



Planning Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, November 21, 2017
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on November 7, 2017.*



NEXT COMMITTEE MEETING DATE

December 5, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **RICHMOND INTERCULTURAL ADVISORY COMMITTEE -
TERMS OF REFERENCE UPDATE**
(File Ref. No. 07-3300-01) (REDMS No. 5585111 v. 6)

PLN-31

See Page PLN-31 for full report

Designated Speaker: Donna Lee

STAFF RECOMMENDATION

That the proposed updated Richmond Intercultural Advisory Committee (RIAC) Terms of Reference be endorsed as presented in the staff report titled “Richmond Intercultural Advisory Committee – Terms of Reference Update,” dated October 25, 2017 from the General Manager, Community Services.



PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY KEN PHUAH FOR REZONING AT 10011 SEACOTE ROAD FROM “SINGLE DETACHED (RS1/E)” ZONE TO “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. 12-8060-20-009788; RZ 17-778570) (REDMS No. 5616980)

PLN-51

See Page PLN-51 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, for the rezoning of 10011 Seacote Road from “Single Detached (RS1/E)” zone to “Compact Single Detached (RC2)” zone, be introduced and given first reading.



3. **APPLICATION BY RAJ DHALIWAL FOR REZONING AT 10460 WILLIAMS ROAD FROM “SINGLE DETACHED (RS1/E)” ZONE TO “COMPACT SINGLE DETACHED (RC2)” ZONE**

(File Ref. No. 12-8060-20-009789; RZ 17-784468) (REDMS No. 5625865)

PLN-70

See Page PLN-70 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9789, for the rezoning of 10460 Williams Road from “Single Detached (RS1/E)” zone to “Compact Single Detached (RC2)” zone, be introduced and given first reading.



4. **PROPOSED TERMS OF REFERENCE TO UPDATE RICHMOND'S 2003 AGRICULTURAL VIABILITY STRATEGY (AVS) AND AGRICULTURAL PROFILE**

(File Ref. No. 08-4050-10) (REDMS No. 5596242 v. 2)

PLN-88

See Page PLN-88 for full report

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

That the report titled “Proposed Terms of Reference to Update Richmond's 2003 Agricultural Viability Strategy (AVS) and Agricultural Profile”, dated November 6, 2017 from the Manager, Policy Planning, be received for information.



5. **PROPOSED CHANGES: STEVESTON AREA PLAN, VILLAGE HERITAGE CONSERVATION POLICIES, DESIGN GUIDELINES AND LONG-TERM BAYVIEW, MONCTON AND CHATHAM STREET VISIONS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5561802 v. 6)

PLN-197

See Page PLN-197 for full report

Designated Speaker: Victor Wei and Terry Crowe

STAFF RECOMMENDATION

(1) *That the report titled “Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions” dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be received for information;*

(2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, be introduced and given first reading;*

(3) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in conjunction with:*

(a) *the City's Financial Plan and Capital Program; and*

(b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby found to be consistent with said program and plans, in accordance with section 477(3)(a) of the Local Government Act; and

- (4) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;*
- (5) *That the recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets based on community feedback obtained from the public consultation held in July 2017 be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects;*
- (6) *That staff be directed to report back with an implementation strategy for the Bayview, Chatham and Moncton Street recommended streetscape visions including updated and more detailed cost estimates, boulevard surface finish, timing, and funding sources; and*
- (7) *That the boundary of the 30 km/h speed limit on Chatham Street be extended from 3rd Avenue west to 7th Avenue to provide consistency along the length of the street.*

☐

6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, November 7, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Alexa Loo
Councillor Harold Steves
Mayor Malcolm Brodie

Also Present: Councillor Derek Dang
Councillor Carol Day

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

It was moved and seconded

That the order of the agenda would be varied to consider Item No. 2 first.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 17, 2017, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. **PROPOSED DRAFT MARKET RENTAL HOUSING POLICY**

(File Ref. No. 08-4057-08) (REDMS No. 5322200 v. 15)

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office) Terry Crowe, Manager, Policy Planning, and Tina Atva, Development Coordinator, reviewed the proposed Draft Market Rental Housing Policy, highlighting that proposed policy objectives include protecting existing market rental housing stock and tenants, as well as increasing the supply of market rental housing. Also, it was noted that staff will engage in community consultation through workshops and Let's Talk Richmond.

In reply to queries from Committee, Ms. Atva noted that updated market rental housing statistics in Richmond can be provided to Council.

Discussion ensued with regard to (i) the supply of market rental housing in Richmond, (ii) advocating senior levels government to support housing options, (iii) potential incentives for the development of market rental housing units, (iv) the proposed changes to strengthen the existing strata conversion policy, (v) potential implications of federal tax policies on market rental supply, (vi) proposed tenant relocation plan requirements for redeveloping sites, (vii) working with the Province to increase the maximum allowable size of secondary suites, and (viii) the number of vacant units or units utilized for short-term rentals.

In reply to queries from Committee, staff noted that (i) the consultation strategy will include workshops for the community and developers, (ii) staff will update Council on the forthcoming Federal National Housing Policy, (iii) the estimated number of rental units was derived from the 2016 Census, (iv) staff can examine options to increase the supply of family rental units, (v) the City advises Richmond School District No. 38 on developments that may affect student enrolment, (vi) secondary suites are permitted in all residential zones in the city, (vii) through the Affordable Housing Strategy Update, the City has considered feedback received regarding ancillary fees in low-end market rental units, and (viii) Metro Vancouver provides rental demand estimates.

It was moved and seconded

- (1) *That the report entitled, "Proposed Draft Market Rental Housing Policy", dated November 2, 2017 be received for information; and*
- (2) *That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.*

CARRIED

Planning Committee
Tuesday, November 7, 2017

1. SIX MONTH REVIEW: AMENDMENT BYLAWS LIMITING RESIDENTIAL DEVELOPMENT IN THE AGRICULTURE (AG1) ZONE

(File Ref. No. 12-8375-01) (REDMS No. 5601285 v. 13)

Correspondence received regarding residential development in agricultural land was distributed (copy on-file, City Clerk's Office).

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Gavin Woo, Senior Manager, Building Approvals, James Cooper, Manager, Plan Review, and John Hopkins, Planner 3, provided a review of the recent zoning amendments regulating single-family residential development in the Agriculture (AG1) Zone, highlighting that (i) there was a spike in submissions of building permit applications for residential construction on farmland prior to the introduction of the amendment bylaws but applications have since stabilized, (ii) 11 building permit applications have been submitted since the introduction of the amendment bylaws, (iii) the average size of the proposed houses on agricultural land has decreased to approximately 8,200 ft², and (iv) the City's bylaws limiting residential home plate are more stringent than Provincial guidelines.

Discussion ensued with regard to (i) including the septic field within the farm home plate, (ii) Provincial regulations relating to septic fields, (iii) preserving farmland and encouraging farming, (iv) the potential for runoff to neighbouring properties as a result of the fill on the farm home plate, (v) options to reduce the land speculation of farmland in the city, and (vi) issues arising from growing crops on top of a septic field.

In reply to queries from Committee, staff noted that (i) septic tanks are required to be within the farm home plate and the septic field may be located outside the farm home plate, (ii) the size of the septic field may vary according to the size of the house, (iii) the 11 proposed homes are two-storey buildings and approximately 60% of the floor area is on the first floor, or the footprint of the house, (iv) the garage floor area is included in the house floor area, and (v) other amenities such as swimming pools and tennis courts are not included in the house floor area but are included in the farm home plate.

Michelle Li, Richmond resident, distributed an excerpt of the staff report on agricultural land regarding land values and related notes (attached to and forming part of these minutes as Schedule 1) and expressed concern with regard to (i) house sizes on agricultural land, (ii) land speculation of farmland, and (iii) the protection of farmland for food production.

Planning Committee

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Kush Panatch, spoke on behalf of the Richmond Farmland Homeowners Association, and expressed that the amendment bylaws limiting residential development on farmland have been effective in reducing the overall size of proposed homes and more time should be allowed for a review. He added that a website to connect farmers and landowners established by the Richmond Farmland Homeowners Association have indicated that interest to lease farmland is low.

Cllr. Dang left the meeting (5:38 p.m.) and did not return.

Todd May, representing the Richmond Farmers Institute and the Agricultural Advisory Committee, spoke on the amendment bylaws limiting residential development on farmland, and was of the opinion that issues related to the development of excessively large houses have been addressed.

Discussion ensued with regard to (i) houses that are suitable for farmers, (ii) reducing the impact of the land speculation of farmland, (iii) the types of fill that would minimize runoff, and (iv) the potential impact of including the septic field within the farm home plate.

Cllr. Steves left the meeting (5:48 p.m.) and returned (5:52 p.m.).

John Roston, 12262 Ewen Avenue, expressed concern with regard to the size of homes on agricultural land and spoke on the viability of small farms. He encouraged that the floor area of homes on farmland be limited to no more than 500 m², pending direction from the Provincial government.

Korena Hawbolt, 9860 Dyke Road, spoke on the viability of small farms, noting that there is large demand for locally grown food and there is significant interest to lease farmland.

Mayor Brodie and Cllr. Au left the meeting (6:11 p.m.) and returned (6:12 p.m.).

Kimi Hendess, 9860 Dyke Road, commented on the processes and the challenges to lease farmland, noting that there is significant interest to lease farmland.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that staff can investigate options to extend farm leases beyond one year.

Cllr. Day left the meeting (6:24 p.m.) and returned (6:26 p.m.).

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Bhupinder Dhiman, 9360 Sidaway Road, commented on the costs of farming and leasing farmland and expressed that the amendment bylaws limiting residential development on farmland have been effective in reducing the overall size of proposed houses on farmland.

Dale Badh, 2831 Westminster Highway, spoke on (i) the efficacy of the amendment bylaws in reducing the size of proposed houses on farmland, (ii) building homes that are suitable for accommodating extended family members, and (iii) the costs of leasing farm land.

Laura Gillanders, [REDACTED], spoke on the potential loss of farmland to residential development and distributed her notes (attached to and forming part of these minutes as Schedule 2). She expressed that (i) the amendment bylaws limiting residential development on farmland have been ineffective in reducing the overall size of new houses, (ii) land speculation on farmland has increased, and (iii) agricultural land is being purchased for non-farm uses.

Gary Brar, 9071 No. 6 Road, commented on the efficacy of the amendment bylaws in reducing the overall size of proposed houses on farmland, expressing that the rise in value of agricultural lots is related to the general rise in land values.

A list of the building permit application submissions, along with suggestions to address issues related to limiting residential development on farmland was distributed (attached to and forming part of these minutes as Schedule 3).

Discussion ensued with regard to (i) options to further reduce the size of new houses on farmland, (ii) reviewing the placement of the septic field within agricultural lots, (iii) reviewing the setback for houses on agricultural lots, (iv) farming definitions, (v) homes that accommodate extended families on agricultural land, (vi) preparing a communication strategy and consulting with the farming community, (vii) restricting non-farm uses on agricultural land, (viii) the evolution of farming and the preservation of farmland, (ix) the Province introducing policies that allow brewery activities on farmland, and (x) allocating additional time to review the amendment bylaws.

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

It was moved and seconded

- (1) *That staff consider and examine the following for agricultural lots of 0.5 acres or larger:*
- (a) *options to limit house size to a maximum of 6,500 ft², 7,500 ft², or 8,500 ft²;*
 - (b) *options to limit the farm home plate size to a maximum of 10,780 ft² and/or potential regulations regarding the septic field; and*
 - (c) *options to limit the maximum house footprint to 5,200 ft²;*

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- (2) *That staff consider a communication and consultation strategy; and*
- (3) *That staff consider what to ask the Province to encourage farming, such as ownership restrictions and other viable options.*

and report back.

The question on the motion was not called as discussion ensued with regard to the communication strategy and the time frame required for public consultation.

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

3. **PROPOSED CHANGES: STEVESTON AREA PLAN, VILLAGE HERITAGE CONSERVATION POLICIES, DESIGN GUIDELINES AND LONG-TERM BAYVIEW, MONCTON AND CHATHAM STREET VISIONS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5561802 v. 6)

It was moved and seconded

That consideration of the report titled "Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions", dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be deferred to the Planning Committee meeting on November 21, 2017.

CARRIED

4. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (7:30 p.m.).

CARRIED

Planning Committee
Tuesday, November 7, 2017

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, November 7, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

November 7

Planning Committee RE: ALR bylaw

Thank you for reviewing the bylaw performance for the last 6 months.

Hopefully you received a number of responses from many stakeholders today and if you haven't I will pass around copies of some of them now.

To sum up the concerns, the bylaws are not working for the following reasons:

- 1.) The 75 metre setback will remove existing active farming fields on small farms especially which are usually long and narrow not short and wide as depicted in the staff report.

Actively farmed vegetable farms in West Richmond for example have their farming fields beginning at 35 metres.

- 2.) Speculation has not decreased. The price of ALR real estate has increased to \$3.73 Million per acre on small farms. 5 acre blueberry farms in East Richmond have increased in price by %158 since the council decision.

Almost each and every real estate listing for ALR currently states wording along the lines of "opportunity to build 11000 sq ft dream mansion" and there is no mention of farming.

Section 18 of the ALC act states that a local government may not (i) permit non-farm use of agricultural land or permit a building to be erected on the land except for farm use.

I ask you. Do you believe, that an application for a 10,740 sq ft home on a 31,797 ft ALR property on No. 2 Road, as seen in the City Staff chart of permit applications, has a primary purpose of agriculture in mind? Even if you believe that on some farms with large scale operations that require many farm workers, a farmer may need a large house for family farm workers; even if you believe that, how can this be justified on a 3/4 acre farm? How can it be justified on a 1.5 acre farm or even a 2.5 acre farm? You know there can be no primary farm use house of this size on a farm this small. If the primary purpose of this farm was to be agriculture, the home would be small and the fields maximized for running an operation such as a market garden.

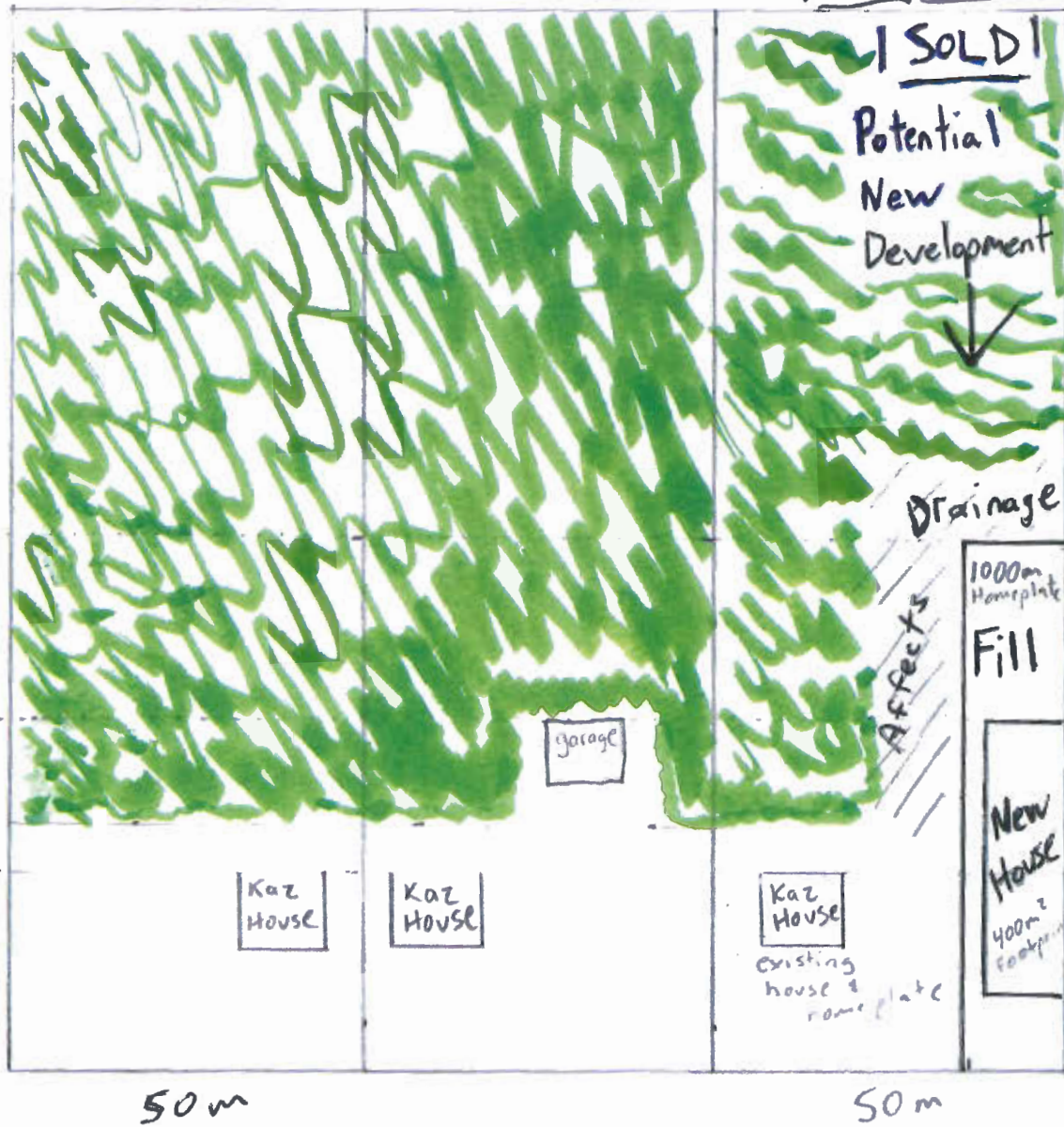
I spoke first hand to the builder at 11300 No. 2 road who was pleased to have the permit issued for a 16000 sq ft home issued in August. They covered the maximum area allowable in fill over previously farmed lands. The owner of the property is a realtor, not a farmer. The builder is also a realtor who sold 11240 no. 2 road two doors down. He told me in his own words that the owner is building his dream mansion and he will enjoy having a veggie garden. The builder told me he would also like a dream mansion and that the homes in Vancouver are too small. He says all of the properties along this road will be built into dream mansions because speculators from asia are driving up and down the road taking pictures and "sending it home where the money is".

This is not farming. This is not agriculture. This development is speculation. As long as the houses can be three times larger than those across the road, we will see rampant residential development and ALR with loss of farmland.

1.5 acre farms No. 2 rd

Kaz Farms

[11240]



75m setback

600m of farmland lost from home plate alone

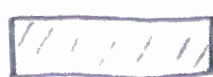
35m Farm's Fields existing homes @ 25 approx

5cm = 50m

1cm = 10m

500m footprint - 25 x 2.5cm
1000m home plate -

 - existing farm fields

 - new home development could take away approx 1250m² of existing farming land, because of drainage from fill

PLN - 13

- 600m of farmland lost due to home plate itself

OLD

5 Acres with blues
May 1 - before council decision

\$656,000 per acre

Sold
R2158648
Board: V
House with Acreage



6651 NO. 6 ROAD
Richmond
East Richmond
V6W 1C7

Residential Detached
\$3,500,000 (LP)
\$3,280,000 (SP)
Original Price: \$3,500,000
Approx. Year Built: 1984
Age: 33
Zoning: AG1
Gross Taxes: \$2,036.89
For Tax Year: 2016
Tax Inc. Utilities?:
P.I.D.: 003-646-149
Tour:

Sold Date: 5/1/2017
Meas. Type: Feet
Depth / Size: 1311.92
Lot Area (sq.ft.): 216,928.98
Flood Plain:
Rear Yard Exp: West
Council Apprv?:
If new, GST/HST Inc?:
View:
Complex / Subdiv: EAST RICHMOND
Services Connected: Electricity, Natural Gas, Water

Style of Home: 2 Storey
Construction: Frame - Wood
Exterior: Mixed
Foundation: Concrete Perimeter
Rain Screen:
Renovations:
of Fireplaces: 1
Fireplace Fuel: Wood
Water Supply: City/Municipal
Fuel/Heating: Forced Air
Outdoor Area: Patio(s)
Type of Roof: Other
Legal: PL 11106 LT 4 BLK 4N LD 36 SEC 8 RNG 5W

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: 8 Covered Parking: 4 Parking Access: Front
Parking: DetachedGrge/ Carport, Garage; Double
Dist. to Public Transk:
Title to Land: Freehold NonStrata
Dist. to School Bus:
Property Disc.: No
PAD Rental:
Fixtures Leased: No :
Fixtures Rmvd: :
Floor Finish:

Amenities:

Site Influences: Central Location, Recreation Nearby, Shopping Nearby
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	17'6" x 17'4"	Above	Walk-In Closet	7' x 6'6"			x
Main	Dining Room	16'4" x 11'10"	Above	Bedroom	13'8" x 13'3"			x
Main	Kitchen	14'10" x 8'10"	Above	Bedroom	14'6" x 13'3"			x
Main	Eating Area	12'4" x 10'1"	Above	Bedroom	11' x 11'			x
Main	Family Room	17'5" x 13'10"	Above	Recreation Ro...	26'7" x 17'1"			x
Main	Den	11'3" x 7'11"			x			x
Main	Foyer	16'1" x 15'8"			x			x
Main	Laundry	11'3" x 6'6"			x			x
Above	Master Bedroom	18'9" x 17'6"			x			
Above	Dressing Room	6'6" x 6'			x			
Finished Floor (Main):		1,738	# of Rooms:		15	Bath	Floor	# of Pieces
Finished Floor (Above):		2,040	# of Kitchens:		1	1	Main	3
Finished Floor (Below):		0	# of Levels:		2	2	Above	4
Finished Floor (Basement):		0	Suits:		3	3	Above	5
Finished Floor (Total):		3,778 sq. ft.	Crawl/Bsmt. Height:		4	4		Ensuite?
Unfinished Floor:		0	Beds in Basement: 0		5	5		No
Grand Total:		3,778 sq. ft.	Basement: None		6	6		Yes
			Beds not in Basement: 4		7	7		No
					8	8		

Outbuildings	
Bam:	
Workshop/Shed:	
Pool:	
Garage Sz:	27'3" x 21'3"
Door Height:	

Listing Broker(s): RE/MAX Westcoast

Quiet country setting on an almost 5 ACRE, 216928.80 SF/4.98 acres (165 x 1,311) AG1 lot with a Western exposure, beautiful and comfortable surroundings with mature blueberry bushes. Custom built home, 3500SF with a wonderful floor plan. Very spacious. 5 bedrooms, 3 bathrooms. Detached double garage and plenty of room for storage. Within 5 minutes is the entertainment district containing Silver City theaters, swimming and other commercial activities to support the recent condo developments. Within 10 minutes is the highway, the popular Ironwood and Coppersmith shopping plazas. Kingswood Elementary & McNair Secondary nearby.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:35 PM

OLD

5 acres with blues \$ 620,000 per acre
Feb 2017 before council
decision

Sold
R2100377
Board: V
House/Single Family



9231 NO 6 ROAD

Richmond
East Richmond
V6W 1E5

Residential Detached

\$3,500,000 (LP)

\$3,100,000 (SP)

Sold Date: **2/26/2017** Frontage (feet): **163.22** Original Price: **\$3,500,000**
Meas. Type: **Feet** Bedrooms: **3** Approx. Year Built: **9999**
Depth / Size: **1337** Bathrooms: **2** Age: **999**
Lot Area (sq.ft.): **217,800.00** Full Baths: **2** Zoning: **AG1**
Flood Plain: Half Baths: **0** Gross Taxes: **\$469.10**
Rear Yard Exp: **West** For Tax Year: **2016**
Council Apprv?: Tax Inc. Utilities?:
If new, GST/HST Inc?: P.I.D.: **002-463-261**
Tour:

View: **Yes: FARMLAND**
Complex / Subdiv: **EAST RICHMOND**
Services Connected: **Electricity, Natural Gas, Septic, Water**

Style of Home: **2 Storey**
Construction: **Frame - Wood**
Exterior: **Mixed**
Foundation: **Concrete Perimeter**
Rain Screen:
Renovations:
of Fireplaces: **0**
Fireplace Fuel:
Water Supply: **City/Municipal**
Fuel/Heating: **Forced Air**
Outdoor Area: **Patio(s) & Deck(s)**
Type of Roof: **Other**
Legal: **PL 60289 LT 11 BLK 4N LD 36 SEC 29 RNG 5W**

Reno. Year:
R.I. Plumbing:
R.I. Fireplaces:

