstration.
- The City, in partnership with the Richmond Arts Coalition, received \$65,000 in 2020 and \$48,900 in 2021 from the Department of Canadian Heritage: Building Communities through Arts and Heritage – Local Festivals component for the Richmond Maritime Festival. The Richmond Maritime Festival features a number of local artists and performers sharing stories of their families’ cultural history related to the fishing industry in Steveston, including a local First Nations artist who was featured in 2020 showcasing traditional arts and crafts.
- The Minoru Seniors Society received funding of \$6,300 from the Canadian Red Cross Community Support Grant in 2020 to launch an outreach project for Chinese-speaking seniors in response to the COVID-19 pandemic. The project reached 216 Cantonese and Mandarin-speaking seniors through activities and outreach calls. A total of 25 activities were delivered virtually in Cantonese and Mandarin, including chair exercise, music, health and wellness workshops, and coffee and chat sessions. In addition, project staff connected with over 30 Chinese-speaking seniors on a regular basis through outreach calls that included information and resources, birthday calls and wellness check-ins.
- In 2021, the City, in partnership with Richmond Multicultural Community Services, applied for the Department of Canadian Heritage Community Support, Multiculturalism, and Anti-Racism Initiatives Program Project Component. The City’s application proposes to use socially engaged artist practices as a catalyst to bring diverse and multigenerational community members together to engage in dialogue on issues of multiculturalism, diversity, racism and intersectionality, and increase community capacity to address racism and discrimination. The City is currently awaiting the result of its application.

The City continues to pursue funding opportunities provided by senior levels of government in partnership with various Community Associations and Societies and community organizations in order to develop and implement initiatives that advance the objectives of the Cultural Harmony Plan.

Strategic Direction #5: Programs and Services

Programs and services that reflect the needs and priorities of Richmond's diverse population facilitate a sense of belonging and well-being. The City and Community Associations and Societies work to establish and maintain relationships with various cultural and ethnic communities to integrate their arts, cultural and heritage practices into their programs and events. They also strive to incorporate cultural harmony elements into their programs and events to reflect the cultural and ethnic diversity of Richmond's population. In addition, City staff regularly participate in external committees with various cultural organizations and meet with service providers to learn about gaps in services. The following list provide examples of relationships between the City and organizations in the community that integrate their arts, culture and heritage practices:

- The City collaborates with the Wakayama Kenjin Kai to co-produce the annual Richmond Cherry Blossom Festival, which celebrates the region's Japanese heritage and the cherry blossom season. This year's online program allowed visitors to explore facets of Japanese culture through a series of videos highlighting performances and how-to demonstrations.
- In 2020, the Richmond Museum signed a Memorandum of Understanding with the UBC Initiative for Student Teaching and Research in Chinese Canadian Studies (ISTRCCS) allowing the Museum to extend its knowledge of and connection to Richmond's Chinese Canadian heritage. The project will help build new bridges between the Richmond Museum and Richmond's Chinese Canadian community, produce materials that will showcase Chinese Canadians in Richmond, and encourage more participation of Richmond's Chinese Canadian community in the presentation and preservation of their cultural heritage.
- The First Nations Bunkhouse at Britannia Shipyards National Historic Sites offers a unique opportunity to tell the stories of First Nations peoples and their participation in BC's early fishing industry. Sharing these stories in the words of First Nations people is important to helping the public understand the reality of First Nations people and their complicated history with the fishing industry. Conversations with Musqueam on this project are on-going.
- The Richmond Art Gallery's Pacific Crossings is an ongoing conversation and public presentation series that draws participants from various regions across the Pacific Ocean. In 2020, the series hosted *Triangulations*, three online discussions with artists and curators in Hong Kong, Beijing and Manila, encompassing shared concerns germane to the pandemic and locational contexts.

- City staff regularly meet with service providers to identify barriers new immigrants face in participating in programs and services at City facilities. The fourth edition of the *Newcomer's Guide to Richmond* was released in December 2020, which contains information on resources that help newcomers settle in to life in the city. It is available in English, Simplified Chinese and Traditional Chinese. The City is also in the process of developing the *Newcomer's Video Series* that will feature stories of newcomers who have settled in Richmond.
- The City and Community Associations and Societies celebrate Richmond's diverse cultures and foster intercultural understanding through the recognition of the following important cultural events:
 - Lunar New Year: Community Associations such as South Arm, Cambie and City Centre held events to celebrate the Lunar New Year. This year's virtual Children's Festival also marked this event by incorporating elements of the Lunar New Year in its programming.
 - Black History Month: The City marks this event with an annual art exhibition at the Richmond Cultural Centre Rotunda. In 2020, artist Chrystal Johnson's exhibition, *Are We*, explored themes of identity and vulnerability through her soapstone sculptures.
 - Ramadan: In 2020, a free online screening of *American Ramadan* was presented by the Richmond-based Islamic Art British Columbia in partnership with the Richmond Media Lab and Richmond Public Library to foster understanding about the holy month of Ramadan and fasting.
 - Asian Heritage Month: Due to an increase in anti-Asian incidents in the community, the City released public statements that encourage residents to learn about and celebrate Richmond's Asian heritage and the rich diversity of its residents. It also acknowledged May 10, 2021 as a Day of Action against Anti-Asian Racism and called for everyone to stand up against racism and violence in the community.
 - National Indigenous Peoples Day: Cultural organizations across Richmond worked together to implement a week of virtual programming as part of National Indigenous Peoples Day celebrations. In 2020 and 2021, virtual live and on-demand presentations, talks and films provided an opportunity to learn more about local Indigenous heritage and culture.
 - Harvest Moon and Mid-Autumn Festival: City Centre and Cambie Community Centres hosted virtual celebrations for the Harvest Moon and Mid-Autumn Festival in 2020. The celebrations included stories, trivia and workshops in lantern making, harvest flower arranging, vegetable lantern carving and moon cake making.