Total Parking: **10** Covered Parking: **1** Parking Access: **Front**
Parking: **Garage; Single**

Dist. to Public Transit:
Title to Land: **Freehold NonStrata** Dist. to School Bus:

Property Disc.: **No**
PAD Rental:
Fixtures Leased: **Yes: BATHFITTER TUB ON MAIN FLOOR**
Fixtures Rmvd: :
Floor Finish:

Amenities:

Site Influences: **Recreation Nearby, Rural Setting, Shopping Nearby**
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions	
Main	Living Room	10' x 10'			x			x	
Main	Dining Room	0' x 0'			x			x	
Main	Kitchen	0' x 0'			x			x	
Main	Bedroom	0' x 0'			x			x	
Main	Bedroom	0' x 0'			x			x	
Below	Living Room	0' x 0'			x			x	
Below	Bedroom	0' x 0'			x			x	
		x			x			x	
		x			x				
		x			x				
Finished Floor (Main):	750	# of Rooms: 7	Bath			Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	750	# of Kitchens: 1	1	Main	4	No			Barn:
Finished Floor (Below):	0	# of Levels: 2	2	Below	3	No			Workshop/Shed:
Finished Floor (Basement):	0	Suite:	3						Pool:
Finished Floor (Total):	1,500 sq. ft.	Crawl/Bsmt. Height:	4						Garage Sz:
Unfinished Floor:	0	Beds in Basement: 0	5	Beds not in Basement: 3					Door Height:
Grand Total:	1,500 sq. ft.	Basement: None	6						
			7						
			8						

Listing Broker(s): **RE/MAX Westcoast**

Quiet country setting on an almost 5 ACRE (163 x 407) AG1 lot with a Western exposure, beautiful and comfortable surroundings with mature blueberry bushes. Within 5 minutes is the entertainment district containing Silver City theaters, swimming and other commercial activities to support the recent condo developments. Within 10 minutes is the highway, the popular Ironwood and Coppersmith shopping plazas. Kingswood Elementary & McNair Secondary nearby.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:35 PM

5 Acres with blue s \$ 1,599,760 Per Acre
 SINCE Council decision
CURRENT LISTING 158% increase

Active
R2160780
 Board: V
 House with Acreage

7251 NO. 6 ROAD
 Richmond
 East Richmond
 V6W 1C9

Residential Detached
\$7,998,800 (LP)
 (SP)



Sold Date:
 Meas. Type: **Feet**
 Depth / Size: **1379.89**
 Lot Area (sq.ft.): **222,113.00**
 Flood Plain:
 Rear Yard Exp:
 Council Apprv?:
 If new, GST/HST Inc?:

Frontage (feet): **160.01**
 Bedrooms: **6**
 Bathrooms: **2**
 Full Baths: **2**
 Half Baths: **0**
 Original Price: **\$7,998,800**
 Approx. Year Built: **1960**
 Age: **57**
 Zoning: **AG1**
 Gross Taxes: **\$2,118.77**
 For Tax Year: **2016**
 Tax Inc. Utilities?: **No**
 P.I.D.: **000-606-405**
 Tour:

View:
 Complex / Subdiv:
 Services Connected: **Electricity, Septic, Water**

Style of Home: **2 Storey**
 Construction: **Frame - Wood**
 Exterior: **Mixed**
 Foundation: **Concrete Perimeter**
 Ran Screen:
 Renovations:
 # of Fireplaces: **2**
 Fireplace Fuel: **Other**
 Water Supply: **City/Municipal**
 Fuel/Heating: **Forced Air**
 Outdoor Area: **Sundeck(s)**
 Type of Roof: **Other**
 Legal: **PL 13981 LT 6 BLK 4N LD 36 SEC 17 RNG SW**

Reno. Year:
 R.I. Plumbing:
 R.I. Fireplaces:

Total Parking: Covered Parking: **2**
 Parking: **Carport Multiple**
 Parking Access: **Front**

Dist. to Public Transit:
 Title to Land: **Freehold NonStrata**

Dist. to School Bus:

Property Disc.: **Yes**
 PAD Rental:
 Fixtures Leased: **No**
 Fixtures Rmvd: **No**
 Floor Finsh: **Mixed**

Amenities:

Site Influences: **Golf Course Nearby, Recreation Nearby, Shopping Nearby**
 Features: **CltH/Wsh/Dryr/Frdg/Stve/DW, Refrigerator, Stove**

Floor	Type	Dmensions	Floor	Type	Dmensions	Floor	Type	Dmensions
Main	Living Room	19' x 12'3	Below	Bedroom	13'5 x 13'			x
Main	Kitchen	9'2 x 9'	Below	Bedroom	9' x 7'9			x
Main	Nook	9'1 x 6'11	Below	Storage	10'10 x 8'			x
Main	Dining Room	10'6 x 9'	Below	Utility	10'11 x 9'2			x
Main	Master Bedroom	12'6 x 11'	Below	Workshop	10'9 x 6'10			x
Main	Bedroom	11'6 x 9'						x
Main	Bedroom	11'6 x 8'						x
Below	Family Room	19'4 x 12'6						x
Below	Foyer	11'4 x 5'						
Below	Bedroom	11'7 x 10'5						
Finished Floor (Main):	1,233	# of Rooms:15	Bath					
Finished Floor (Above):	597	# of Kitchens: 1	1	Main	4	No		Bam:
Finished Floor (Below):	0	# of Levels: 2	2	Below	3	No		Workshop/Shed:
Finished Floor (Basement):	0	Suite: None	3					Pool:
Finished Floor (Total):	1,830 sq. ft.	Craw/Bsmt. Height:	4					Garage Sz:
		Beds in Basement: 0	5					Door Height:
Unfinished Floor:	0	Basement: None	6					
Grand Total:	1,830 sq. ft.		7					
			8					

Listing Broker(s): **RE/MAX Progroup Realty**

Excellent opportunity here!!! 5.09 acre parcel with mature blueberry farm in highly sought after Richmond location. Build your dream mansion on this palatial estate property. Plans for 11,000+ custom residence available upon request. Exceptional location just minutes from Vancouver and countless amenities. Existing house is currently rented, do not disturb tenants or enter premises without permission.

RED Full Public

The enclosed information, while deemed to be correct, is not guaranteed.
 PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:28 PM

1.2 Acres - 3.73 Million per acre
\$4,480,000

Active
R2190499
Board: V
House with Acreage

10520 BLUNDELL ROAD
Richmond
McLennan
V6Y 1L1

Residential Detached
\$4,480,000 (LP)
(SP)



Sold Date: Frontage (feet): 181.50 Original Price: \$4,480,000
Meas. Type: Feet Bedrooms: 3 Approx. Year Built: 9999
Depth / Size: 288 Bathrooms: 2 Age: 999
Lot Area (sq.ft.): 52,128.00 Full Baths: 1 Zoning: AG1
Flood Plain: Half Baths: 1 Gross Taxes: \$5,351.28
Rear Yard Exp: South For Tax Year: 2016
Council Apprv?: Tax Inc. Utilities?: No
If new, GST/HST Inc?: P.I.D.: 006-949-461
Tour:

View: No :
Complex / Subdiv:
Services Connected: Electricity, Natural Gas, Septic, Water

Style of Home: 1 Storey, Rancher/Bungalow
Construction: Frame - Wood
Exterior: Wood
Foundation: Concrete Perimeter
Rear Screen:
Renovations: Reno. Year:
of Fireplaces: 0 R.I. Plumbing:
Fireplace Fuel: None R.I. Fireplaces:
Water Supply: City/Municipal
Fuel/Heating: Forced Air, Natural Gas
Outdoor Area: Fenced Yard, Patio(s) & Deck(s)
Type of Roof: Asphalt
Legal: PL 33703 LT 25 BLK 4N LD 36 SEC 23 RNG 6W

Total Parking: 10 Covered Parking: 2 Parking Access: Front
Parking: Garage; Double, Open, RV Parking Avail.

Dist. to Public Transit: Dist. to School Bus:
Title to Land: Freehold NonStrata

Property Disc.: Yes
PAD Rental:
Fixtures Leased: No :
Fixtures Rmvd: No :
Floor Finish: Wall/Wall/Mixed

Amenities: None

Site Influences: Paved Road, Shopping Nearby, Treed
Features:

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions	
Main	Living Room	25' x 12'			x			x	
Main	Dining Room	13' x 7'			x			x	
Main	Kitchen	11' x 9'			x			x	
Main	Family Room	15' x 17'			x			x	
Main	Nook	9' x 8'			x			x	
Main	Master Bedroom	12' x 13'			x			x	
Main	Bedroom	9' x 9'			x			x	
Main	Bedroom	12' x 8'			x			x	
		x			x				
		x			x				
Finished Floor (Main):	1,600	# of Rooms: 8	Bath			Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	0	# of Kitchens: 1	1	Main	4	Yes			Barn:
Finished Floor (Below):	0	# of Levels: 1	2	Main	2	No			Workshop/Shed:
Finished Floor (Basement):	0	Suite: None	3						Pool:
Finished Floor (Total):	1,600 sq. ft.	Crawl/Bsmt. Height:	4						Garage Sz:
Unfinished Floor:	0	Beds in Basement: 0	5						Door Height:
Grand Total:	1,600 sq. ft.	Basement: None	6						
			7						
			8						

Listing Broker(s): New Coast Realty

1.2 acre lot on Blundell road with wide frontage 181 feet and 288 feet depth. Close to transportation, shopping center, daycare and schools. South facing back yard with hundreds of Blueberry trees. Very solid house with 3 bedrooms and 2 bathrooms. Close to No. 4 Rd great potential for future development. Home is leased but selling for land value only. Home showing possible after buyer satisfied with first showing of the lot. To build your dream mansion or to hold. No walking around inside the property, call listing agent for showing the property or more info, by appointment only.

RED Full Public:

The enclosed information, while deemed to be correct, is not guaranteed.
PREC* indicates 'Personal Real Estate Corporation'.

11/07/2017 02:36 PM

\$ 3,498,000

11/07/17 2:36 P

ATTACHMENT 4

SITE ECONOMICS LTD.
1500 - 701 West Georgia Street
Vancouver, BC V7Y 1C6 Canada
604.250.2992
rwozny@siteeconomics.com
www.siteeconomics.com

April 13, 2017

From: Richard Wozny

To: The City of Richmond

Re: Memo on ALR Residential Development in the City Richmond Land Economics Assessment

1. Questions

This report addresses the following questions:

- (1) What is the impact on demand and price when setting the maximum house size in the ALR at, below, or above, the average house size possible in the City's most common large lot single family residential zoning district RS1E. The average lot size within the RS1/E zone is approximately 8,000 ft² which would permit a house size of 4,200 ft² (including garage).
- (2) If the maximum house size permitted in the ALR is restricted to 4,200 ft² (including garage), what is the anticipated impact on:
 - (a) ALR urban residential development trends, activity, real estate speculation?
 - (b) ALR farm trends, viability, development; the cost to farmers to buy land and lease land?

2. Consultant's Response

(1) General

Based on recent market data, it is clear that some smaller ALR lands are being bought, sold, speculated on and developed as urban residential sites. In economic terms, the ALR properties are being substituted for normal serviced urban residential sites within the City. The focus on ALR lands is a logical and expected outcome of the excessively high priced residential real estate market. Currently, ALR lands offer a greater potential for flexibility than urban sites, particularly when the owner desires a very large house size.

It is the current ability to build a very large house in the ALR which is the primary factor driving small ALR lot prices to levels in the order of \$750,000 to \$1.5 million per acre. While urban to ALR house market substitution is expected, the current trend in very large house sizes on ALR land is an inappropriate non-market trend.

Tables 1 and 2 below show recent ALR residential house sales in the City which are extremely high and inappropriately reflect urban land values.

(2) If house size on ALR land parcels was restricted to a size of 4,200 ft²:

If house sizes on ALR land parcels were restricted to a size of 4,200 ft², their additional, unique, non-market premium value would no longer apply. The normal background market ALR land values would then apply to the balance of the site land area, after removing the residential potential. The surplus non-residential part of the ALR site, would have a normal ALR land market value.

It is expected that ALR buying activity and speculation would decrease significantly, as the unique appeal of the ALR lands would be gone with the reduced house size. The reduced ALR house size would reduce ALR land prices, to market standards and past trends, allowing buyers with the intention of actual farming, to acquire or lease these types of properties.

The decrease in ALR land prices resulting from a house size restriction would reduce land costs for farmers particularly for lots under 10 acres in size.

(3) If the City allowed only house sizes which were significantly smaller than 4,200 ft²:

The choice of setting the permitted house size, at a large urban average size is appropriate, as it reflects standards across the City. If the City allowed only house sizes which were significantly smaller than 4,200

ft², it would reduce the value of ALR lands, below market, by a small margin because they would become less attractive, even for farmers.

- (4) If the City permitted house sizes significantly larger than 4,200 ft²:
If the City permitted house sizes significantly larger than 4,200 ft², it would increase the land value above market rates. If, for example, the maximum was set at twice (2X) the standard size (8,400 ft²), the value would likely be close to the current excessive ALR land value. Allowing an ALR house size significantly larger than average would not normalize the currently high ALR land prices.

For clarification, please contact me at 604 250 2992.

Yours truly,



Richard Wozny, Principal
Site Economics Ltd.

Att.1

November 7, 2017

Dear Richmond City Staff, Mayor and Councillors,

Our goals are to Preserve Farmland, Eliminate Speculation, and Enhance Farming Viability.

The current bylaw is not working for the following reasons:

Preserving Farmland

While staff has done a good job to limit the residential home plate, the 75 metre setback will be devastating to farmland on most small farms such as along No. 2 road. Traditionally farmers on these small farms have made the most of their farming land with small homes setback at approx 25 metres, the furthest outbuilding setback at 50 metres, and farming fields starting at 35 metres. (Figure 1). Using the Kaz farm area as an example, 5 farms in a row were actively farmed until recently when the two southernmost farms were sold and torn down.

The smaller farms are typically long and narrow not short and wide as depicted in the staff report. The staff report shows a usable area beside the farm home plate when in fact most of the farms would have a very narrow strip of land beside the home plate which would be farm access and not practical for farming. (Figure 2)

The third southernmost Kaz 1.5 acre farm has recently been sold. The two beside it being built have houses at 50 metres and the fill extends at least 75 metres back. Kaz farm next door has confirmed that the fill on the new homes has caused drainage problems in their field and they have lost crops. When the recently sold Kaz farm and eventually the rest of them are developed, the new houses at 50m and fill to 75m will extend far into the active farming fields and we will see significant loss of farmland. (Figure 3)

Eliminate Speculation

During the public consultation process we collectively referred to farm real estate values were noted as being between \$650,000 per acre to \$1.5 million per acre at the time. Since the council decision in May, ALR properties have soared to heights of 3.73 Million per acre.

Examples:

1. 11240 No. 2 road OLD HOME (3rd Kaz farm plot) 1.5 acres for 2.33 Million per acre = \$3,498,000
2. 10520 Blundell OLD HOME 1.2 acres for 3.73 Million per acre = \$4,480,000
3. The listing for the 4 acre property at 6571 No. 7 Road (boasting plans for 12000sq ft English Country mansion and private driving range and no tax) was shown during public consultation and was initially listed for 2.72 Million. Since the council decision they increased the price to 4.5 Million. 65% Increase for same property .
4. 9231 No 6 road OLD HOME with BLUEBERRIES Feb 2017 5 acres = \$3,100,000 -Before council decision
6551 No 6 road OLD HOME with BLUEBERRIES May 1 2017 5 acres = \$3,280,000 -Before council decision
7251 No 6 road OLD HOME with BLUEBERRIES CURRENT 5 acres = \$7,998,800 - 158% Increase for same type of property in same farming area since May council decision

The bylaws did not dampen the market; ALR properties have increased anywhere from 65 - 158% since the council decision in May. Most all real estate ads list "opportunity for 11000sq ft dream home" and no mention of farming.

Enhance Farming Viability

The experts such as Wozny were hired to calculate the optimal house size to reduce speculation while not harming farmers' equity. This number was around 300m². Some council members were worried that if a house size limit such as this were put into effect that the farmers would lose equity and it would "bankrupt" them. Wozny is an expert and showed this would not be the case; the fear was unfounded. A prime example would be 9711 Finn Road which has a 3000sqft heritage house on a 5.4 acre property. This house cannot be developed as it is heritage, and the price is \$3.78 million which is around the \$700,000 per acre mark - much closer to what was sustainable in Richmond before the heavy pressure from the hot real estate market and no foreign buyer tax on farmland. (figure 4)

As long as a house can be built on a property it will retain property values consistent with the real estate market. A beautiful new 3000 - 4000sqft home can be built on farmland to increase its value for developers as on any city lot, but it won't be as heavily speculated as an 11000sqft mansion. A 3000-4000sqft home could be justified as a farming home. It could even be rented to a family who wishes to farm in the future. The options for an 11000 sqft home are very limited as we see daily with more and more being converted into hotels. (figure 5). Section 18 of the ALC act states that a local government may not: (i) permit non-farm use of agricultural land or permit a building to be erected on the land except for farm use,
http://www.bclaws.ca/Recon/document/ID/freeside/00_02036_01#section18

Again using No. 2 road as an example, the new 16000sqft home being built at 11300 is owned by Manpreet Gill who is a Realtor. The builder is Harmeet Singh Grewal who is also a realtor, and recently sold the 11240 Kaz farm two doors down. I spoke to them; they are not farmers. They have a dream to build dream mansions (their words) and they filled over most of the farmland. Again, this type of development- filling over once farmed land for dream mansions cannot be justified as a farm house which would be in violation of Section 18 of the ALC act.

Even if council believed whole heartedly that large farming operations need extended family to live with them to make picking affordable, how can this practice be justified on a small vegetable farm? How can an 11000sq ft home be justified on a 3/4 acre or 2.5 acre farm when you need as much land as possible to be viable?

As long as a developer has the ability to build homes 2-3 times larger than those across the street, we will continue to see rapid development of ALR and loss of farmland. We must close this loophole.

One recommendation I would make, if nothing else, is to extend the 500m² current limit on 1/2 acre parcels to homes on farms up to 2.5 acres which would be fitting with the smaller home plates.

Lastly, ALC policy on soil disturbance maximum of 2000m² includes the entire septic system. The current bylaw of allowing the septic field outside of the home plate would be legal on the 1000m² home plates however it is in violation of ALC to allow the field outside of the 2000m² home plate. (see attached ALC policy). When this is reviewed, if the septic field remains outside of the 1000m² home plate, as per current bylaw, imposing a septic field setback of 60 metres would help steer the septic toward the side yard setback and not in the farming field.

Vegetable farming on small farms is viable. Vegetable farms in West Richmond yield up to \$40,000 per acre and it is inappropriate development to place fill over class 1 clay soil to build an 11000sqft mansion. There are future jobs on this soil, as well as future food for our children.

Respectfully yours,

Laura Gillanders of Richmond FarmWatch

Figure (1)
June 2015

- Shows farm houses at approx 25-30m
- Shows farming fields starting at approx 35m
- Shows how much farmland we lose w 75m setback



Figure (Z)
June 2015

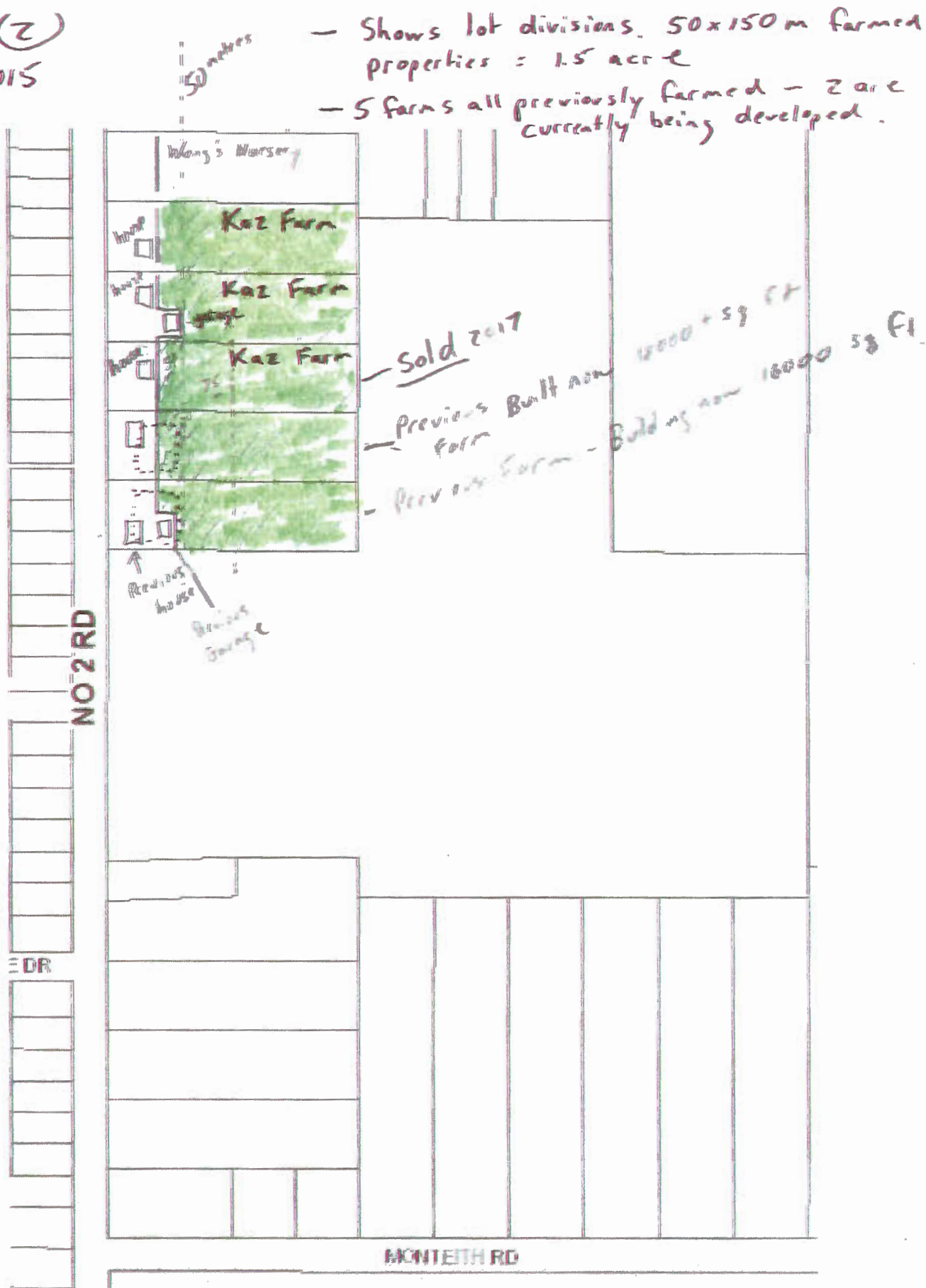


Figure (3) - The future of No. 2nd farms with new bylaw
 - loss of farmland from 2 years ago

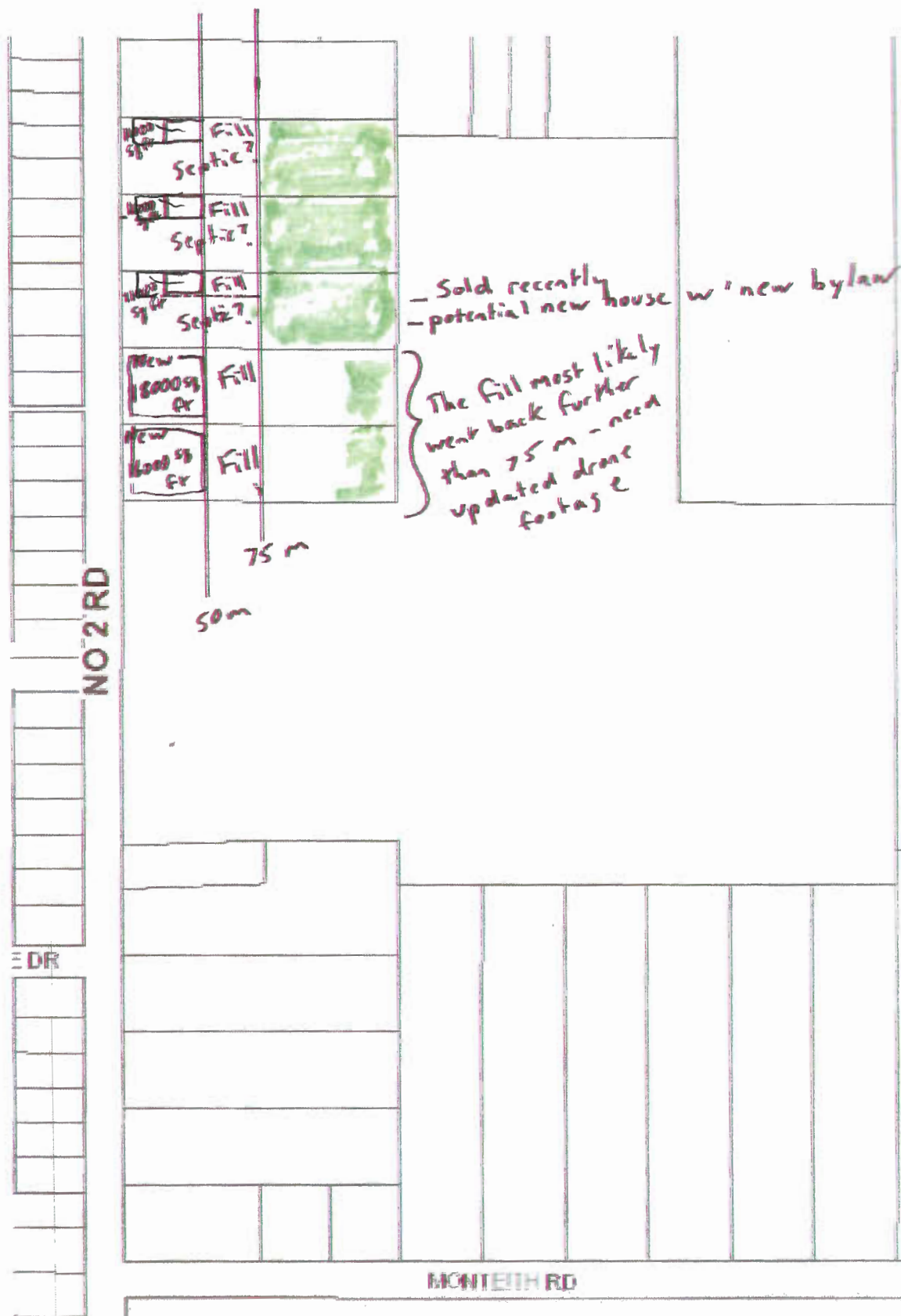


Figure 4

11240 No. 2 road with potential for 11000 sq ft house = \$2.35 Million per acre

9711 Finn Road not developable with 3000 sq ft heritage house on 5.4 acres = \$700,000 per acre

My Recently Viewed Listings



11240 NO 2 ROAD
Richmond, British Columbia V7E2E7

\$3,598,000

1  1 

Single Family House



9711 FINN ROAD
Richmond, British Columbia V7A2L3

\$3,788,888


4  3 

Single Family House

Figure 5

Large 4100 sq ft home including garage. This is the type and size of home that could be built on nearby lots to all of the small farms on No. 2 road and Blundell for example. This would be in alignment with Wozny's number as well as the Ministry of Agriculture guidelines.



 <p>Agricultural Land Commission Act</p>	<p style="text-align: right;">Policy L-15 January 2016</p> <p style="text-align: center;">PLACEMENT OF FILL OR REMOVAL OF SOIL: CONSTRUCTION OF A SINGLE FAMILY RESIDENCE</p>
--	--

This policy is intended to assist in the interpretation of the [Agricultural Land Commission Act](#), 2002, including amendments as of September 2014, (the "ALCA") and BC Regulation 171/2002 ([Agricultural Land Reserve Use, Subdivision and Procedure Regulation](#)), including amendments as of August 2016, (the "Regulation"). In case of ambiguity or inconsistency, the ALCA and Regulation will govern.

REFERENCE:

Agricultural Land Commission Act, 2002, S.B.C. 2002, c. 36, Section 18

- 18 Unless permitted under this Act,*
- (a) a local government, a first nation government or an authority, or a board or other agency established by a local government, a first nation government or an authority, or a person or agency that enters into an agreement under the [Local Services Act](#) may not*
 - (ii) approve more than one residence on a parcel of land unless the additional residences are necessary for farm use*

INTERPRETATION:

It is Agricultural Land Commission ("the Commission") policy that construction of a residence includes the construction of accessory buildings, structures, services, utilities and landscaping requirements directly related to the single family residential use. The Commission recognizes garages, carports, workshops, sheds, water lines, wells, sewer lines, sanitary disposal systems, power conduits, reasonable landscaping and driveways as buildings and services normally associated with the construction of a residence. Please note that unless allowed by policy, the Regulation, the ALCA, or an order of the Commission, workshops must be related to the residential use and must not be a non-farm business. Residential spaces connected by breezeways (for example) do not constitute a single residence for the purposes of this section of the ALCA.

Where it has been determined by the local government through the building approval process that placement of fill or removal of soil is both necessary and reasonable for the construction of a residence, the acceptable volume of fill or soil removal is that needed to undertake the construction of the residence, accessory facilities and services. For example, if 1.0 metre of fill is required to satisfy flood protection requirements but a land owner wishes to deposit 3 metres of fill to enhance a view or for another non-farm related purpose, only 1 metre of fill would be allowed without approval of a non-farm use application to the Commission. The placement of fill or removal of soil should not exceed 0.2 ha of the parcel in total for all the above residential related uses. It is the policy of the Commission that a driveway should not exceed 6 metres in width and may

be constructed with an all-weather surface. The area of the driveway is included as part of the 0.2 ha area as described above.

Unless defined in this policy, terms used herein will have the meanings given to them in the *ALCA* or the Regulation.

Additional Information needed.
H. Steves.

SINGLE FAMILY DWELLINGS on AGRICULTURAL LANDS

April 4, 2017 to November 1, 2017

Table 1: Lot size less than 0.2 ha (0.5 ac)

ADDRESS	LOT SIZE Acre	HOME PLATE PERMITTED	HOME PLATE PROPOSED %	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED ^{Nearest max.}	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
12080 Westminster Hwy.	795 m ² (8,557 ft ²)	397.5 m ² (4,278.6 ft ²)	53	355 m ² (3,823.65 ft ²)	355 m ² (3,823 ft ²)	0 m ² (0 ft ²)	218 m ² (2,349 ft ²)
7760 No 4 road	1866 m ² (20,085 ft ²)	933 m ² (10,042.7 ft ²)	50	500 m ² (5,382 ft ²)	418 m ² (4,498.3 ft ²)	82 m ² (884 ft ²)	261 m ² (2,810 ft ²)
AVERAGE					386.5 m ² (4,160 ft ²)		

Table 2: Lot size 0.2 ha (0.5 ac) and greater

ADDRESS	LOT SIZE Acre	HOME PLATE PERMITTED	HOME PLATE PROPOSED %	HOUSE SIZE PERMITTED	HOUSE SIZE PROPOSED	REMAINING DEVELOPMENT SIZE	HOUSE SIZE FOOTPRINT
10960 Granville Avenue	2,470 m ² (26,587 ft ²)	1000 m ² (10,763 ft ²)	40	857 m ² (9,226 ft ²)	857 m ² (9,226 ft ²)	0 m ² (0 ft ²)	458 m ² (4,930 ft ²)
11731 Granville Avenue	2,795 m ² (30,085 ft ²)	1000 m ² (10,763 ft ²)	36	996.7 m ² (10,728.8 ft ²)	896.3 m ² (9,647.44 ft ²)	100 m ² (1,081 ft ²)	554 m ² (5,963 ft ²)
11860 No. 2 Road	2,954 m ² (31,797 ft ²)	1000 m ² (10,763 ft ²)	34	999.1 m ² (10,754 ft ²)	997.8 m ² (10,740 ft ²)	1 m ² (14 ft ²)	494 m ² (5,322 ft ²)
7251 No. 6 Road	20,635 m ² (222,113 ft ²)	2,000 m ² (21,530 ft ²)	10	1,000 m ² (10,764 ft ²)	980 m ² (10,552.08 ft ²)	20 m ² (212 ft ²)	485 m ² (5,218 ft ²)
10451 Palmberg Road	9,797 m ² (105,454 ft ²)	1000 m ² (10,763 ft ²)	10	1,000 m ² (10,764 ft ²)	687 m ² (7,390.4 ft ²)	313 m ² (3,373.64 ft ²)	337 m ² (3,627 ft ²)
12791 Blundell	19,693 m ² (211,974 ft ²)	2,000 m ² (21,530 ft ²)	10	1,000 m ² (10,764 ft ²)	883 m ² (9,504 ft ²)	117 m ² (1,260 ft ²)	486 m ² (5,228 ft ²)
12060 No. 2 Road	25,064 m ² (269,787 ft ²)	2,000 m ² (21,530 ft ²)	8	1,000 m ² (10,764 ft ²)	956 m ² (10,294.62 ft ²)	44 m ² (469 ft ²)	511 m ² (5,497 ft ²)
22160 River Road	16,904 m ² (181,953 ft ²)	1600 m ² (17,220 ft ²)	3.55	1,000 m ² (10,764 ft ²)	267.7 m ² (2,881.96 ft ²)	732 m ² (7,882 ft ²)	149 m ² (1,605 ft ²)
2620 No. 6 Road	154,826 m ² (1,666,533 ft ²)	2,000 m ² (21,530 ft ²)	1	1,000 m ² (10,764 ft ²)	548.9 m ² (5,906 ft ²)	451 m ² (4,858 ft ²)	258 m ² (2,776 ft ²)
AVERAGE					785.96 m ² (8,460 ft ²)		

- Small lots .5 ac to 1 ac home plate too big
- Single family or extended family?
- Bonafide farmers?
- Location and size of septic field?
- Setback for each house? 50m to 75m
- House size at or near Maximum
- House size 3/4 x Maximum
- ALR Guidelines
- 8 out of 11 are too big



City of Richmond

Report to Committee

To: Planning Committee
From: Cathryn Volkering Carlile
General Manager, Community Services
Date: October 25, 2017
File: 07-3300-01/2017-Vol
01
Re: Richmond Intercultural Advisory Committee - Terms of Reference Update

Staff Recommendation

That the proposed updated Richmond Intercultural Advisory Committee (RIAC) Terms of Reference be endorsed as presented in the staff report titled "Richmond Intercultural Advisory Committee – Terms of Reference Update," dated October 25, 2017 from the General Manager, Community Services.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 3

REPORT CONCURRENCE		
ROUTED TO: City Clerk	CONCURRENCE <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CS	APPROVED BY CAO

Staff Report

Origin

This report has been written in response to the staff referral from February 27, 2017, wherein the report titled “Richmond Intercultural Advisory Committee 2017-2022 Intercultural Strategic Plan, 2016 Annual Report, 2017 Work Program, and the Committee’s Terms of Reference” was presented to Council. Council received the report and adopted on consent the following recommendation:

- (3) That the RIAC Terms of Reference be referred to staff for review and that any recommended changes are brought back to Council to ensure that the committee continues to be an effective resource for Council and the community.*

The purpose of this report is to present recommended changes to the Richmond Intercultural Advisory Committee (RIAC) Terms of Reference.

This report supports the following Council 2014-2018 Term Goals:

#5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

#9 A Well-Informed Citizenry:

Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

9.2. *Effective engagement strategies and tools.*

This report also supports the Council-adopted Social Development Strategy, Strategic Direction 6 – Support Community Engagement and Volunteerism:

Action 26 – Review the City’s advisory committee structure to determine:

26.2 Mechanisms for ensuring that committees are best positioned to provide helpful and timely advice to City staff and elected officials including:

- Clear Terms of Reference for each committee;*
- Clear roles of elected officials and staff;*
- Annual orientation program for new committee members;*
- Consistent reporting procedures and feedback mechanisms;*
- Mechanisms for information exchange amongst committees;*
- Work programs that reflect Council Term Goals.*

Analysis

Background

The Richmond Intercultural Advisory Committee (RIAC) was established in 2002 to enhance intercultural harmony and strengthen intercultural co-operation. RIAC's 2017-2022 Intercultural Strategic Plan builds on the key vision, values and strategic directions of the 2012-2015 plan, while making it more relevant to Richmond's context today.

The current RIAC Terms of Reference was approved by Council on January 28, 2008.

RIAC Terms of Reference

When RIAC's Intercultural Strategic Plan, 2016 Annual Report and 2017 Work Program were considered by Council in February 2017, it was noted that some of the language in the RIAC Terms of Reference was outdated. Proposed revisions have been made throughout the Terms of Reference to improve clarity and reflect organizational and operational updates. Recommendations for substantive updates are presented below. The current Terms of Reference are provided in Attachment 1 and a black-lined version highlighting the changes is provided in Attachment 2. A complete version of the updated Terms of Reference with recommended changes is provided in Attachment 2.

Role

Wording in the current Terms of Reference (section 3) has been changed to emphasize RIAC's role as a resource and advisory body to the City and to complement the roles of other City advisory committees. Language has also been updated to reflect the ongoing work of the City and committee in promoting intercultural harmony.

As an advisory committee, RIAC has neither a program delivery nor communications function for the City, therefore references regarding co-ordinating events and liaising with other levels of government have been removed in the updated Terms of Reference.

Guiding Principles

The principles outlined in section 4 of the current Terms of Reference have been updated in the proposed Terms of Reference to reflect the Guiding Principles that were outlined in the RIAC 2017-2022 Intercultural Strategic Plan, adopted by Council on February 27, 2017.

Composition

In the current RIAC Terms of Reference (section 6) membership consists of 18 individuals, with two seats held for youth representatives. This makes for a large committee, and the youth seats have been difficult to fill due to limited youth applicants. The committee has also experienced attrition from youth representatives due to changing schedules and commitments of those who have been appointed. The proposed Terms of Reference have been adjusted to allocate one seat for a youth representative in recognition of the limited number of youth applicants, the past difficulty in filling the seats, and in order to decrease the size of the committee to 17 individuals.

Recruitment, Selection and Appointment

Effort will be made to ensure the youth seat will be filled. In practice, when there has been a lack of youth applicants, the youth seats have been assigned to citizen appointees. The proposed Terms of Reference have been updated to state that in the absence of youth or young adult applicants the youth seat will be left unfilled until a suitable applicant applies and is appointed by Council.

Term

Section 8 of the proposed Terms of Reference reflects the revised Term Limit guidelines for all City advisory bodies. These guidelines indicate that advisory committee members may serve a maximum of four consecutive two-year terms (i.e. a total of eight consecutive years).

Membership Responsibilities

The current Terms of Reference do not outline expected responsibilities of committee members. To be more consistent with Terms of Reference from other City advisory bodies and to improve clarity for committee members, a new section has been added (section 9) in the proposed Terms of Reference to outline responsibilities of members, the Chair, and Vice Chair. Members are also expected to uphold the City's Respectful Workplace Policy (Policy 6800).

Operation and Process

As the RIAC's only officers are the Chair and Vice-Chair, reference to appointing a Secretary has been removed. As well, content to clarify the operation of sub-committees has been added in the proposed Terms of Reference (section 10a).

The conflict of interest clause has been emphasized in the proposed Terms of Reference (section 10c).

The current Terms of Reference do not define a quorum for the committee. A definition for quorum has been added to the proposed Terms of Reference (section 10e) as per Robert's Rules of Order regarding quorum for committees. This point provides greater clarity for committee members.

Resources

The current Terms of Reference do not outline the role of the Staff Liaison. Content has been added to the proposed Terms of Reference (section 11) to clarify how the Staff Liaison acts as a resource for the committee. This includes: updating the RIAC on City initiatives that relate to intercultural harmony; referring issues for advice and options; relaying feedback from the RIAC to Council and other departments as appropriate; providing an orientation to new committee members; and providing administrative support as necessary.

Next steps

If approved by Council, the proposed RIAC Terms of Reference will take effect January 1, 2018 and will be circulated to members of the RIAC and updated on the City's website.

Further revisions to the RIAC Terms of Reference may be brought forward to Council in the future as a result of recommendations arising from the Cultural Harmony and Social Inclusion Strategy or other internal review processes of advisory bodies.

Financial Impact

There is no financial impact.

Conclusion

The RIAC plays an important role in providing Council and staff with an intercultural lens on civic matters that may affect community harmony. The recommended revisions to the RIAC Terms of Reference are expected to improve clarity for committee members in their advisory role to the City. This will help ensure that the committee continues to be an effective resource for Council and the community.

A handwritten signature in black ink, appearing to read 'Donna Lee', with a stylized, cursive script.

Donna Lee
Inclusion Coordinator
(604-276-4391)

- Att. 1: Current RIAC Terms of Reference (Approved January 28, 2008)
2: Black-lined Proposed Changes to RIAC Terms of Reference
3: Proposed RIAC Terms of Reference

Terms of Reference

Richmond Intercultural Advisory Committee

Terms of Reference Richmond Intercultural Advisory Committee

1. Purpose

These terms of reference shall apply to the "Richmond Intercultural Advisory Committee" (RIAC).

2. Mandate

The purpose of the Richmond Intercultural Advisory Committee is to enhance intercultural harmony and strengthen intercultural co-operation in Richmond.

3. Role

The role of the RIAC is to carry out the following functions:

- advise City Council by providing information, options and recommendations regarding intercultural issues and opportunities
- respond to intercultural issues referred to the RIAC by Council or the community
- assist Council and the community to:
 - develop a vision for improved intercultural relations in Richmond
 - determine appropriate goals, objectives, policies and guiding principles to enhance intercultural harmony
 - periodically review City policies and procedures pertaining to intercultural issues
- encourage and co-ordinate public participation and networking in the identification and development of solutions to intercultural issues
- enhance public awareness of and involvement in intercultural issues
- liaise with other levels of government to address Richmond intercultural issues

4. Principles

The RIAC will follow a community development approach by involving those affected in resolving issues and identifying opportunities.

In doing so, the RIAC will act on the following principles:

Inclusiveness:

- The RIAC will consult with and seek to include Richmond's many cultures and organizations in its activities.

Co-operation:

- The RIAC will co-operate with Richmond's many cultures and organizations to achieve enhanced intercultural harmony.

Partnerships:

- The RIAC will seek and encourage a wide range of partnerships with Richmond's many cultures and organizations to identify enhancing intercultural opportunities and available community resources to address intercultural issues.

Flexibility:

- The RIAC will operate with flexibility thereby encouraging Richmond's many cultures and organizations to determine themselves how they wish to co-operate.

Voluntary:

- Participation in and with the RIAC is voluntary.

3. City Councillor Liaison To RIAC

There shall be one Councillor Liaison appointed to the RIAC.

4. Composition

Voting Members:

RIAC shall be comprised of up to 18 Council appointed members consisting of:

- six citizens interested in enhancing intercultural harmony
- four RCSAC representatives
- one representative from each of the following statutory organizations:
 - School District 38
 - RCMP
 - Richmond Health Services
 - Ministry of Children and Family Development
- two youth representatives
- one representative from the Richmond Seniors Advisory Committee
- one representative from the Richmond Committee on Disability

5. Recruitment, Selection and Appointment

a) Recruitment

- Recruitment of citizen appointees shall be according to Council policy and procedures (e.g. the City Clerk's office will place appropriate public advertisements in the media to ask for volunteers).
- RCSAC representatives shall be recruited and nominated by the RCSAC.
- Statutory organizations shall recruit and nominate their own representatives.
- Organizations (e.g. School District #38) will be asked to nominate youth interested in participating.

b) Selection

All members of RIAC shall be selected based on one or both of the following criteria:

- Be a Richmond resident or non-resident who has demonstrated an interest in and commitment to improving intercultural harmony in Richmond
- Represents the diversity of the community.

c) Appointment

- All members shall be appointed by Council.

6. Term

- Members shall be appointed for 2-year terms.
- The RIAC shall have rotating membership so that:
 - eight members shall initially be appointed for a one-year term, and
 - eight shall initially be appointed for a two-year term.
- When these respective initial terms expire, each appointment shall be for a two-year term.

7. Operation and Process

a) Operation

- Each year, in January, RIAC shall appoint a Chair, Vice Chair and Secretary.
- Meetings shall be held a minimum of six times a year.
- Sub-committees may be appointed by the RIAC as necessary. Membership in the sub-committees is not restricted to appointed RIAC members. The sub-committees will report to and take direction from the RIAC.

b) Accountability

The RIAC shall:

- produce annual reports, work programs, budgets and other reports for Council approval
- be required to disclose in writing the nature of their interests and involvement in Richmond to identify any potential conflict of interest.

c) Communication

- The RIAC shall report to Council through the staff liaison to Planning Committee and then to Council.
- The RIAC may communicate regularly with the public.
- RIAC meetings shall be open to the public.

d) Decision-Making Process

- Members of RIAC shall:
 - follow Council decision-making policy and procedures;
 - strive for consensus.
- Each member is entitled to one vote.
- Where RIAC recommendations are brought forward on a basis other than consensus, the submission of minority RIAC member(s) opinions shall be permitted.

8. Resources

- RIAC shall prepare and submit:
 - For the Year Just Completed:
 - an annual report
 - a financial statement
 - For the Upcoming Year
 - a proposed work plan
 - a proposed budget.
- Richmond City Council will review the RIAC annual budget submission and may provide funding subject to City budgetary priorities.
- RIAC may incur expenses only for Council authorized items, and City policy and procedures shall be followed.
- The RIAC may draw upon external consultants and volunteers to assist in fulfilling its mandate, provided that any expenditure can be accommodated within the approved annual RIAC budget.
- City staff support and liaison shall be co-ordinated through the Policy Planning Department.

Proposed Changes

Terms of Reference

Richmond Intercultural Advisory Committee



Proposed Changes
Terms of Reference
Richmond Intercultural Advisory Committee

1. Purpose

These terms of reference shall apply to the "Richmond Intercultural Advisory Committee" (RIAC).

2. Mandate

The purpose of the Richmond Intercultural Advisory Committee is to act as a resource and provide advice to City Council in support of enhancing and strengthening intercultural harmony and enhance intercultural harmony and strengthen intercultural co-operation in Richmond.

3. Role

The role of the RIAC is to carry out the following functions:

- Act as a resource and provide advice to City Council by providing information, options and recommendations regarding intercultural issues and opportunities referred to the RIAC by Council.
- Advise the City on overall intercultural visioning and initiatives, including appropriate goals, objectives, policies and guiding principles, that support and enhance intercultural harmony.
- Provide an intercultural lens in the periodic review of City policies and procedures and in response to staff requests for input on City strategies and initiatives.
- Act as a conduit for feedback from the community on intercultural matters affecting them.
- Encourage public participation and networking in the identification and development of solutions to intercultural issues.
- Enhance public awareness of and involvement in intercultural issues of Richmond residents of all backgrounds, including Indigenous, settler and newcomer community members.
- ~~advise City Council by providing information, options and recommendations regarding intercultural issues and opportunities~~
- ~~respond to intercultural issues referred to the RIAC by Council or the community~~
- ~~assist Council and the community to:~~
 - ~~develop a vision for improved intercultural relations in Richmond~~
 - ~~determine appropriate goals, objectives, policies and guiding principles to enhance intercultural harmony~~
 - ~~periodically review City policies and procedures pertaining to intercultural issues~~
- ~~encourage and co-ordinate public participation and networking in the identification and development of solutions to intercultural issues~~
- ~~enhance public awareness of and involvement in intercultural issues~~
- ~~liaise with other levels of government to address Richmond intercultural issues~~

4. Principles

The following are foundation principles developed by the RIAC to guide their 2017-2022 Intercultural Strategic Plan, adopted by Council on February 27, 2017.

- Inclusion:
 - Participation by all sectors of the community is to be invited and encouraged.
- Co-operation:

- Partnerships are to foster co-operation, rather than competition.
- Collaboration:
 - The interests (e.g. needs, goals, concerns) of all stakeholders are to be considered in decision-making processes.
- Dynamism:
 - Flexibility and adaptability are required to stay abreast of emerging needs, issues and opportunities and being open to new ideas and approaches.
- Integration:
 - Cultural diversity is to be recognized as a core aspect of Richmond life, and the principles of multiculturalism and the vision of interculturalism applied.
- Interculturalism:
 - Recognized as a core aspect of Richmond life.
- Equity:
 - Strategic initiatives are to be implemented in a manner that is fair to all groups, communities and individuals in need.