- The City's Public Art Program partnered with Richmond Multicultural Community Services in 2021 as part of the Engaging Artists in Community program to commission an artist to capture the stories of Richmond-based refugees from Arabic and Farsi-speaking countries. This project seeks to strengthen relationships with Richmond's refugee communities and create work that will foster belonging, health and well-being, and cultural awareness.
- In 2020, the City hosted its ninth annual Writer-in Residence program and featured award-winning author Lindsay Wong, the author of the memoir *The Woo-Woo: How I Survived Ice Hockey, Drug Raids, Demons, and My Crazy Chinese Family*, which touched on her Asian immigrant experience and the realities of mental illness in her family.
- *Eating in the Time of COVID-19* is an online collection of stories, quotes, photos, poems and illustrations that captures culturally diverse and multigenerational experiences with food during the COVID-19 pandemic. This project was launched by the City's Public Art Program in 2020 as part of the #RichmondHasHeart campaign.
- Community Associations and Societies continue to incorporate various cultural practices in to their programs and activities. For example, before health restrictions took place in 2020, City Centre Community Centre hosted a craft session allowing participants to create a Japanese windsock called a Koinobori and an intergenerational dumpling making session welcomed children and their parents to join seniors in making dumplings. Steveston Community Centre also held monthly luncheons that celebrated Japanese culture including Nikkei lunches and Japanese New Year celebrations with Japanese cuisine, dancing and singing performances.
- Many recreation and wellness programs are available in languages other than English, such as Mandarin, Cantonese and Japanese, to reduce barriers for participation and to create a more welcoming and inclusive atmosphere at community centres. Some of the programs offered in other languages include wellness workshops such as the Prostate Cancer Foundation BC Support Group, Fall Prevention One-on-One Check-Ins, Yoga, Tablet Technology Club, Using Transit in the New Normal Workshop, Chronic Disease and Diabetes Self-Management Program, Osteofit and Tonari Gumi Genki wellness program. Prior to the pandemic, City Centre partnered with Vancouver Coastal Health to offer Baby Days to first-time parents in Mandarin and Cantonese. Language classes are also offered to learn English, French, Korean and Mandarin.
- Community Associations and Societies continue to implement programs that seek to enhance positive social and intercultural connections among Richmond's diverse populations and raise awareness of the city's rich cultural, ethnic and religious diversity. Examples of programs include: drumming circle, Japanese tablet club, Hawaiian dancing, Iki Iki social, K-pop dancing, Chinese brush painting, Chinese new year zodiac workshop, dragon boat art workshop, origami art and taiko drumming. There is also a South Asian women's support group, an immigrant support group, a Chinese multicultural group and a biweekly Mahjong social, among others.

- City Centre Community Centre's youth leadership teams have been working on cultural harmony initiatives. For instance, C-Change organized the On the Table event in November 2020 for youth to discuss topics on racism and cultural differences. Fearless organized a digital event called Not An Object, Property, or Exotic (NOPE) from March 2 to April 13, 2021 that highlighted the harmful effects of fetishization of Asian women in media. Youth conducted research and planned several group discussions to raise awareness about the event.

The City, Community Associations and Societies and community organizations continue to develop programs and services to reflect Richmond's cultural and ethnic diversity and serve the needs of the city's diverse population.

Financial Impact

None.

Conclusion

The City of Richmond has a strong tradition of working collaboratively with Community Associations and Societies, local community organizations and senior levels of government to develop programs and services that address the diverse needs of Richmond's population. The Cultural Harmony Plan 2019–2029 demonstrates the City's leadership in addressing social issues and building on its social inclusion practices as they relate to policy development, program and service delivery, and community engagement. The City continues to monitor the progress of the Cultural Harmony Plan 2019–2029 and an update outlining the progress of the Plan will be distributed to City Council and the community in Spring 2022.



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