~~The RIAC will follow a community development approach by involving those affected in resolving issues and identifying opportunities.~~

~~In doing so, the RIAC will act on the following principles:~~

~~Inclusiveness:~~

~~— The RIAC will consult with and seek to include Richmond's many cultures and organizations in its activities.~~

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~~— The RIAC will seek and encourage a wide range of partnerships with Richmond's many cultures and organizations to identify enhancing intercultural opportunities and available community resources to address intercultural issues.~~

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~~Voluntary:~~

~~- Participation in and with the RIAC is voluntary.~~

5. City Councillor Liaison To the RIAC

There shall be one Councillor Liaison appointed to the RIAC.

6. Composition

Voting Members:

RIAC shall be comprised of up to 1748 Council appointed members consisting of:

- six (6) citizens interested in enhancing intercultural harmony
- four (4) RCSAC representatives
- one (1) representative from each of the following statutory organizations:
 - School District 38
 - RCMP
 - Richmond Health Services

- Ministry of Children and Family Development
- one (1) two-youth representative
- one (1) representative from the Richmond Seniors Advisory Committee
- one (1) representative from the Richmond Committee on Disability

7. Recruitment, Selection and Appointment

a) Recruitment

- Recruitment of citizen appointees shall be according to Council policy and procedures (e.g. the City Clerk's office will place appropriate public advertisements in the media to ask for volunteers).
- RCSAC representatives shall be recruited and nominated by the RCSAC.
- Statutory organizations shall recruit and nominate their own representatives.
- Organizations (e.g. School District #38) will be asked to nominate youth interested in participating.

b) Selection

All members of RIAC shall be selected based on one or both of the following criteria:

- Be a Richmond resident or non-resident who has demonstrated an interest in and commitment to improving intercultural harmony in Richmond
- Represents the diversity of the community.
- Every effort will be made to fill the youth seat with a youth or young adult. In the absence of youth applicants, the seat reserved for a youth representative will remain unfilled until a suitable applicant applies and is appointed by Council.

c) Appointment

- All members shall be appointed by Council.

7.8. Term

- Members shall be appointed for a term of two (2) years.
- At the end of a term, members may re-apply to serve for a subsequent term.
- Members may serve for a maximum of four (4) consecutive terms, or eight (8) consecutive years.

- ~~Members shall be appointed for 2-year terms.~~
- ~~The RIAC shall have rotating membership so that:~~
 - ~~eight members shall initially be appointed for a one-year term, and~~
 - ~~eight shall initially be appointed for a two-year term.~~
- ~~When these respective initial terms expire, each appointment shall be for a two-year term.~~

9. Membership Responsibilities

a) Members shall:

- Be familiar with the goals and annual work plan of the RIAC.
- Attend monthly meetings with regularity and punctuality.
- Thoroughly familiarize themselves with all agenda materials in preparation for active participation in discussions.
- Raise intercultural-related concerns which they have observed or which have been brought to their attention by community members.

- Act in accordance with and uphold the City's Respectful Workplace Policy (Policy 6800).

b) The Chair shall:

- In consultation with the Staff Liaison, prepare the agenda and any necessary supporting material in time for preparation and distribution by City Staff.
- Assume responsibility of signing or authorizing all correspondence arising from Committee or Subcommittee activities.
- Ensure decisions made by the RIAC are acted upon in a timely manner and align with the RIAC's mandate.
- Chair meetings according to Robert's Rules of Order, while demonstrating knowledge of the work at hand, facilitating inclusive discussions, and ensuring that all members have a full and equal opportunity to participate in decision-making.
- Accurately present the views and work of the RIAC to City Council as and when required.

c) The Vice Chair shall:

- Assume the duties of the Chair in the absence of the latter, and shall perform and assume such other responsibilities and duties as assigned by the Chair.

8-10. Operation and Process

a) Operation

- Each year, in January, RIAC shall appoint a Chair, and Vice Chair, and Secretary.
- Meetings shall be held a minimum of six times a year.
- Sub-committees may be appointed by the RIAC as necessary. Membership in the sub-committees is not restricted to appointed RIAC members. The sub-committees will be chaired by a RIAC member in accordance with Robert's Rules of Order and report to and take direction from the RIAC.

b) Accountability

- The RIAC shall: produce annual reports, work programs, budgets and other reports for Council approval.

~~produce annual reports, work programs, budgets and other reports for Council approval~~

~~be required to disclose in writing the nature of their interests and involvement in Richmond to identify any potential conflict of interest.~~

c) Conflict of Interest

- All members are required to disclose in writing the nature of their interests and involvement in Richmond to identify any potential conflict of interest.

e)d) Communication

- The RIAC shall report to Council through the sStaff Liaison to Planning Committee.
- The RIAC may communicate regularly with the public.

- RIAC meetings shall be open to the public, in accordance with the Local Government Act.

d)e) Decision-Making Process

- Members of RIAC shall:
 - ~~f~~Follow Council decision-making policy and procedures;
 - ~~s~~Strive for consensus; and
 - ~~In the absence of consensus, a quorum shall be a simple majority of members present.~~
- Each member is entitled to one vote.
- ~~Where RIAC recommendations are brought forward on a basis other than consensus, the submission of minority RIAC member(s) opinions shall be permitted.~~

9.11. Resources

- There shall be one Staff Liaison appointed to the RIAC. The Staff Liaison's role is to: update the RIAC on City initiatives that relate to intercultural harmony; refer issues for advice and options; relay feedback from the RIAC to City Council and to City Departments as appropriate; provide an orientation to new committee members; and provide administrative support as necessary.
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- City Staff Liaison role and staff support ~~staff support and liaison~~ shall be co-ordinated through the Community Social Development Department ~~Policy Planning Department.~~

Proposed

Terms of Reference

Richmond Intercultural Advisory Committee



**Proposed
Terms of Reference
Richmond Intercultural Advisory Committee**

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- Act in accordance with and uphold the City's Respectful Workplace Policy (Policy 6800).

b) **The Chair shall:**

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- Ensure decisions made by the RIAC are acted upon in a timely manner and align with the RIAC's mandate.
- Chair meetings according to Robert's Rules of Order, while demonstrating knowledge of the work at hand, facilitating inclusive discussions, and ensuring that all members have a full and equal opportunity to participate in decision-making.
- Accurately present the views and work of the RIAC to City Council as and when required.

c) **The Vice Chair shall:**

- Assume the duties of the Chair in the absence of the latter, and shall perform and assume such other responsibilities and duties as assigned by the Chair.

10. Operation and Process

a) **Operation**

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- Meetings shall be held a minimum of six times a year.
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b) **Accountability**

- The RIAC shall produce annual reports, work programs, budgets and other reports for Council approval.

c) **Conflict of Interest**

- All members are required to disclose their interests and involvement in Richmond to identify any potential conflict of interest.

d) **Communication**

- The RIAC shall report to Council through the Staff Liaison to Planning Committee.

- The RIAC may communicate regularly with the public.
- RIAC meetings shall be open to the public, in accordance with the Local Government Act.

e) Decision-Making Process

- Members of RIAC shall:
 - Follow Council decision-making policy and procedures;
 - Strive for consensus; and
 - In the absence of consensus, a quorum shall be a simple majority of members present.
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11. Resources

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- The RIAC may draw upon volunteers to assist in fulfilling its mandate.
- City Staff Liaison role and staff support shall be co-ordinated through the Community Social Development Department.



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

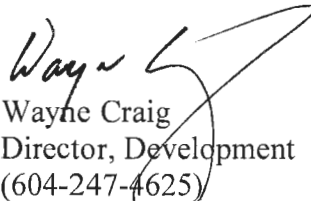
Date: November 15, 2017

File: RZ 17-778570


Re: Application by Ken Phuah for Rezoning at 10011 Seacote Road from
"Single Detached (RS1/E)" Zone to "Compact Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, for the rezoning of 10011 Seacote Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

SDS:blg
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Ken Phuah has applied to the City of Richmond for permission to rezone the property at 10011 Seacote Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided into two lots, with vehicle access from the existing rear lane (Attachment 1). The subject site is currently occupied by a single-family dwelling, which is proposed to be demolished. The proposed subdivision plan is included in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Across Williams Road, a sanitary sewer pump station on a City-owned lot zoned "Single Detached (RS1/E)".
- To the South: Across the rear lane, a single-family dwelling on a lot zoned "Single Detached (RS1/E)" fronting Seafeld Crescent.
- To the East: Across Seacote Road, single-family dwellings on lots zoned "Compact Single Detached (RC1)" fronting Williams Road.
- To the West: Single-family dwellings on lots zoned "Compact Single Detached (RC2)" fronting Williams Road.

Related Policies & Studies

Official Community Plan/Arterial Road Land Use Policy

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential (NRES)". The Arterial Road Land Use Policy in the OCP identifies the subject site for redevelopment as "Arterial Road Compact Lot Single Detached". The proposed rezoning and subdivision would comply with these designations.

Single-Family Lot Size Policy 5434

The subject property is located within the area governed by Single-Family Lot Size Policy 5434 (adopted by Council on February 19, 1990 and last amended in 2006) (Attachment 4). The Policy permits the subject property to be rezoned and subdivided in accordance with the provisions of the "Compact Single Detached (RC2)" zone or the "Coach Houses (RCH1)" zone, provided that vehicle access is from the rear lane only. The proposed rezoning and subdivision would comply with the requirements of the "Compact Single Detached (RC2)" zone and Single-Family Lot Size Policy 5434.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Existing Legal Encumbrances**

There is an existing Statutory Right-of-Way (SRW) registered on Title for storm sewer utilities located along the north property line (4.6 m wide), which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access to the proposed lots is to be from the existing rear lane, with no access permitted from Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide a 4 m x 4 m corner cut road dedication on the northeast corner of the subject site.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses one bylaw-sized tree located on the subject site and two City-owned trees on the Williams Road boulevard.

The Arborist's recommendations include retaining the two City-owned trees (tag# 2 & 3) and removing one on-site tree (tag# 1) due to conflict with the proposed building envelope and low landscape value. Tree Preservation staff have reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concur with the Arborist's recommendations.

Tree Protection

The proposed Tree Management Diagram is shown in Attachment 5, which outlines the protection of the two City-owned trees (tag# 2 & 3). To ensure protection, the applicant is required to complete the following, prior to final adoption of the rezoning bylaw:

- Submission to the City of a contract with a Certified Arborist for supervision of all works conducted within or in close proximity to tree protection zones.
- Submission of a Tree Survival Security to the City in the amount of \$6,750 for the two City-owned trees to be retained.

Prior to the demolition of the existing dwelling on the subject site, the applicant is required to install tree protection fencing around all trees to be retained, in accordance with the City's Tree Protection Information Bulletin TREE-03.

Tree Replacement

For the removal of the one tree on-site (tag# 1), the OCP tree replacement ratio goal of 2:1 requires two replacement trees. Consistent with Council Policy No. 5032 for Tree Planting (Universal), the applicant has proposed to plant and maintain five replacement trees on-site; two on proposed Lot A and three on proposed Lot B.

As per Tree Protection Bylaw No. 8057, based on the size of the on-site tree being removed (24 cm dbh), replacement trees shall be the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
5	6 cm	3.5 m

To ensure the five replacement trees are planted on-site at development stage, and the front yards of the subject site are enhanced consistent with the landscape guidelines of the Arterial Road Land Use Policy, the applicant will provide a Landscape Plan and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (which includes \$2,500 for the five replacement trees), prior to final adoption of the rezoning bylaw.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Built Form, Architectural Character & Landscaping

The applicant has submitted preliminary conceptual plans showing the proposed architectural elevations of the corner lot dwelling (proposed Lot B) at the intersection of Williams Road and Seacote Road (Attachment 6).

The applicant has proposed a deck on top of the garage and second floor of the dwelling for both lots. The applicant has confirmed that the height of the proposed deck on top of the second floor

does not exceed the 7.5 m height maximum for a flat roof measured to the top of the guardrail and the proposed deck on the garage is within the 5.0 m height maximum, as per Zoning Bylaw requirements.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development. Building Permit plans must comply with all City regulations and staff will ensure that the plans are generally consistent with the registered legal agreement.

The applicant is also required to submit a Landscape Plan prepared by a Registered Landscape Architect for the front yards of the proposed lots. As stated above, the applicant is required to provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received prior to July 24, 2017, requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of \$2.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if secondary suites cannot be accommodated.

The applicant proposes to provide a legal secondary suite on both of the two lots proposed at the subject site. To ensure the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Site Servicing and Frontage Improvements

Prior to subdivision approval, the applicant is required to enter into a Servicing Agreement for the design and construction of required engineering infrastructure and frontage improvements, as described in Attachment 7. Frontage improvements include, but are not limited to, the following:

- Seacote Road: Road widening, curb and gutter, treed/grassed boulevard and a new 1.5 m concrete sidewalk.
- Williams Road: Repair any damaged or uneven sidewalk panels as necessary.
- Lane upgrades including a lighting strip and roll-over curb on both sides.

The applicant is also required to complete the following, prior to subdivision approval:

- Payment of the current year's taxes, Development Cost Charges (City and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs

associated with the completion of the required engineering infrastructure and frontage improvements as described in Attachment 7.

- Payment to the City, in accordance with the Works and Services Cost Recovery Bylaw No. 8752, Schedule 7, in the amount of \$41,828.15 to recover lane improvement construction costs financed by the City.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

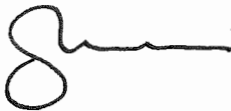
Conclusion

The purpose of this application is to rezone the property at 10011 Seacote Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided into two single-family lots.

This rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9788 be introduced and given first reading.

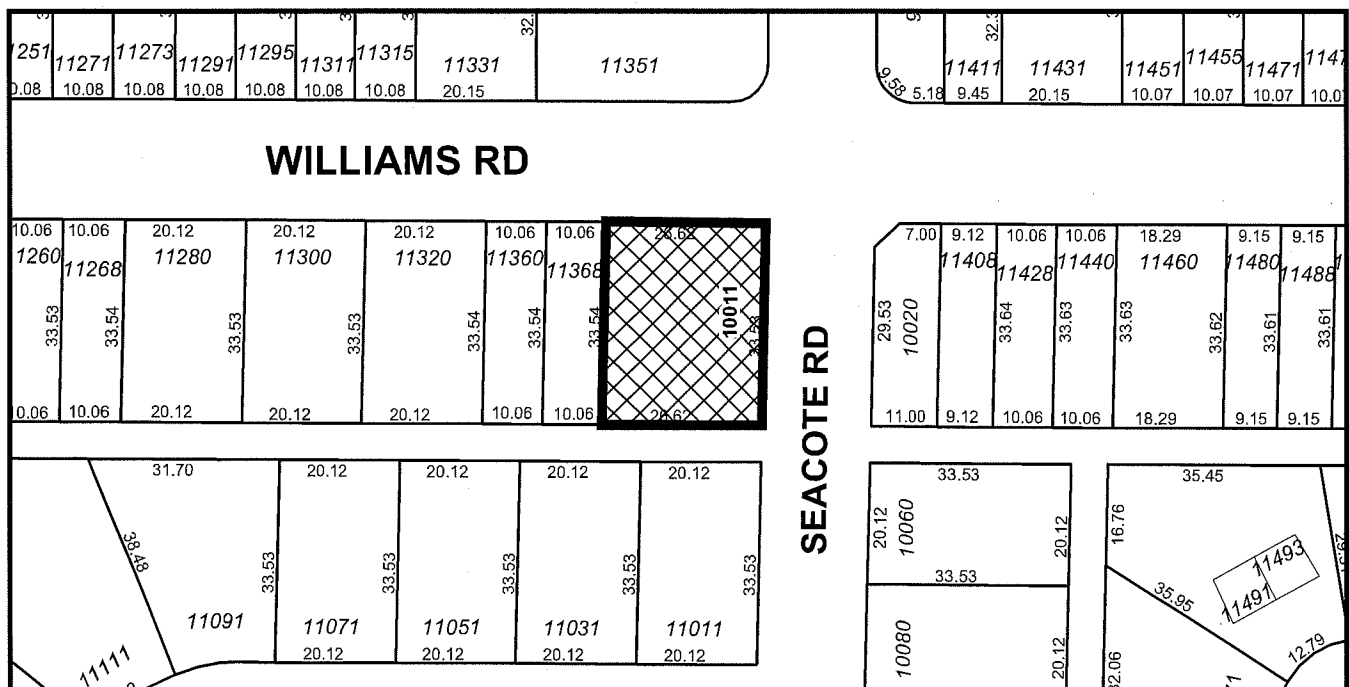


Steven De Sousa
Planning Technician – Design
(604-204-8529)

SDS:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Single-Family Lot Size Policy 5434
Attachment 5: Tree Management Diagram
Attachment 6: Conceptual Building Elevations
Attachment 7: Rezoning Considerations

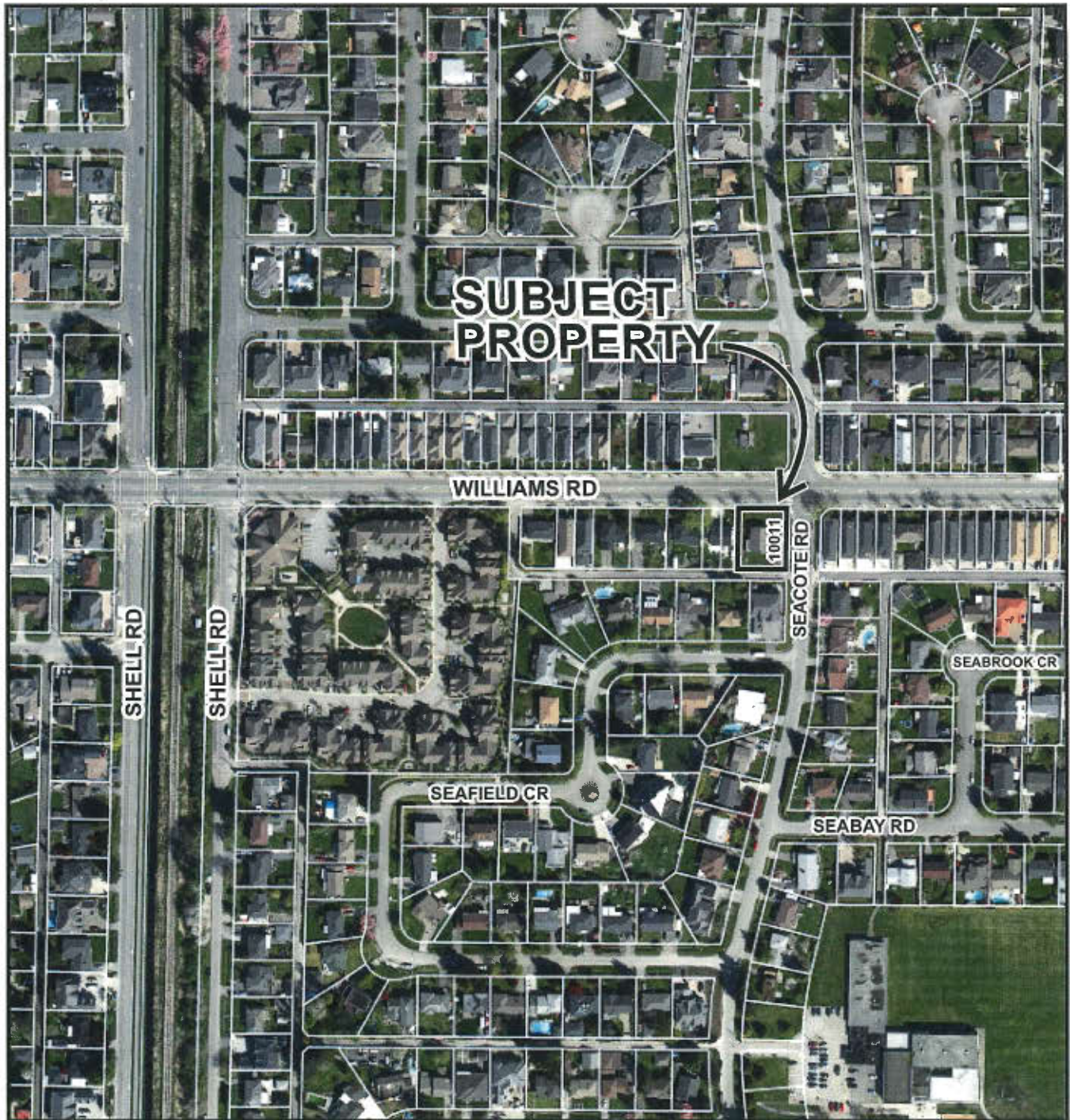
PROPOSED REZONING-



Note: Dimensions are in METRES



City of Richmond



RZ 17-778570

Original Date: 07/26/17

Revision Date:

Note: Dimensions are in METRES

B.C. LAND SURVEYOR'S PROPOSED SUBDIVISION AND TOPOGRAPHIC SURVEY OF:

LOT 12 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 23314

SCALE:



All distances are in metres.
The intended plot size of this plan is 432mm in width
by 295mm in height (B size) when plotted at a scale of 1:250

Parcel Identification Number (PID)
009-228-535

Proposed Lot A		Proposed Lot B	
TOTAL SITE AREA	AREA	TOTAL SITE AREA	AREA
893.0 m ²	402.3 m ²	482.7 m ²	
9612 sq. ft.	4330 sq. ft.	5196 sq. ft.	

CIVIC ADDRESS
2011 SEACOTE ROAD
RICHMOND, BC

ZONING
S1/E

All rights reserved. No person may copy,
reproduce, transmit or alter this document
in whole or in part without the written
consent of the signatory

This document was prepared for the exclusive
use of our client,
KEN FILLIAT

*This document is intended for use as a topographic plan.
It is based on Land Title Office records, and does not
represent a boundary survey. Critical lot dimensions
and areas must be confirmed by a proper cadastral survey.
Explorer Land Surveying Inc. accepts no responsibility
or liability for any damages that may be suffered
by a third party as a result of any decisions
made or actions taken based on this document.

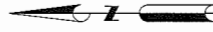


LEGEND

Elevations are geodetic based on integrated survey
monument 77H4912 in the City of Richmond at elevation
0.808m.
Note: Only trees with Trunk greater than 0.20m are identified.
Consult Arborist to verify tree species

- denotes Iron Post Found
- denotes Lead Plug Found
- denotes Deciduous Tree Type
- denotes Storm Manhole
- denotes Catchbasin
- denotes Electrical Box
- denotes Water Meter
- denotes Lawn Basin
- denotes Water Valve
- denotes Street Sign
- Retaining Wall Elevation Labels
(T=Top, B=Bottom)
- denotes Utility Pole
- denotes Unnamed Manhole
- denotes Sanitary Manhole
- denotes Traffic Signals
- denotes Lamp Standard

FLAT LOT, UNABLE TO CONTOUR

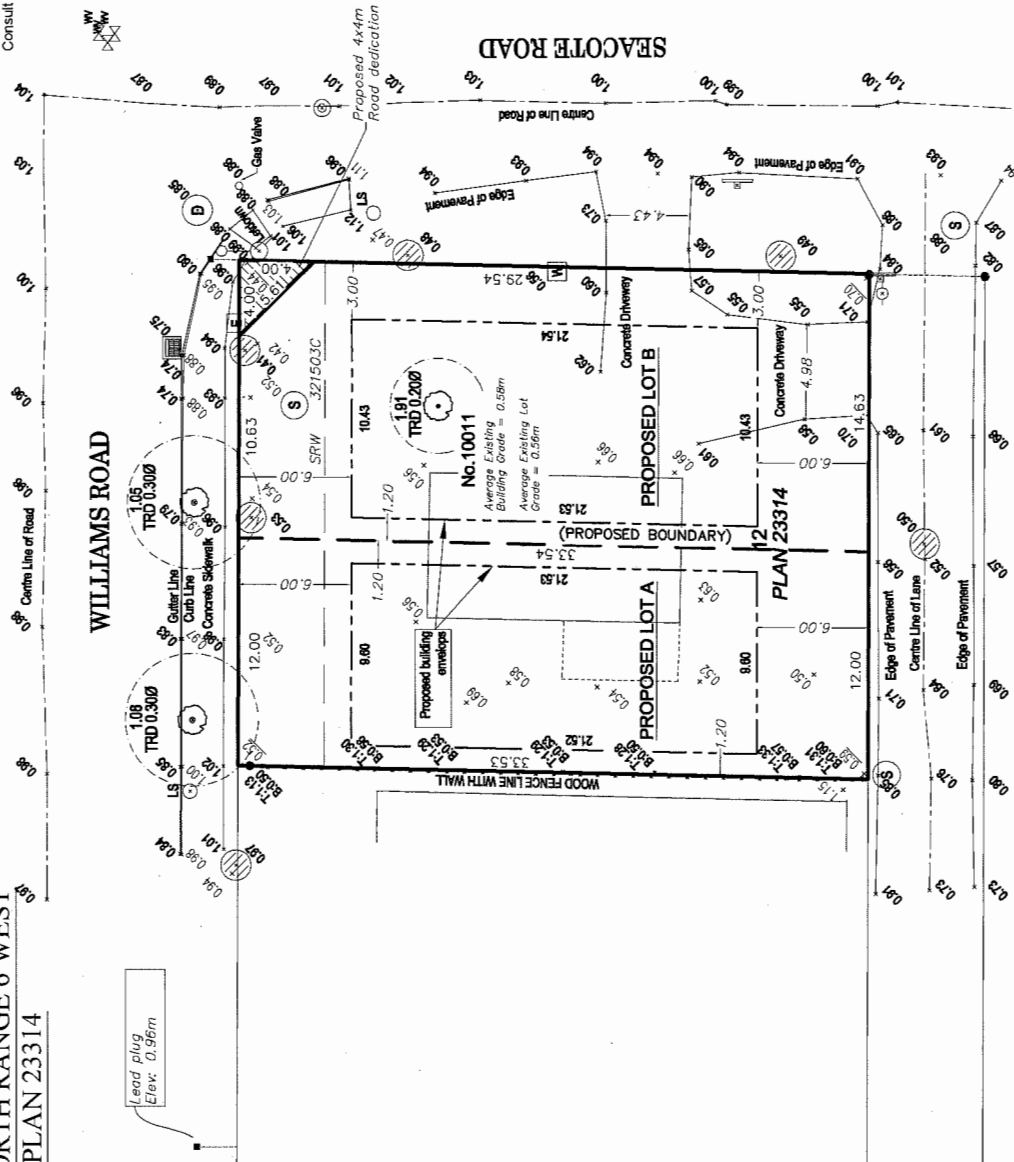


CERTIFIED CORRECT
Lot dimensions are correct
according to Land Title Office
records.

Kenneth
Ng PIC1Y1F

Kenneth KC Ng, BCLS
Field Survey - May 31, 2017
Dated this 24th of September, 2017.

This document is not valid unless originally signed
and sealed or digitally signed with Jurat and digital signature.
Info: <https://www.bccsa.com>





RZ 17-778570

Attachment 3

Address: 10011 Seacote Road

Applicant: Ken Phuah

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	J. Thomas & K. Phuah	To be determined
Site Size:	893.0 m ² (9,612 ft ²)	Lot A: 402.3 m ² (4,330 ft ²) Lot B: 482.7 m ² (5,196 ft ²) Road dedication: 8.0 m ² (86 ft ²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	Complies
702 Policy Designation:	Compact Single Detached (RC2) or Coach Houses (RCH1)	Compact Single Detached (RC2)
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Number of Units:	1	2

Proposed Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.6 for 464.5 m ² of lot area plus 0.3 for remainder		Max. 0.6 for 464.5 m ² of lot area plus 0.3 for remainder		None Permitted
Buildable Floor Area:*	Lot A: Max. 241.3 m ² (2,598 ft ²) Lot B: Max. 284.1 m ² (3,058 ft ²)		Lot A: Max. 241.3 m ² (2,598 ft ²) Lot B: Max. 284.1 m ² (3,058 ft ²)		None permitted
Lot Coverage:	Building: Max. 50% Non-porous: Max. 70% Landscaping: Min. 20%		Building: Max. 50% Non-porous: Max. 70% Landscaping: Min. 20%		None
Lot Size:	270.0 m ²		Lot A: 402.3 m ² Lot B: 482.7 m ²		None
Lot Dimensions:	Lot A Width: 9.0 m Depth: 24.0 m	Lot B Width: 11.0 m Depth: 24.0 m	Lot A Width: 12.0 m Depth: 33.5 m	Lot B Width: 14.6 m Depth: 33.5 m	None
Setbacks:	Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m		Front: Min. 6.0 m Rear: Min. 6.0 m Interior Side: Min. 1.2 m Exterior Side: Min. 3.0 m		None
Height:	Max. 2 ½ storeys (9.0 m pitched roof or 7.5 m flat roof)		Max. 2 ½ storeys (9.0 m pitched roof or 7.5 m flat roof)		None
Private Outdoor Space:	Min. 20.0 m ²		Min. 20.0 m ²		None

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



City of Richmond

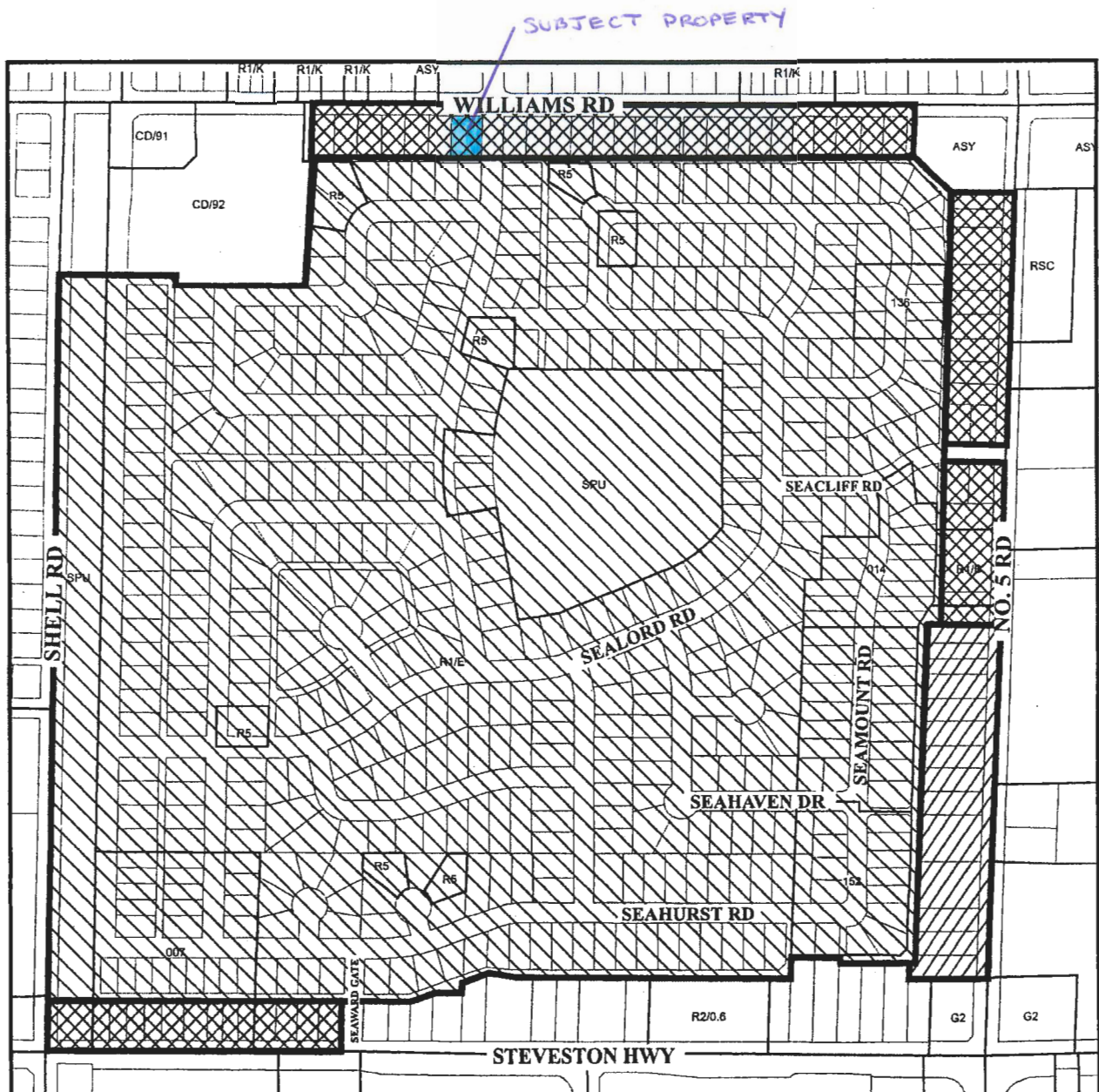
Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	POLICY 5434
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seaclyff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seaclyff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development
is permitted.



Subdivision permitted as per **R1/B**

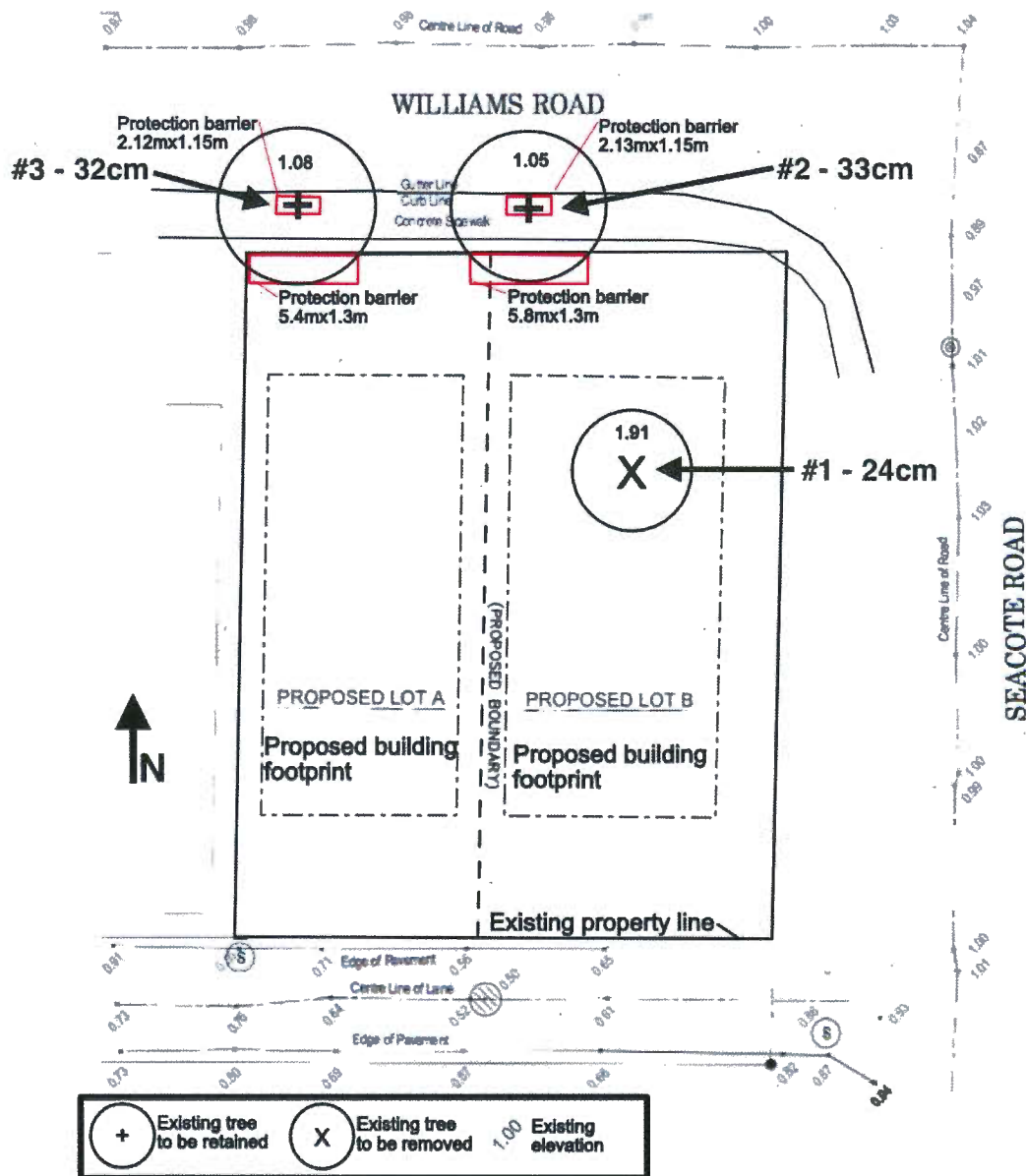


Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006

Tree Retention Plan - 10011 Seacote Rd.



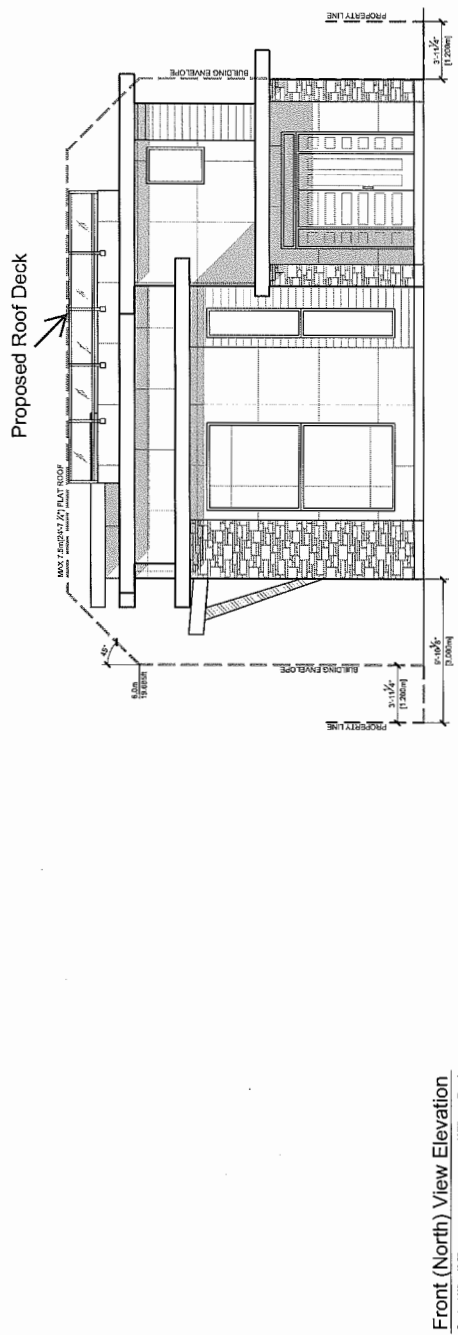
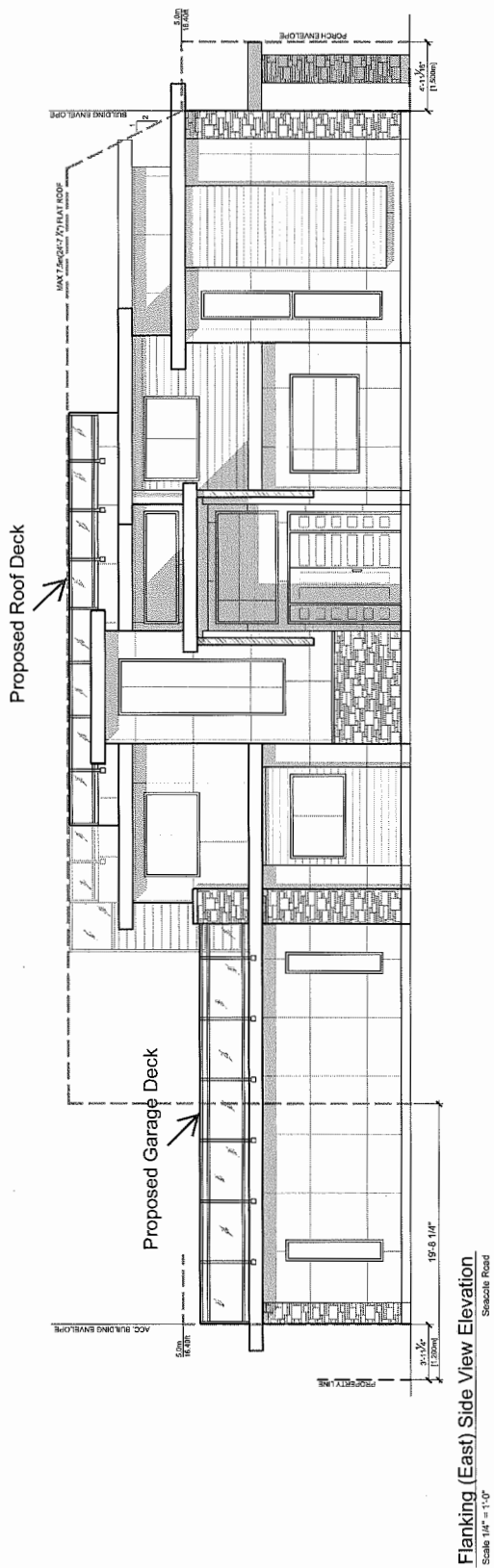
Tree #	Common Name	Botanical Name	DBH (cm)	Crown Spread (m)
1	Weeping cherry	<i>Prunus pendula</i>	24	5.8
2*	Sweetgum	<i>Liquidambar styraciflua</i>	33	7.6
3*	Sweetgum	<i>Liquidambar styraciflua</i>	32	7.8

* Trees on City property

Original Date: July 8, 2017

Amended Date: October 2, 2017

Common Name	Botanical Name
Vine maple	<i>Acer circinatum</i>
Douglas Maple	<i>Acer glabrum</i> var <i>douglasii</i>
Paperbark Maple	<i>Acer griseum</i>
Japanese Maple	<i>Acer palmatum</i>
Eastern Redbud	<i>Cercis canadensis</i>
Golden Chain Tree	<i>Laburnum watereri</i> 'Vossi
Sourwood	<i>Oxydendrum arboreum</i>
Japanese Stewartia	<i>Stewartia pseudocamellia</i>
Purple Dawyck Beech	<i>Fagus sylvatica</i> 'Dawyckii Purple'
Dawyck Beech	<i>Fagus sylvatica</i> 'Dawyckii'





City of Richmond

Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10011 Seacote Road

File No.: RZ 17-778570

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9788, the developer is required to complete the following:

1. Road dedication of 4 m by 4 m corner cut at the northeast corner of the subject site.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including \$2,500 for the five replacement trees, all hard and soft materials, installation and a 10% contingency. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
 - Include a mix of coniferous and deciduous trees.
 - Include low fencing outside of the rear yard (max 1.2 m).
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
 - Include the five required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
5	6 cm		3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$6,750 for the two City-owned trees to be retained (tag# 2 & 3).
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title, ensuring that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development.
7. Registration of a legal agreement on Title; to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots; to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

At Demolition Permit* stage, the developer must complete the following requirements:

1. Installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the developer is required to complete the following:

1. Payment of the current year's taxes, Development Cost Charges (City and Metro Vancouver), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements.

2. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 528.0 L/s of water available at 20 psi residual at the hydrant located at the north east corner of 11360 Williams Road and 409.0 L/s of water available at 20 psi residual at the frontage of Seacote Road. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for on-site fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
 - Retain the existing 25 mm water service connection at the Seacote Road frontage of the lot.
- At the Developer's cost, the City will:
 - Install a new water service connection off of the existing 300 mm PVC watermain on Williams Road; complete with water meter, to service the west lot.

Storm Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Check the existing storm service connection located in the middle of the subject site along Williams Road (STCN28308). Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained and upgraded to service both lots with a new IC & dual service leads. In the case that the service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Cut and cap the existing storm service connection located in the middle of the subject site along Williams Road (STCN28308) at a distance slightly closer to the property line to avoid potential conflict with a City tree.
 - Install a new storm service connection at the adjoining property line of the two newly created lots; complete with inspection chamber, off of the existing storm sewer along Williams Road. If installation of a new storm service connection is required, please note that arborist's recommendations & review is required for the works within the drip line of the existing tree.
 - Cut, cap, and remove the existing storm service connections and inspection chambers (STCN12503 & STCN28307) at the subject site.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Check the existing sanitary service connections at the south west corner of the subject site (SCON3354). Confirm the material and condition of the inspection chamber and pipe. If deemed acceptable by the City, the existing service connection may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing sanitary service connection at the southwest corner of the subject site (SCON3354) if required.
 - Install a new sanitary service connection off of the existing manhole SMH725 along the north property line.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
 - Complete other frontage improvements as per Transportation's requirements, which include, but are not limited to, the following:
 - Vehicular access to be restricted to the rear lane.
 - Removal of existing driveway off Seacote Road.

PLN-66

Initial: _____

- Seacote Road: Along the entire frontage, using the existing curb/gutter along the east side, widen the road to include a 11.2 m pavement width, 0.15 m wide curb/gutter, 1.85 m wide treed/grassed boulevard (but can be reduced to 1.5 m when there is a constraint), and a 1.5 m wide sidewalk.
- Williams Road: Repair any damaged/uneven sidewalk panels as necessary.
- Lane: along the entire south property line, upgrade existing lane to include (from north to south) approximately 0.6 m wide lighting strip, 0.15 m wide roll-over curb, 5.1 m wide driving surface, and a 0.15 m wide roll-over curb.
- Ensure on-site parking meets the Zoning Bylaw requirements.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other non-removable structures.
 - Pay, in keeping with the Cost Recovery Bylaw No. 8752, a \$41,828.15 contribution prior to the approval of the subdivision.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner, but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9788 (RZ 17-778570)
10011 Seacote Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 009-228-535

Lot 12 Section 36 Block 4 North Range 6 West New Westminster District Plan 23314

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9788"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 16, 2017

File: RZ 17-784468

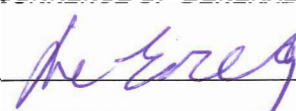
Re: Application by Raj Dhaliwal for Rezoning at 10460 Williams Road from "Single Detached (RS1/E)" Zone to "Compact Single Detached (RC2)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9789, for the rezoning of 10460 Williams Road from "Single Detached (RS1/E)" zone to "Compact Single Detached (RC2)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

JR:blg
Att. 7

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Raj Dhaliwal has applied to the City of Richmond for permission to rezone 10460 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing single-family dwelling on the property, which would be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North, across Williams Road: Single-family dwellings on compact lots zoned “Compact Single Detached (RC1)” and “Single Detached Convertible Accessible (ZS4) – Steveston and Shellmont”, with vehicle access from a rear lane.
- To the South, across the rear lane: Single-family dwellings on lots zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)”, with vehicle access from Aintree Crescent.
- To the East: A single-family dwelling on a compact lot zoned “Compact Single Detached (RC2)”, with vehicle access from a rear lane.
- To the West: A single-family dwelling on a lot zoned “Single Detached (RS1/E)”, with vehicle access from a rear lane.

Related Policies & Studies

Official Community Plan/Shellmont Area Plan

The subject property is located in the Shellmont planning area, and is designated “Neighbourhood Residential” in the Official Community Plan (OCP) (Attachment 4). The proposed rezoning and subdivision are consistent with this designation.

Arterial Road Policy

The subject property is designated “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the OCP's Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5443

The subject property is located in the area governed by Single-Family Lot Size Policy 5443, which was adopted by Council on December 17, 1990, and subsequently amended on December 18, 2006 (Attachment 5). The subject property is permitted to subdivide as per the "Compact Single Detached (RC2)" zone, provided that vehicle access is from the rear lane only. The proposed rezoning and subdivision are consistent with this Policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis

Transportation and Site Access

Residential Lot (Vehicular) Access Regulation Bylaw No. 7222 restricts vehicle access to properties on designated arterial roads to the rear lane only. Vehicle access is proposed from the rear lane via separate driveways to each new lot, consistent with this Bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 10 bylaw-sized trees on the subject property and three street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- 10 trees located on the subject property (Tag # 594, 595, 596, 597, 598, 599, 600, 601, 602, and 603) exhibit structural defects, poor health, and restricted root plates. As a result, these trees are not good candidates for retention and should be replaced. These trees should be removed and replaced.
- Two trees located on the subject property (untagged) are not bylaw-sized, but were replacement trees planted under the condition of Tree Removal Permit 14-653777. These trees are in good condition, but will be impacted by significant grade changes due to the Flood Construction Level requirements. These trees should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP; for a total of 24 replacement trees.

The City Parks Department has assessed the condition of the three trees located in the City-owned boulevard (untagged). The trees are in good condition and will be protected.

Tree Replacement

The applicant wishes to remove 12 on-site trees (Trees # 594-603, and two untagged trees). The 2:1 replacement ratio would require a total of 24 replacement trees. Based on the size and configuration of the [proposed lots, the applicant has agreed to plant three trees on each lot proposed, for a total of six trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	11 cm	6 m
2	10 cm	5.5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$9,000 to the City's Tree Compensation Fund in lieu of the remaining 18 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

Three trees in the City-owned boulevard are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 6). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.

- Prior to final adoption of the rezoning bylaw, submission of a \$5,900 Tree Survival Security for the three City-owned trees to be retained.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where a secondary suite cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

The applicant has proposed a secondary suite in each of the dwellings to be built on the new lots, for a total of two secondary suites. This is consistent with the Affordable Housing Strategy.

Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the servicing works described in Attachment 7.

Financial Impact

This rezoning application results in an insignificant Operations Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

Conclusion

The purpose of this application is to rezone 10460 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single-family lots with vehicle access from the rear lane.

This rezoning application is consistent with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9789 be introduced and given first reading.



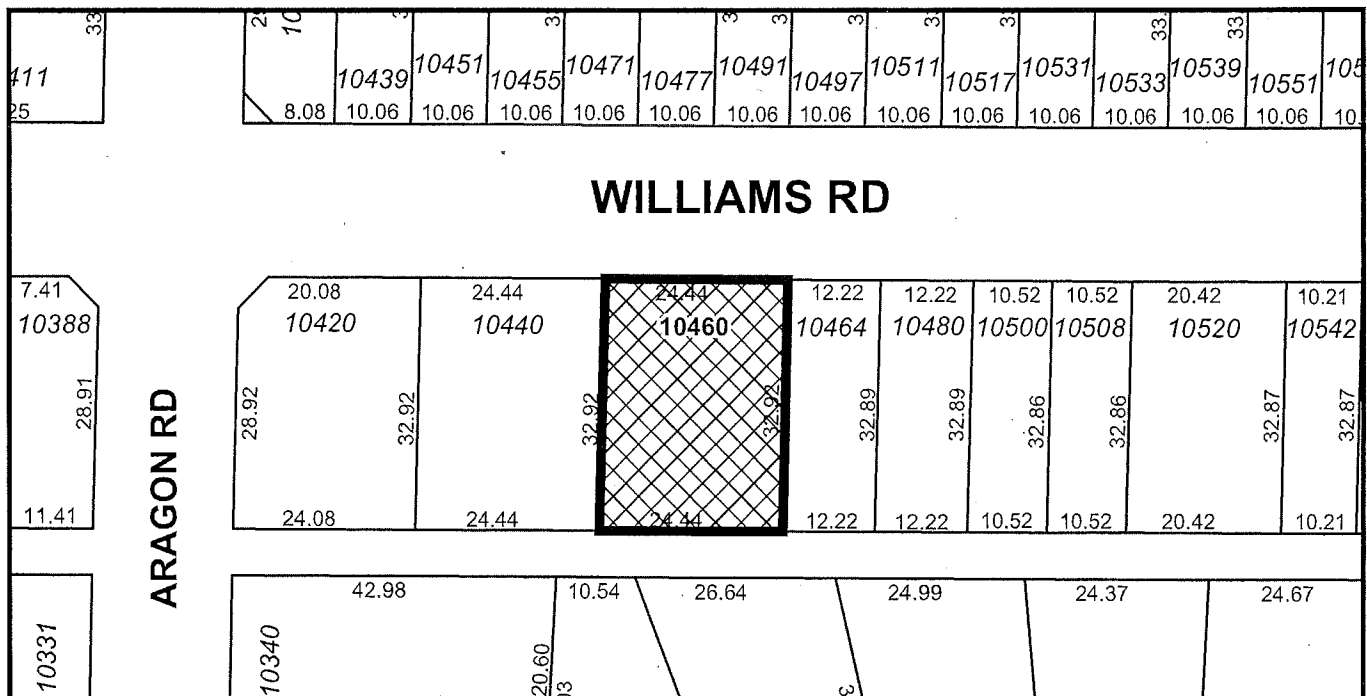
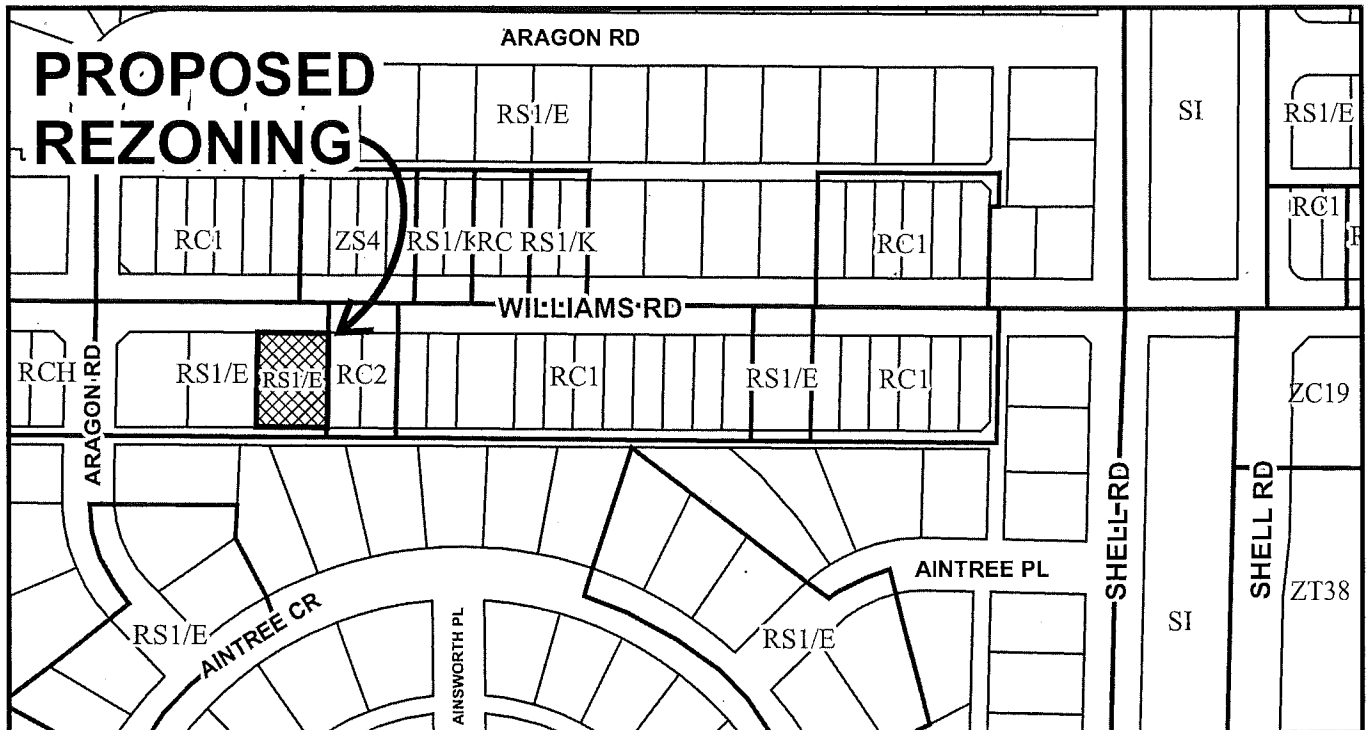
Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Shellmont Area Land Use Map
Attachment 5: Single-Family Lot Size Policy 5443
Attachment 6: Tree Retention Plan
Attachment 7: Rezoning Considerations



City of Richmond



RZ 17-784468

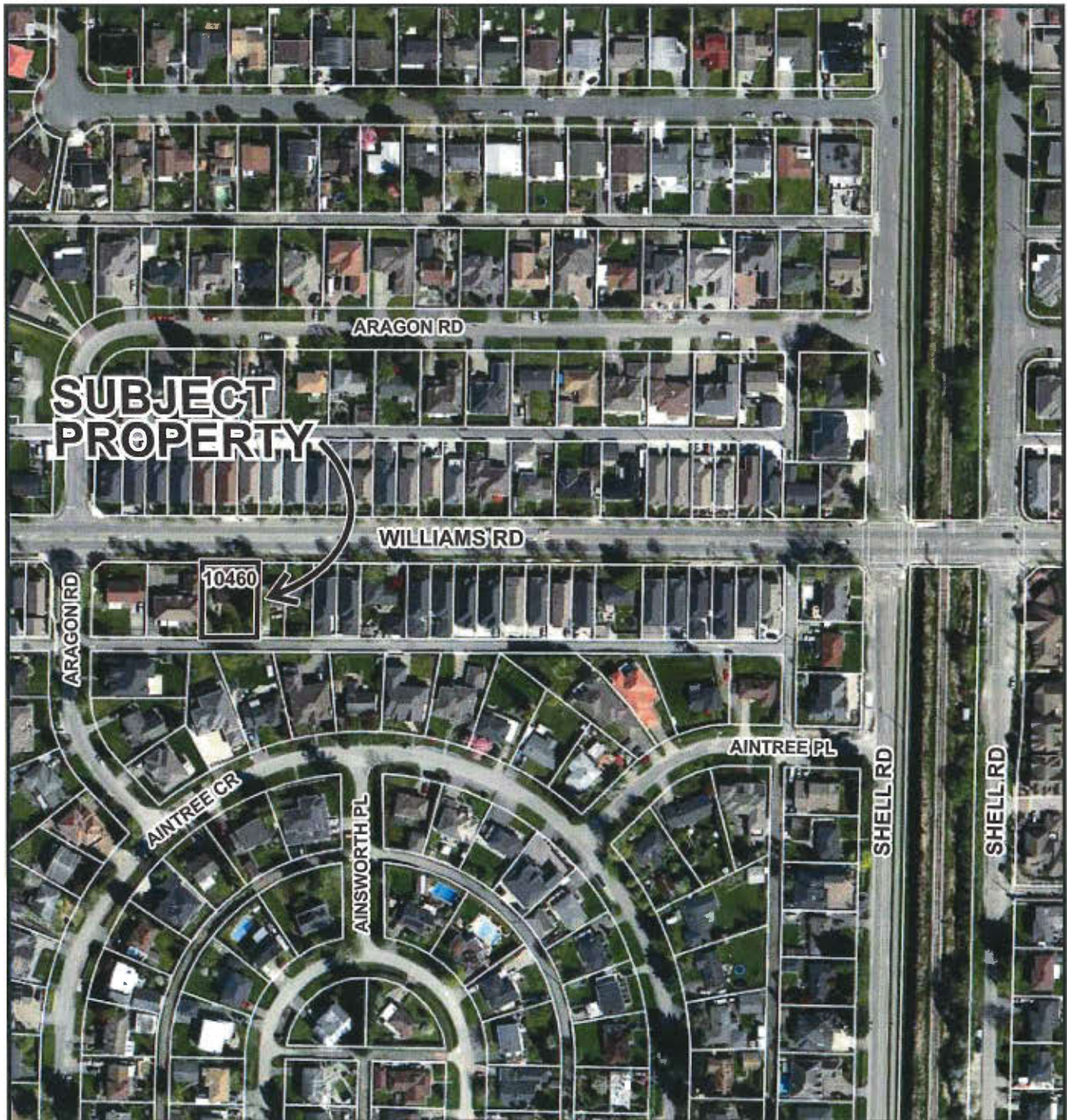
Original Date: 09/12/17

Revision Date: 09/14/17

Note: Dimensions are in METRES



City of
Richmond



RZ 17-784468

Original Date: 09/12/17

Revision Date: 09/14/17

Note: Dimensions are in METRES

PLN - 77

SURVEY PLAN OF LOT 19 BLOCK 12 Sec 35 BK4N R6W NWD PLAN 18551

ATTACHMENT 2

=> FOR REZONING PURPOSES

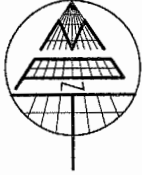
PARCEL IDENTIFIER (PID): 003-590-704

CIVIC ADDRESS

#10460 WILLIAMS ROAD
RICHMOND, BC

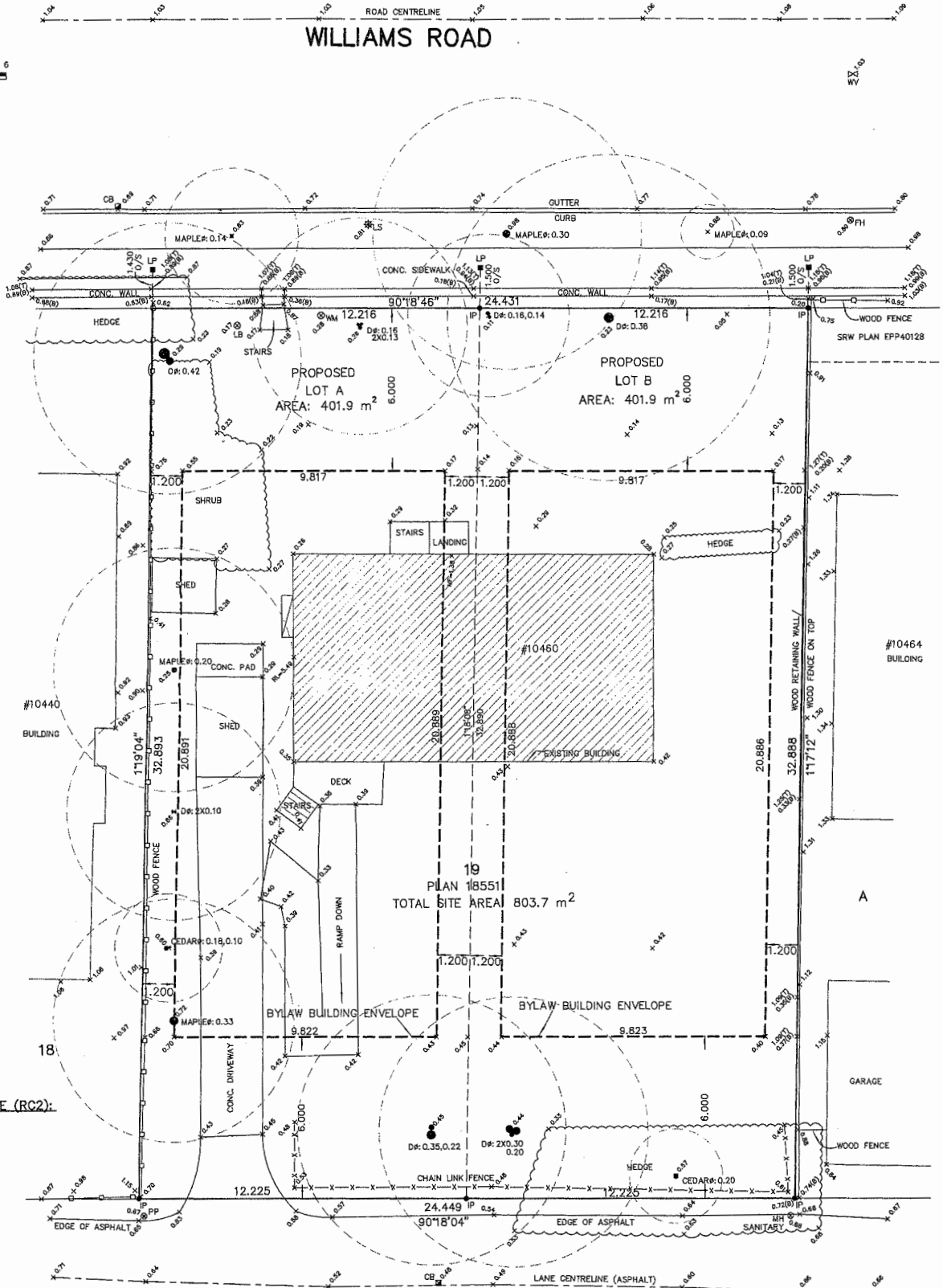
SCALE 1:100

ALL DISTANCES ARE IN METRES



LEGEND

- IP INDICATES SPOT ELEVATION
- LP INDICATES IRON POST
- CB INDICATES LEAD PLUG
- LS INDICATES CATCH BASIN
- FH INDICATES LAMP STANDARD
- LB INDICATES FIRE HYDRANT
- MH INDICATES LAWN BASIN
- WM INDICATES MANHOLE
- PP INDICATES WATER METER
- WV INDICATES POWER POLE
- WV INDICATES WATER VALVE
- CONC. INDICATES CONCRETE
- Ø INDICATES DIAMETER
- D INDICATES DECIDUOUS
- MF INDICATES MAIN FLOOR
- RL INDICATES ROOF LEVEL
- (T) INDICATES TOP OF WALL
- (B) INDICATES BOTTOM OF WALL



BUILDING ENVELOPE FORMULAE (RC2):

FRONT SETBACK = 5.0m
REAR SETBACK = 5.0m
SIDEYARD = 1.2m
(FORMULAE SHOULD BE VERIFIED WITH
RICHMOND CITY PLANNING DEPARTMENT.)

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #191 (G2H2453) LOCATED AT THE RIVERSIDE WAY AND FEATHERSTONE WAY WITH AN ELEVATION OF 1.664 METRES CVD286VMD GEODETIC DATUM.
- PROPERTY LINE DIMENSIONS ARE BASED ON LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.
- ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED BY CITY OF RICHMOND BYLAW No.8057
- BUILDING MEASUREMENTS ARE TAKEN TO OUTSIDE OF WALLS.

PLN - 78

ADDED BUILDING ENVELOPE: AUG 01, 2017
DATE OF SURVEY: JUNE 20, 2017

* SEALED *

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 18489-001-TPG-001.DWG

R-17-18489-TPG

CLIENT REF: NEW VILLA HOLDINGS LTD.

WILLIAM P. WONG
BC LAND SURVEYOR (#697)
"THIS DOCUMENT IS NOT VALID
UNLESS ORIGINALLY SIGNED
AND SEALED."



RZ 17-784468

Attachment 3

Address: 10460 Williams Road

Applicant: Raj Dhaliwal

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Balraj Singh Dhaliwal	To be determined
Site Size (m²):	803.8 m ²	Two lots, each 401.9 m ²
Land Uses:	One single-family dwelling	Two single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC2)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Arterial Road Compact Single Detached	No change

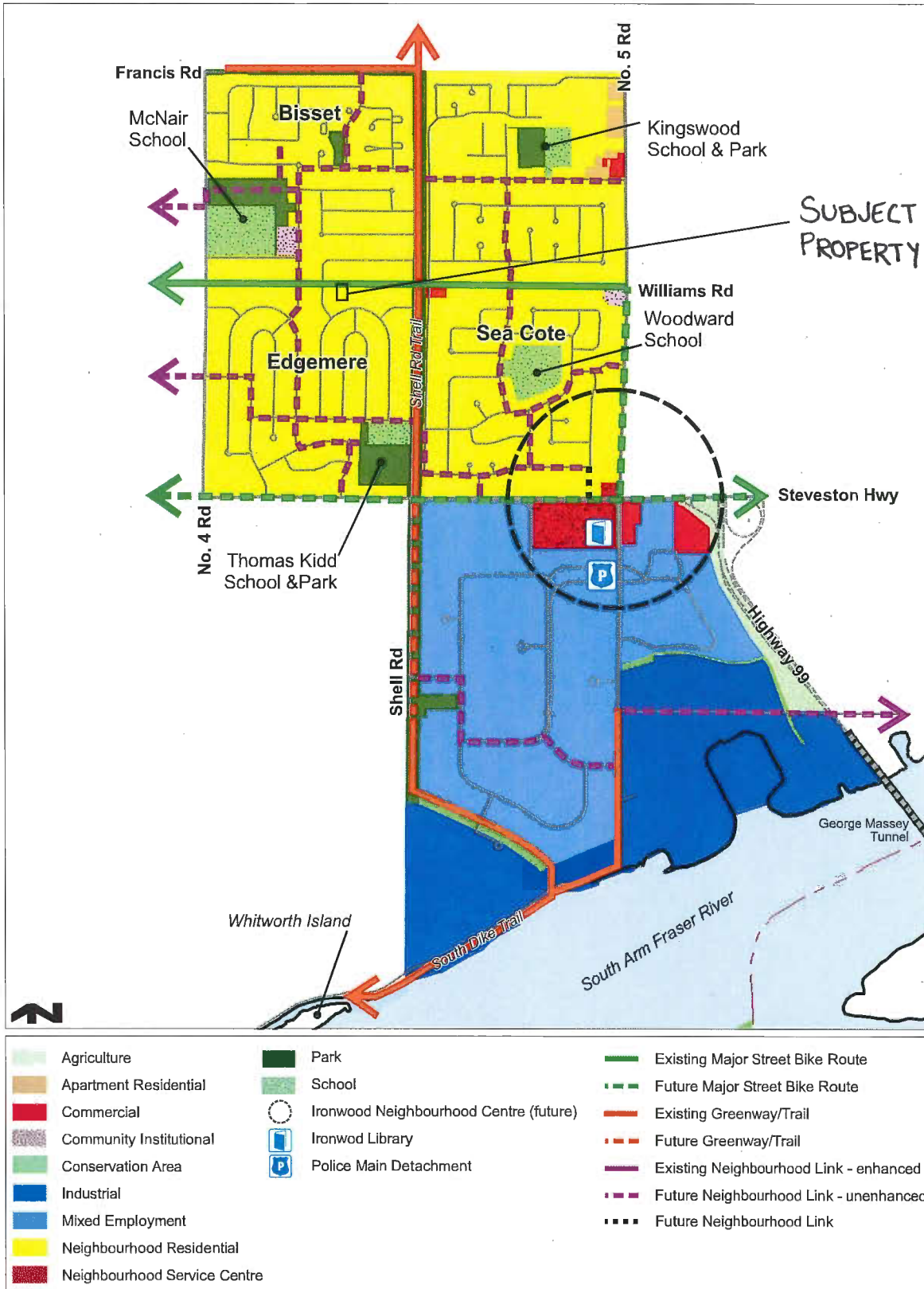
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 241.1 m ² (2,595.6 ft ²)	Max. 241.1 m ² (2,595.6 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 270.0 m ²	401.9 m ²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 12.23 m Depth: 32.89 m	none
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



8. Shellmont



**City of Richmond****Policy Manual**

Page 1 of 2

Adopted by Council: December 17, 1990
Amended by Council: December 18, 2006

POLICY 5443

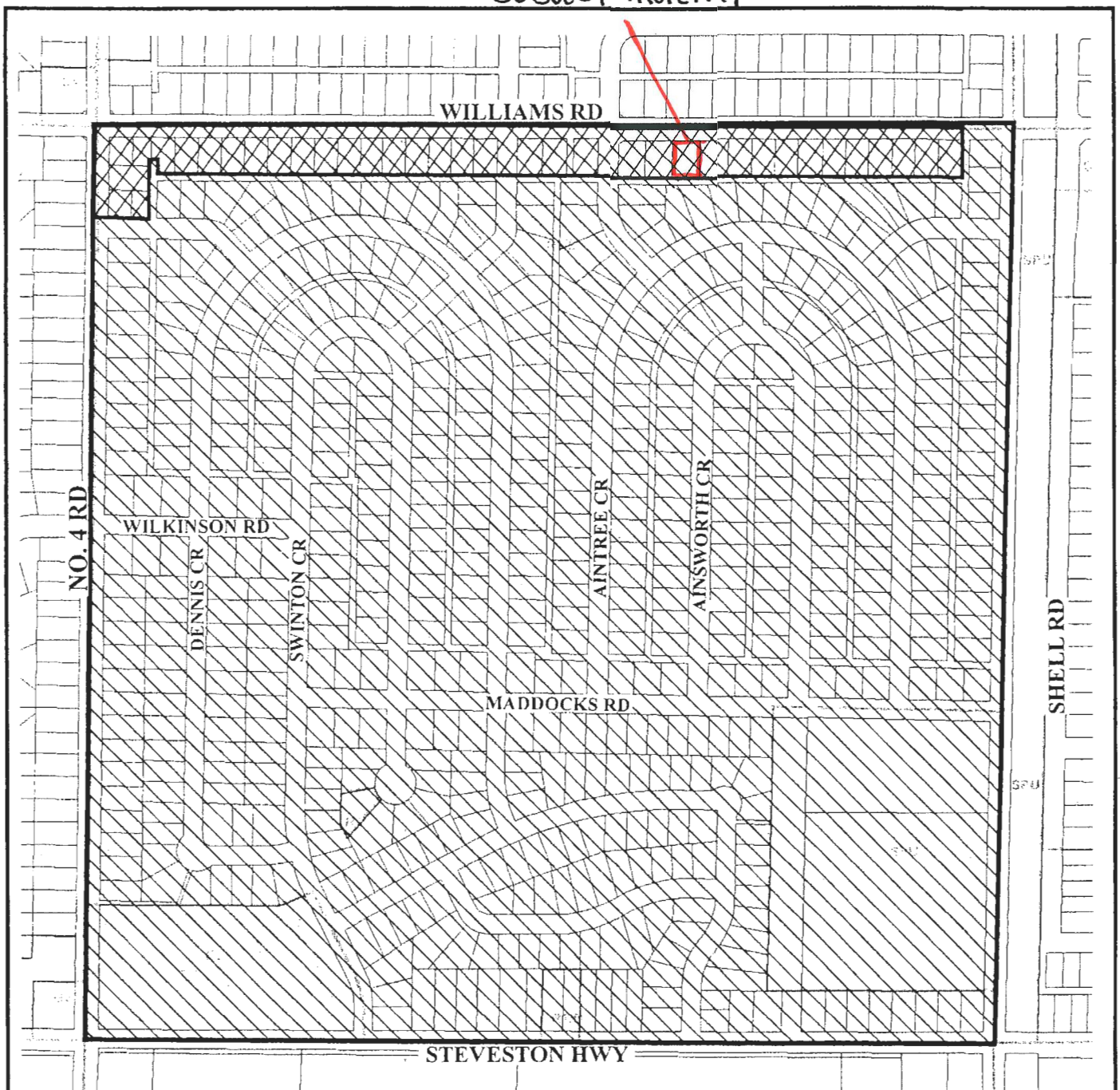
File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 35-4-6**POLICY 5443:**

The following policy establishes lot sizes in Section 35-4-6 located in the area bounded by **Steveston Highway, Shell Road, No. 4 Road and Williams Road**:

1. That properties within the area bounded by Steveston Highway, Shell Road, No. 4 Road and Williams Road, in Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) as per Zoning and Development Bylaw 5300, with the exception that:
 - a) Properties fronting on Williams Road from No. 4 Road to Shell Road and properties fronting on No. 4 Road from Williams Road to Dennis Place, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R9) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, except as per the amending procedures contained in the Zoning and Development Bylaw 5300.

SUBJECT PROPERTY



Subdivision permitted as per **R1/E**.



Subdivision permitted as per R1-0.6 or R9 provided that access is to a constructed lane and not to the arterial road.

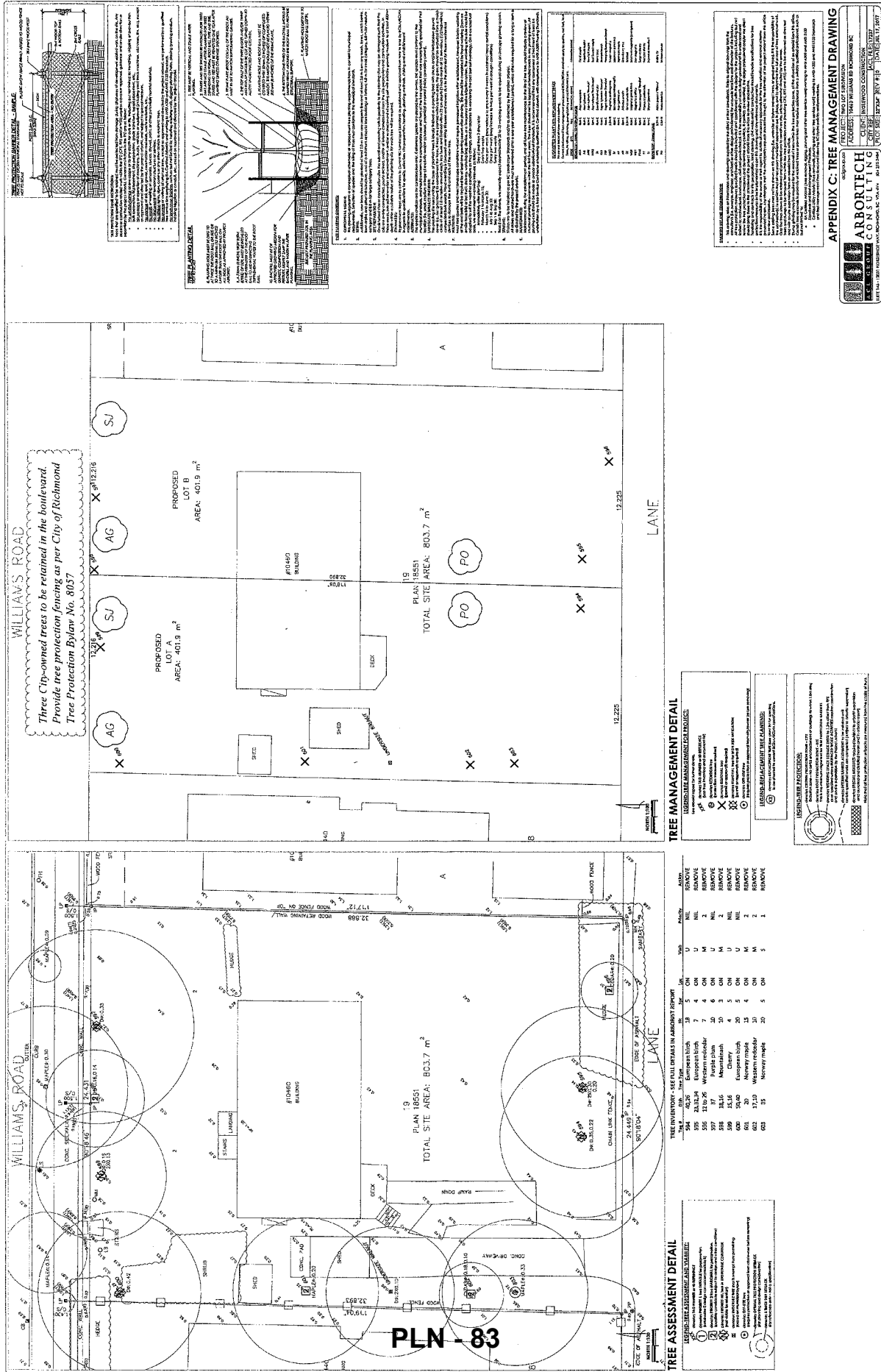


Policy 5443
Section 35, 4-6

PLN - 82

Adopted Date: 12/17/90

Amended Date: 12/18/06





Address: 10460 Williams Road

File No.: RZ 17-784468

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9789, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line.
 - Include a mix of coniferous and deciduous trees.
 - Include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.
 - Include the six required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	11 cm	6 m
2	10 cm	5.5 m

2. City acceptance of the developer's offer to voluntarily contribute \$9,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$5,600 for the three City-owned trees to be retained.
5. Registration of a flood indemnity covenant on Title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to a Demolition Permit* Issuance, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

Prior to Building Permit* Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

At Subdivision* stage, the developer must complete the following requirements:

1. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 544.0 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
- At Developer's cost, the City is to:
 - Install 2 new water service connections to serve the proposed development, complete with meters and meter boxes.
 - Cut and cap, at main, the existing water service connection serving the development site.

Storm Sewer Works:

- The Developer is required to:
 - Video inspect the existing storm service connections and inspection chambers to confirm condition and adequate capacity to serve the proposed development per City specifications. If a connection is acceptable to the City, that connection may be retained. If a connection is not acceptable to the City, the service connection and inspection chamber shall be replaced by the City at the Developer's cost, as described below.
 - If the storm connection(s) are in a condition to be reused, provide minimum 2.0 m (N-S) x 1.5 m (E-W) right-of-way(s) centered on the existing inspection chamber(s) to be retained that are located within the development site.
- At Developer's cost, the City is to:
 - If one or more storm connection is not in a condition to be reused, replace that connection with a new service connection and inspection chamber. Reconnect service to 10440 Williams Road.

Sanitary Sewer Works:

- The Developer is required to:
 - Not start on-site excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
- At Developer's cost, the City is to:
 - Cut and cap, at inspection chamber, the existing sanitary service connection at the southeast property line.
 - Install a new sanitary service connection complete with inspection chamber and dual service laterals at the adjoining property line of the newly subdivided lots.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.
 - Pay at the subdivision stage, in keeping with Schedule 4 to the Cost Recovery Bylaw No. 8752, the amount of \$28,547.63 for rear lane improvements constructed during a City capital works project in 2012.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9789 (RZ 17-784468)
10460 Williams Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 003-590-704

Lot 19 Block 12 Section 35 Block 4 North Range 6 West New Westminster District
Plan 18551

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9789"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

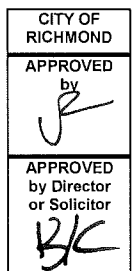
THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee

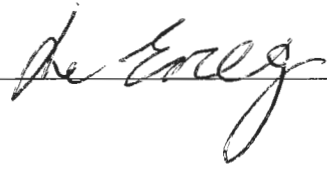

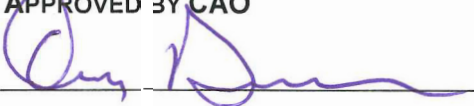
To: Planning Committee
From: Terry Crowe, MCIP
Manager, Policy Planning
Date: November 6, 2017
File: 08-4050-10/2017-Vol
01
Re: **Proposed Terms of Reference to Update Richmond's 2003 Agricultural Viability Strategy (AVS) and Agricultural Profile**

Staff Recommendation

That the report titled "Proposed Terms of Reference to Update Richmond's 2003 Agricultural Viability Strategy (AVS) and Agricultural Profile" dated November 6, 2017 from the Manager, Policy Planning, be received for information."


Terry Crowe, MCIP
Manager, Policy Planning

Att.4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Bylaw	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

This report responds to the following Council referral from the June 26, 2017 meeting:

“That staff prepare a report, in consultation with the Richmond Agricultural Advisory Committee (AAC), which proposes a work program, to update the existing Agricultural Viability Strategy and Profile, for Council’s approval by December 2017, which is to include:

- (1) Terms of Reference, to complete the Strategy and Profile;*
- (2) the 2016 Census statistics and related information;*
- (3) policies to address City agricultural viability opportunities and challenges including land use, and infrastructure (e.g., drainage);*
- (4) any needed improved City farm and non-farm development application regulations (e.g., zoning, soil fill);*
- (5) a stakeholder and public consultation process; and*
- (6) a budget which may include consultants.”*

This report supports the following Council 2014-2018 Term Goals:

– #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.1. Growth and development that reflects the OCP, and related policies and bylaws.

3.3. Effective transportation and mobility networks.

– #4 Leadership in Sustainability:

Continue advancement of the City’s sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond’s position as a leader in sustainable programs, practices and innovations.

4.1. Continued implementation of the sustainability framework.

4.2. Innovative projects and initiatives to advance sustainability.

– #8 Supportive Economic Development Environment:

Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

8.3. *The City's agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City's character, livability, and economic development vision.*

– #9 A Well-Informed Citizenry:

Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

9.1. *Understandable, timely, easily accessible public communication.*

9.2. *Effective engagement strategies and tools.*

Background

In 1999, after Council adopted the City's 2021 Official Community Plan (OCP), Council approved a work program to prepare an Agricultural Viability Strategy (AVS) and Profile (data base, charts, maps), to better understand and manage the City's agricultural areas including the Provincial Agricultural Land Reserve (ALR) lands, for long-term soil based agricultural viability. The four-year process was carried out in partnership with the City, Richmond Farmers Institute (RFI), BC Agricultural Land Commission and BC Ministry of Agriculture, Food and Fisheries, and featured extensive consultation with the local farming community.

The AVS was approved by Richmond City Council on May 26, 2003 and provided a vision, objectives, principles, policies and information, to better guide Council, the Richmond Agricultural Advisory Committee (AAC), farmers, No. 5 Road Backland owners, the agricultural community, food security groups, land owner, public and staff decisions. The 2003 AVS emphasizes soil based farming and is shown in Attachment 1.

The AVS is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond. The Strategy identified initiatives that were to be undertaken and coordinated at the local level, to create a positive agricultural environment, infrastructure and regulatory policy framework to support the agricultural sector. At the time, the Richmond AVS was regarded by the BC agricultural community, as one of the first comprehensive and innovative municipal agricultural strategies in the Province.

Since 2003, the AVS has guided decisions regarding the establishment of the AAC, City policies to manage ALR non-farm use applications, providing significant City infrastructure (e.g., drainage) and regulatory improvements, and improved public awareness of agricultural soil-based viability and food security issues (e.g., the need for ALR tours, improved ALR road signage).

As part of the 2041 OCP preparation, the AVS was reviewed with the AAC, to determine if any changes were needed. While a number of recommendations have begun to be successfully implemented (e.g., agricultural drainage, signage, tours), looking out to 2041, many of the 2003 AVS issues and challenges still require attention (e.g., assessing the impacts of climate change and sea-level rise on agriculture, promoting soil based farming, connecting those who want to

farm with those who do farm), as they are complex, and involve ongoing federal, provincial and Metro Vancouver government, City, community, private sector and farmer support.

To continue its innovative and leadership agricultural role, Council resolved to update the 2003 AVS on June 26, 2017, to ensure that it remains effective and an important part of the City's ongoing growth and social and economic development.

Analysis

Policy Context

An updated AVS responds to several City and regional policies and objectives including:

Metro Vancouver 2040 Regional Growth Strategy

- Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

Metro Vancouver Food System Strategy

- Protect agricultural land for food production
- Enable expansion of agricultural production
- Invest in a new generation of food producers
- Increase direct marketing opportunities for local foods
- Encourage urban agriculture
- Prepare for the impacts of climate change

The City's 2041 Official Community Plan

- Champion a viable agricultural sector for both commercial and non-commercial farmers
- Protect farmland and enhance its viability
- Promote urban agriculture and advance food security

The City's 2010 Employment Land Strategy

- Continue to protect the agricultural land base
- Retain and expand agricultural activities in the ALR

The City's Richmond Resilient Economy Strategy

- Provide a supportive environment for local food production and processing

The Richmond Food Security Society's Richmond Food Charter

- Preserve and strengthen land and water resources that support food production
- Foster a culture that values and supports farmers and farm workers

- Collaborate with community groups, businesses & all levels of governments to ensure a food secure future.

Richmond's Agricultural Advisory Committee Support and Comments

The Richmond Agricultural Advisory Committee (AAC) discussed the priorities of an updated AVS at its meeting on August 15, 2017. Attachment 2 includes an excerpt from the August 15, 2017 draft meeting minutes.

In summary, the AAC advises that the main issues which need to be addressed include:

- Continue drainage improvements (may require revisions to the City's Master Drainage Plan);
- Assess the impacts of any road improvements (e.g., road widening, bike lanes), on farmland;
- Assess the impacts of the increasing Fraser River 'salt wedge' on farmland and review possible improvements to supply salt-free irrigation water to affected areas;
- Assess the impacts of adjacent non-farm development on agriculture;
- Assess any impacts of industrial uses, in particular of the Port of Vancouver's past and possible future expansion on nearby ALR land;
- Raise public awareness and increase education to promote farming and farming activities;
- Consider how to streamline Provincial and City policies on agriculture;
- Provide incentives (e.g., tax rebates, providing access on unopened roads) to encourage farming on land that is not currently farmed;
- Manage soil deposit projects; and
- Continue enforcement of removing noxious invasive species.

Staff Review

A City Staff RAVS Update Team led by the Policy Planning Department (PPD) which includes staff from Parks, Engineering, Building, Community Bylaws, Transportation, Sustainability and Economic Development has identified the following topics to be addressed:

- Assessing the impacts of climate change and sea-level rise on agriculture;
- Addressing drainage improvements;
- Managing properties that are designated Environmentally Sensitive Area (ESA), or are regulated by the Provincial Riparian Area Regulations (RAR) to improve the balance between farming opportunities and environmental management;
- Encouraging property owners who do not farm, to lease their land for farming purposes;
- Undertaking food tourism initiatives, to celebrate and promote agricultural heritage and assets;
- Undertaking more agricultural research, and preparing and implementing more agricultural innovations (e.g., studying the productivity potential of Richmond farmland, the increased productivity potential in direct market agriculture, facilitating land availability for the next generation of farmers);
- Encourage farming on small ALR parcels, by exploring community-focused, innovative options;
- Studying the problems and threats to farming, if currently unopened ALR roads are open up;
- Managing proposed soil deposit and removal applications and approvals;

- Managing City parkland and recreational trails, to ensure that there is minimal conflict with agricultural lands;
- Reviewing various City bylaws for their impact on agriculture, to ensure that they are consistent with the AVS and support agriculture; and
- Other, as necessary.

Statistics Canada 2016 Census Data and Information

The federal Statistics Canada 2016 Census provides recent statistical information about the agricultural industry and farmers, such as farm area, numbers of farms and farmers, farm income and dominant crops which includes the following information:

- The amount of land in the ALR has remained relatively stable in the last 20 years.
- There are approximately 265 farm operators in Richmond.
- Approximately 3,122 ha (7,714 ac) of Richmond is farmed by 189 farms.
- Approximately, 4,993 ha (12,338 ac) of Richmond's land base, or 39% of the City, is within the ALR.
- The remaining lands in the ALR are either vacant or occupied by non-farm uses (including roads, institutional uses, golf courses).
- 78 farms are owned by sole proprietor.
- Family farms and partnerships are also common (67 and 30, respectively).
- Cranberries are the most dominant crop in Richmond, with almost 807 ha (1,995 ac) in production.
- In 2016, Richmond accounted for approximately 31% of BC's cranberry acreage.
- The 189 farms that reported in 2016 Census of Agriculture recorded gross farm receipts of \$57.8 million which is an increase from \$48.6 million of gross farm receipts reported by 211 farms in 2011.

The Agriculture Hot Facts sheet, included as Attachment 3 in this report, provides further details.

Draft Terms of Reference

Staff have prepared a draft Terms of Reference (Attachment 4) for Council's consideration and approval which includes a background, specific project objectives, project scope with key topics to be explored, process and timelines, and the roles and responsibilities of staff, the AAC and if hired the consultant.

The proposed work program schedule includes the following two Phases.

- Phase 1 – RAVS Profile Update and Consultation - this includes researching and updating the Agriculture Profile, consulting with key agricultural stakeholders including the federal Ministry of Agriculture and Agri-Food Canada, BC Ministry of Agriculture, BC Agricultural Land Commission, Metro Vancouver, other municipalities, No. 5 Road Backland institutions, the agricultural community, food security groups, ALR land owners and urban residents and business and drafting the updated RAVS.
 - Consultation methods will include City online surveys, public open houses and meetings with external stakeholders;
 - The purpose of these consultations is to identify any further topics and solutions.

- Phase 2 - Finalizing the RAVS Update involves:
 - Staff intend to bring a report to Planning Committee containing a draft AVS and a recommended consultation program;
 - Subsequently, staff intend to bring a report to Planning Committee to consider and, if acceptable, approve the updated Richmond Agricultural Viability Strategy which will include a five year implementation program.

Staff will provide Council with periodic updates of progress and any changes to the approved Terms of Reference (e.g., by memos, verbal update at Planning Committee, reports), as necessary.

Estimated Timeline – 2 Options

Option 1: Hire a consultant to prepare the AVS Update

As Policy Planning staff are currently implementing many Council priorities and referrals (e.g., consultation on a new Market Rental Housing Policy, establishing underlying zoning for Land Use Contracts, reviewing the 702 Single Family Lot Size Policy, undertaking the Industrial Intensification Initiative, reviewing development applications [e.g., ALR non-farm use, urban rezonings, Development Permits] in a timely manner), this option would involve hiring a consultant to conduct the work which staff would manage. Staff estimate a budget of approximately \$100,000 would be required which would be funded from previously collected developer rezoning development contributions. Staff would also explore senior government and other cost sharing assistance opportunities such as the Investment Agriculture Foundation's special funding program for agricultural area planning.

The benefits of an agricultural consultant are: (1) having their expertise to provide the necessary agricultural information, analysis, options and recommendations in a timely manner, and (2) avoiding delays in addressing current Council priorities and referrals.

Staff estimate that a draft updated AVS could be presented to Council in the first quarter of 2019, if a consultant is hired to research, data analyze, consult and prepare an updated AVS.

Option 2: Staff to Prepare AVS Update

In this option, staff would conduct the research, data analysis, public and stakeholder consultation, and preparation of an updated AVS. Due to other competing priorities (e.g., consultation on a new Market Rental Housing Policy, establishing underlying zoning for Land Use Contracts, reviewing the 702 Single Family Lot Size Policy, the Industrial Intensification Initiative, reviewing development applications [e.g., ALR non-farm use, rezoning, Development Permits] in a timely manner), and an anticipated staff change at the senior level, staff anticipate not beginning the work until late 2018 with completion towards the end of 2019.

Financial Impact

None.

Option 1: Hire a consultant to prepare the AVS Update, is estimated to cost \$100,000 and would be funded from previously collected developer rezoning development contributions. Staff will also explore senior government and other cost sharing assistance opportunities.

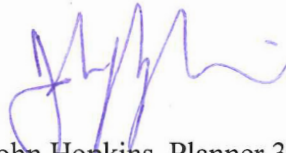
Conclusion

The 2003 AVS sets out a vision, guiding principles and recommendations for long term viability of the agricultural industry in Richmond. Looking out to 2041, the AVS requires an update to ensure that it remains effective, and responds well to the current and future issues, trends and challenges facing agricultural industry.

Staff have identified two options to undertake the RAVS Update for Council's consideration.



Minhee Park, Planner 2
Policy Planning
(604-276-4188)



John Hopkins, Planner 3
Policy Planning
(604-276- 4279)

MP:cas

Attachment 1: 2003 Richmond Agricultural Viability Strategy

Attachment 2: August 15, 2017 Agricultural Advisory Committee Draft Meeting Minutes

Attachment 3: Agriculture Hot Facts Sheet

Attachment 4: Draft Terms of Reference for Richmond Agricultural Viability Strategy Update



Island City, by Nature

Agricultural

Viability strategy



City of Richmond & Richmond Farmers Institute

February 18, 2003



PLN - 96

Acknowledgements

- The Richmond Agricultural Viability Strategy Core Team would like to thank Richmond City Council for its support in making this work on the Richmond Agricultural Viability Strategy (AVS) possible.
- Thanks are also extended to the Investment Agriculture Foundation, the Ministry of Municipal Affairs and Housing, the BC Ministry of Agriculture, Food and Fisheries, and the Agricultural Land Commission for their funding and support.
- The Core Team would also like to thank the many members of Richmond City staff, and representatives of Agriculture and Agri-Food Canada, who took time from their busy schedules to meet with the Core Team and consultants and share their perspectives, wisdom and support.
- Thanks are also extended to the visiting specialists from the University of BC and the agricultural sector who attended the focus sessions and to the farmers who participated in various meetings and who played a large and important role in the development of the AVS. Without their help and support, the AVS would not have been possible.

The Core Team would also like to thank the consultants led by Jack Reams, P.Ag. and including Don Cameron, P.Ag., Aidan Cameron, B.Sc. and Susan Ames, P.Ag., Ph.D. The consultant team performed effectively at all times and assisted the Core Team with the development of this important AVS.

The Core Team

Kari Huhtala, Senior Planner, Policy Planning Department, and Chair of the Core Team
Terry Crowe, Manager, Policy Planning Department
Scott Aycock, Planner Analyst, Policy Planning Department
Janet Lee, Planner, Policy Planning Department
Bill Jones, Farmer and member of the Richmond Farmers Institute
Bruce May, Farmer and member of the Richmond Farmers Institute
Dave May, Farmer and member of the Richmond Farmers Institute
Ken May, Farmer and member of the Richmond Farmers Institute
Bill Zylmans, Farmer and member of the Richmond Farmers Institute
Bruce Gunn, Planner, Agricultural Land Commission
Dave Melnychuk, Regional Agrologist, BC Ministry of Agriculture, Food and Fisheries
Tony Pellett, Planner, Agricultural Land Commission

The Core Team is firmly committed to the future role of agriculture in the City of Richmond and considers the AVS as an important step towards the goal of achieving a viable agricultural industry within the City's boundaries.

Recommendations in the Agricultural Viability Strategy

The Agricultural Viability Strategy (AVS) provides over 60 recommendations designed to:

- Foster and maintain agricultural viability;
- Address the key issues facing the agricultural sector in Richmond;
- Work within the framework of a 2021 vision and guiding principles for the future.

The AVS recommendations appear in the City-Wide Management Plan for Viable Agriculture (Section 3) and the Agricultural Nodal Management Plans (Section 4), and are in numerical order. A complete list of the recommendations, in the same order, can be found in Appendix II.

Acronyms and Key Words Used in the Agricultural Viability Strategy

AAC	City Agricultural Advisory Committee (see Recommendation 1)
AAFC	Agriculture and Agri-Food Canada
AIA	Agricultural Impact Assessment (see Recommendation 4)
ALC	Agricultural Land Commission
ALR	Agricultural Land Reserve
ARDSA	Agricultural Regional Development Subsidiary Agreement
BCMAFF	BC Ministry of Agriculture, Food and Fisheries
City	City of Richmond
Core Team	Richmond Agricultural Viability Strategy Core Team
DFO	Federal Department of Fisheries and Oceans
EC	Environment Canada
ESA	Environmentally Sensitive Area
FPPA	Farm Practices Protection Act
MWALP	BC Ministry of Water, Land and Air Protection
OCP	Richmond Official Community Plan, Schedule 1, Bylaw 7100
RFI	Richmond Farmers Institute
CAL	City Councillor Agricultural Liaison (see Recommendation 3)
SAL	City Staff Agricultural Liaison (see Recommendation 3)

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1. Executive Summary

Agriculture is important in Richmond’s history. Early settlers were attracted to Richmond because of the fertile soils and promise of productive agriculture. While Richmond has since developed into a cosmopolitan City, agriculture remains a very important part of the economy and a major land use.

However, the agricultural sector is one that is at best, misunderstood, and, at worst, frequently ignored by those not directly involved with agriculture. The industry is under pressure to meet the challenges of competing, often in an international marketplace, yet may be hampered by ongoing regulations and marketing difficulties. Often the potential impacts of urban-based decisions on the industry are not studied.

Farmers, too, may have misunderstandings about the intent of decision-makers and other public figures. Sometimes, farmers feel overwhelmed and unable to sustain the constant vigilance needed to avoid being squeezed from their land by increasing urban pressures and conflicts.

The AVS provides a 2021 vision, guiding principles, objectives, and practical strategies for the future growth and viability of the agricultural industry in Richmond.

Despite all of these pressures and concerns, the people of the City of Richmond (City), the British Columbia public, and Canadians in general have a genuine “soft spot” for farming and farmers. Often cited as a trustworthy working group, the farmer’s role in keeping food on our tables is admired and appreciated.

Consistent with this community viewpoint, “the City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset, and an important contributor to the local economy. The City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations”.¹

It is to be noted that:

1. The development of this Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond;
2. The purpose of the AVS is not to remove land from the Agricultural Land Reserve unless there is a substantial net benefit to agriculture and there is consultation with agricultural stakeholders;
3. The AVS is a community planning policy document and does not address taxation issues. While they are related, taxation issues would require separate study because they are complex.

¹ Richmond Official Community Plan Schedule 1, Bylaw 7100 (OCP) p. 16.

2021 Agricultural Viability Strategy Vision

The 2021 vision is:

“The City and the farm...working together for viable agriculture”.

2021 Agricultural Viability Strategy Principles

The following are the guiding principles developed for the AVS:

1. The dominant use of the land in the ALR in Richmond will be for a competitive, diverse and flexible agricultural industry.
2. The stability and integrity of the ALR boundary will be supported and maintained.
3. Agricultural economic growth, innovation, diversification and best practices are the best ways to protect agricultural land in Richmond and to ensure the ongoing viability of agricultural operations.
4. Urban development in the ALR will be minimized.
5. Subdivision in the ALR will be minimized, except where it supports agricultural viability (e.g. diversification, expansion, etc.).
6. Richmond farmers will be provided with the necessary support, services and infrastructure that are required for agricultural viability.
7. Residents of the City of Richmond will be encouraged to learn more about agriculture in their city and to support locally grown agricultural products.
8. Effective and positive communication with the general public and the agricultural sector will be a priority.
9. Decision-making will be coordinated in a consultative manner and will consider all potential impacts on agricultural viability.
10. A sustainable environment will be maintained to provide quality air, water and land which supports and complements farming.

With the development of the 2021 vision and guiding principles for the future of agriculture in Richmond (Section 2.2), over 60 recommendations emerged from this planning process.

“The City and the farm...working together for viable agriculture”.

City-Wide Management Plan

The AVS contains an overall City-Wide Management Plan for Viable Agriculture, with the following strategies identified:

- The **Agricultural Decision Making Strategy** (Section 3.1) provides recommendations for ensuring that decisions made on a city-wide basis promote agricultural viability, consider the impacts on agriculture, and are made in a consultative manner;

- The **Services and Infrastructure Strategy** (Section 3.2) provides recommendations to meet the needs of the agricultural sector with respect to water, drainage, sewerage and transportation management;
- The **City Policies and Bylaws Strategy** (Section 3.3) provides recommendations to ensure that City policies and bylaws support the agricultural sector and the viability of the industry, without imposing unnecessary restrictions;
- The **Non-Farm Uses and Parks and Recreation Strategy** (Section 3.4) provides mechanisms to ensure that the dominant use of the ALR in Richmond is viable and sustainable agriculture;
- The **Agricultural Edge Strategy** (Section 3.5) contains recommendations for planning along rural-urban edges to minimize, and address, potential conflicts between farm and non-farm neighbours;
- The **Strategy for Agriculture with respect to the Environment and Environmentally Sensitive Areas** (Section 3.6) encourages environmental management on, and adjacent to, agricultural land that does not impact negatively on normal farm practices;
- The **Public Education and Awareness Strategy** (Section 3.7) provides opportunities for the general public to better understand the agricultural industry in their community;
- The **Economic Growth and Diversification Strategy** (Section 3.8) supports economic growth and diversification in the agricultural industry to allow it to remain competitive and responsive to changing times.

Nodal Management Plans

In addition to the City-Wide Management Plan, eight separate Agricultural Nodal Management Plans were developed (Section 4). The eight nodes were identified to manage the resources and issues within specific areas and complement the city-wide strategies.

Implementation Strategy

The AVS also includes an Implementation Strategy (See Section 5) to provide direction for the implementation of the many recommendations. Further details for those recommendations that may be implemented in the shorter term are provided in Section 5.2.

One of the most significant recommendations that is considered as a high priority is the creation of a City Agricultural Advisory Committee (AAC) (See Recommendation 1) and the establishment of City Councillor and Staff Agricultural Liaisons (CAL, SAL), (See Recommendation 3) to work closely with the agricultural community.

City Divisions will be encouraged to implement the strategy and to support the agricultural sector as further development occurs in Richmond.

Another key recommendation is the introduction of an Agricultural Impact Assessment process (AIA) (See Recommendation 4) to assess the potential impact of development on the agricultural sector. This process is recommended to ensure that future development, and other initiatives, would not have negative impacts on the capacity to farm in Richmond. In addition, appropriate “agricultural edge” planning is recommended to reduce the impact of activities carried out by both the agricultural and non-agricultural sectors in the City on each other.

There is a sense of optimism that this AVS can make an important contribution to the City and to the farm and non-farm communities living and working together in the area.

Implementation of the AVS is viewed as a critical step in securing a viable agricultural community for the future and increasing the level of economic activity in the agricultural sector. The responsibility to follow through with any and all necessary measures is enormous. Without a comprehensive strategy to guide agricultural planning, the alternative is continued erosion of the agricultural resource base and opportunities for the farming community.

2. Introduction

Agriculture is an important part of the economy and a major land use in the City. With 38% (4,916 hectares or 12,147 acres) of the total land base within the ALR, a moderate climate, and favorable topography and soils, the agricultural sector is a significant engine of the overall City economy. In

1995, Richmond farms earned over \$56 million in revenues².

Richmond’s farmers grow and raise a variety of crops, livestock, specialty and niche products, ranging from cranberries and potatoes to beef and dairy cattle, to sheep, flowers and honey.³



Despite the favorable climatic and soil conditions for agriculture, there are many challenges for the industry. Drainage and irrigation issues, rural-urban conflicts, competing non-farm uses within the ALR, high land values, and other issues, put pressure on the industry.

The industry pressures notwithstanding, both rural and urban residents of Richmond have considerable optimism and hopefulness for the future viability of farming in Richmond’s ALR. They value the green space provided by a working agricultural industry. They want young people to understand the role that agriculture plays in their community - to be able to see, first hand, how farms work, and where much of their food originates. They want to be able to consume locally grown

produce.⁴ In short, the community understands that farmers are stewards of the land and their presence is a benefit to everyone.

Removal of Land from the ALR

The intent of the AVS is to increase agricultural viability, not to remove lands from the ALR unless there is a significant net benefit to agriculture and there is consultation with agricultural stakeholders.

Taxation

The AVS is primarily a community planning strategy (i.e. land use, servicing, environmental, economic development and public awareness), not a taxation strategy. As taxation is complex, taxation issues would need to be addressed in a separate study.

² City of Richmond Agricultural Profile, January 2002 (Profile), p. 57.

³ Profile, p. ii.

⁴ RAVS Agricultural Survey Report, “Vision Statements”, pp. 53-57.

2.1 Definitions

The following definitions are relevant to the AVS:

1. Land Use - “Agriculture” (City of Richmond)

The Richmond Zoning Bylaw defines “Agriculture” as “the use of land for the growing of crops or the raising of livestock.”

Properties that are zoned “Agricultural District (AG1)” are permitted to have the following uses:

- Agriculture
- Keeping & Raising of Animals for Commercial Purposes
- Horticulture
- Peat Extraction & Processing
- Horse Riding Academy
- Roadside Stand (Classes A & B), provided that the operation is clearly ancillary to a permitted agricultural use
- Animal Hospital or Clinic
- Residential, limited to One-Family Dwelling
- Boarding and Lodging, limited to two persons per dwelling unit
- Home Occupation
- Radio & Television Transmission Facilities
- Public Sewage Collection, Treatment and Disposal Facilities
- Accessory Uses, Buildings and Structures, but excluding secondary suites.

Some of the above uses require approval from the Agricultural Land Commission under the *Agricultural Land Commission Act*.

Subject to requirements, farmhouses (as an accessory use on a farm) and non-farm houses are allowed in the AG1-Zone.

2. “Farm Operation” (Farm Practices Protection Act)

In the Provincial *Farm Practices Protection Act*,

“**Farm operation**” means any of the following activities involved in carrying on a farm business:

- a) Growing, producing, raising or keeping animals or plants, including mushrooms, or the primary products of those plants or animals;
- b) Clearing, draining, irrigating or cultivating land;
- c) Using farm machinery, equipment, devices, materials and structures;
- d) Applying fertilizers, manure, pesticides and biological control agents, including by ground and aerial spraying;
- e) Conducting any other agricultural activity on, in or over agricultural land;

and includes

- f) Intensively cultivating in plantations, any
 - (i) Specialty wood crops, or
 - (ii) Specialty fibre crops
 prescribed by the minister;
- g) Conducting turf production
 - (i) Outside of an agricultural land reserve, or
 - (ii) In an agricultural land reserve with the approval under the *Agricultural Land Commission Act* of the Provincial Agricultural Land Commission;
- h) Aquaculture as defined in the *Fisheries Act* if carried on by a person licensed, under Part 3 of that Act, to carry on the business of aquaculture;
- i) Raising or keeping game, within the meaning of the *Game Farm Act*, by a person licensed to do so under that Act;
- j) Raising or keeping fur bearing animals, within the meaning of the *Fur Farm Act*, by a person licensed to do so under that Act;
- k) Processing or direct marketing by a farmer of one or both of
 - (i) The products of a farm owned or operated by the farmer, and
 - (ii) Within limits prescribed by the minister, products not of that farm, to the extent that the processing or marketing of those products is conducted on the farmer's farm;
 but does not include
 - l) An activity, other than grazing or hay cutting, if the activity constitutes a forest practice as defined in the *Forest Practices Code of British Columbia Act*;
 - m) Breeding pets or operating a kennel;
 - n) Growing, producing, raising or keeping exotic animals, except types of exotic animals prescribed by the minister.

Note: “Minister” means the Provincial Minister responsible for the *Farm Practices Protection Act*.

3. Taxation - “Agriculture”

The B.C. Assessment Authority considers as “farm” class all or part of a parcel of land used for:

- primary agricultural production
- a farmer’s dwelling, or
- the training and boarding of horses when operated in conjunction with horse rearing.

In order to maintain the “farm” class, the farm must meet the following income criteria:

- if land is smaller than 8,000 m² (2 acres), must earn \$10,000 from the sale of primary agricultural products.
- if land is between 8,000 m² (2 acres) and 4 ha (10 acres), \$2,500 must be earned.
- if land is larger than 4 ha (10 acres), \$2,500 plus 5% of the actual value of any farm land in excess of 4 ha (10 acres) must be earned from farming activity on the land.

2.2 Overview of the Planning Process

The development of the AVS is only one phase of a 5-phase project to ensure the viable use of Richmond’s farmland:

Phase 1 involved Council approval to prepare the AVS, finalize the funding, and prepare background documents (Agricultural Profile and Survey Report);

Phase 2 involved a series of Farmers’ Workshops and a Public Open House for public input on issues and opportunities for agriculture in Richmond. There was ongoing research, including partnerships with federal and provincial agencies;

Phase 3 involved hiring the consultant team and developing the AVS;

Phase 4 involves the presentation of the AVS to Council for approval, and setting the stage for implementation;

Phase 5 involves the full implementation of the AVS.

2.3 The Planning Area

The planning area for the AVS is the ALR land within the City of Richmond. (See Figure 1)

2.4 Description and Features of the Planning Area

This section is intended to provide a snapshot of the physical setting and agricultural activity of the planning area. The facts and figures presented are derived from the City’s Agricultural Profile, which should be consulted for more detailed information.

2.4.1 Agriculture in the Planning Area

Richmond has a rich agricultural tradition and history, dating back to pre-European settlement when First Nations people used the cranberry bogs of Lulu Island as a food source.⁵ Farmers in Richmond have made use of the fertile soils and favorable climate to produce a wide variety of crops and livestock, including:

- Berries, such as cranberries, blueberries, raspberries and strawberries;
- Field vegetables, such as potatoes, pumpkins, squash and corn;
- Nursery products;
- Greenhouse production;
- Hens and chickens;
- Beef and dairy cattle;
- Sheep, lambs, llamas and alpacas;
- Equestrian uses and facilities;
- Bees and honey;

⁵ Profile, front cover.

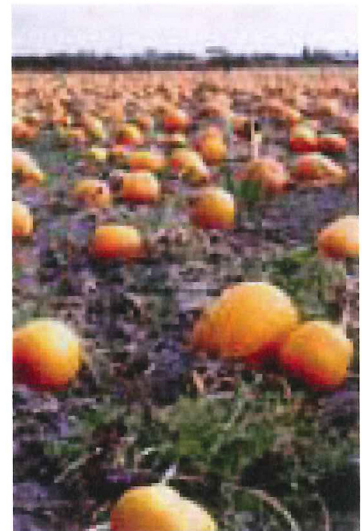
- Tree fruits;
- Organic vegetables and herbs.

2.4.2 Challenges

The main limitations facing the agricultural industry include:

- Biophysical limitations such as excessive wetness of some soils. However, with modest improvements, all of the farmland in Richmond is considered prime;⁶
- Pressure to urbanize;
- Pressure to subdivide;
- Rural-urban conflicts;
- Conflicting land uses and high land values;
- Economic issues;
- Service and infrastructure problems.

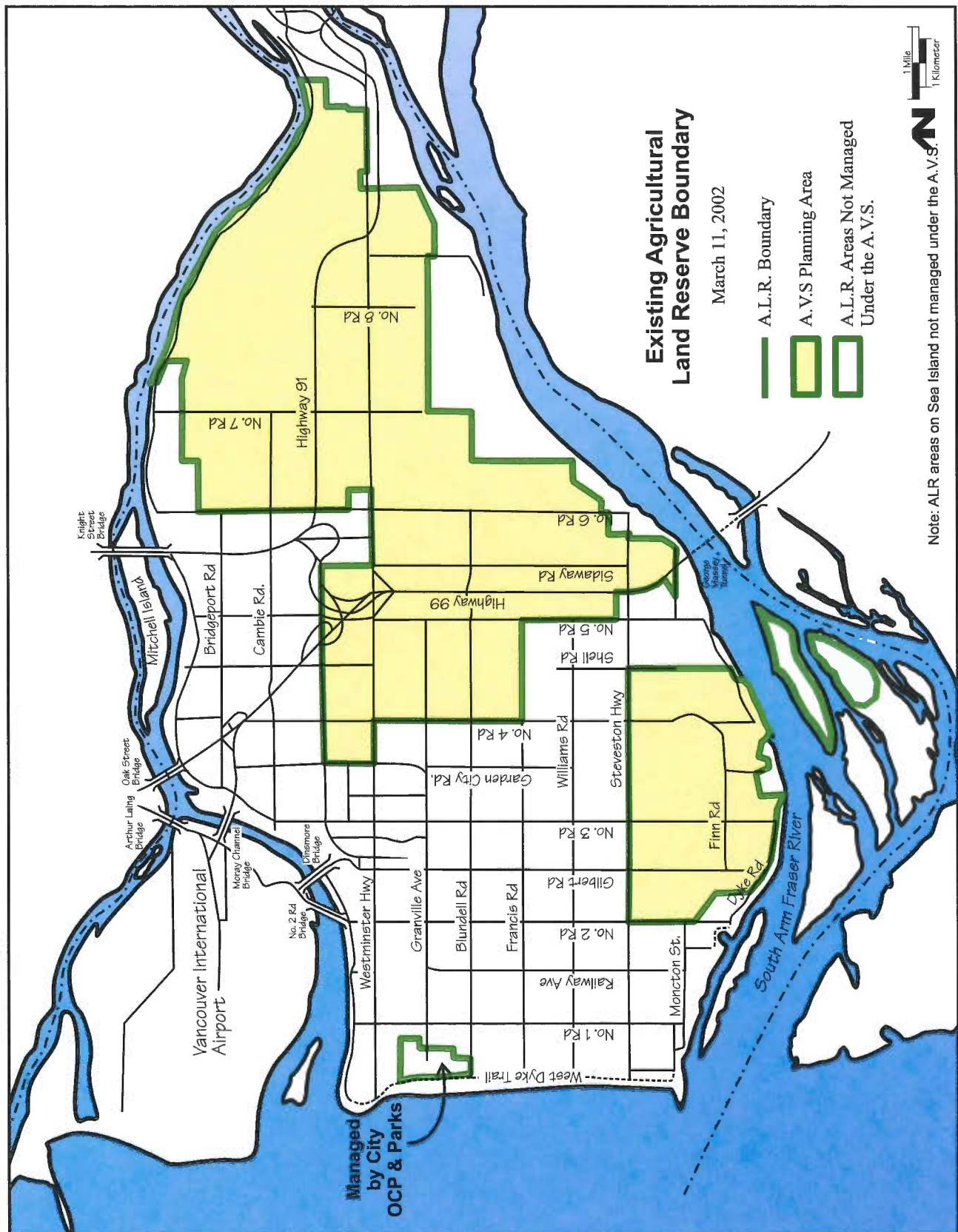
Despite the above limitations, Richmond farms generate over \$56 million in revenues⁷ and contribute significantly to the local and provincial economy.



⁶ Profile, p. 14.

⁷ Profile, p. 57.

Figure 1 – The Planning Area



2.5 Purpose of the Agricultural Viability Strategy

The purpose of this AVS is to provide a 2021 vision and guiding principles, objectives and practical strategies for the future growth and viability of the agricultural sector in the City.

It is envisioned that a Richmond Agricultural Advisory Committee (AAC) will take the lead role in the implementation of the AVS. As well, the AAC will advise City Council, staff and the community on a wide range of agricultural matters.

The AVS recommendations presented in this document provide a framework towards achieving agricultural viability in Richmond. Each recommendation will be considered in terms of its feasibility and practicality for achieving positive benefits for agriculture. It is acknowledged that other agricultural viability directions not identified in the Strategy may be brought forward and considered for implementation.

The implementation of strategies in the AVS over the long term aims to achieve:

- Favourable and sustainable economic returns for farmers;
- A supportive policy framework and decision-making structure;
- Beneficial servicing and infrastructure;
- Increased encouragement from the community;
- Increased support for Richmond agricultural products;
- Increased awareness and respect for the needs of the agricultural community and the urban community;
- A sustainable environment which provides quality air, water, and land which supports and complements farming;
- A positive outlook to attract more young people to choose to farm; and
- Better working partnerships among important stakeholders.

2.6 2021 Vision and Guiding Principles for the Future

City Corporate Vision

The City’s corporate vision statement is “to be the most appealing, livable, and well-managed community in Canada”⁸. To ensure that this corporate vision is met with respect to agriculture, the City seeks to ensure the viability of farm operations and to protect the supply of agricultural lands.

The City also recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset, and an important contributor to the local economy.⁹

With the City’s corporate vision statement and objectives for agriculture in mind, the Core Team developed the following 2021 vision and guiding principles for agricultural viability in Richmond.

⁸ OCP, p. 3.

⁹ OCP, p. 16.

2021 Vision

“The City and the farm...working together for viable agriculture.”

The vision is the foundation for the AVS. It functions as both the starting point and “measuring stick” for all management plans and recommendations.

2021 Guiding Principles

1. The dominant use of the land in the ALR in Richmond will be for a competitive, diverse and flexible agricultural industry.
2. The stability and integrity of the ALR boundary will be supported and maintained.
3. Agricultural economic growth, innovation, diversification and best practices are the best ways to protect agricultural land in Richmond and to ensure the ongoing viability of agricultural operations.
4. Urban development in the ALR will be minimized.
5. Subdivision in the ALR will be minimized, except where it supports agricultural viability (e.g. diversification, expansion, etc.).
6. Richmond farmers will be provided with the necessary support, services and infrastructure that are required for agricultural viability.
7. Residents of the City of Richmond will be encouraged to learn more about agriculture in their city and to support locally grown agricultural products.
8. Effective and positive communication with the general public and the agricultural sector will be a priority.
9. Decision-making will be coordinated in a consultative manner and will consider all potential impacts on agricultural viability.
10. A sustainable environment will be maintained to provide quality air, water, and land which supports and complements farming.

3. City-Wide Management Plan for Viable Agriculture

The City-Wide Management Plan for Viable Agriculture identifies options and opportunities for enhancing the viability of agriculture.

The management plan contains the following strategies:

- The **Agricultural Decision Making Strategy** (Section 3.1) provides recommendations for ensuring that decisions made on a city-wide basis promote agricultural viability, consider the impacts on agriculture, and are made in a consultative manner;
- The **Services and Infrastructure Strategy** (Section 3.2) provides recommendations to meet the needs of the agricultural sector with respect to water, drainage, sewerage and transportation management;
- The **City Policies and Bylaws Strategy** (Section 3.3) provides recommendations to ensure that City policies and bylaws support the agricultural sector and the viability of the industry, without imposing unnecessary restrictions;
- The **Non-Farm Uses and Parks and Recreation Strategy** (Section 3.4) provides mechanisms to ensure that the dominant use of the ALR in Richmond is viable and sustainable agriculture;
- The **Agricultural Edge Strategy** (Section 3.5) contains recommendations for planning along rural-urban edges to minimize, and address, potential conflicts between farm and non-farm neighbours;
- The **Strategy for Agriculture With Respect to the Environment and Environmentally Sensitive Areas** (Section 3.6) encourages environmental management on, and adjacent to, agricultural land that does not impact negatively on normal farm practices;
- The **Public Education and Awareness Strategy** (Section 3.7) provides opportunities for the general public to better understand the agricultural industry in their community;
- The **Economic Growth and Diversification Strategy** (Section 3.8) supports economic growth and diversification in the agricultural industry to allow it to remain competitive and responsive to changing times.

3.1 Agricultural Decision-Making Strategy

3.1.1 Introduction

Because the general population is mostly removed from direct experience with agriculture and the farm population is declining relative to the growing urban sector, agricultural interests are often inadequately represented in the City’s decision-making processes.

A major goal of the AVS is to provide a framework to ensure that future decision-making recognizes agricultural interests.

It is also critical that farmers be provided with a practical mechanism to promptly access information about the City bylaws, operations, and services that may be necessary to make farm management decisions.

3.1.2 Objectives

To develop and support initiatives which:

- Establish a direct link between Council and the agricultural sector;
- Ensure that decision-making takes place in consultation with the agricultural sector;
- Provide opportunities for improved communication between the agricultural and non-agricultural sectors on agricultural issues;
- Ensure that decisions about agriculture are made using the most current information available;
- Ensure that the impacts on agriculture of all decisions are adequately understood and taken into consideration.

3.1.3 Recommendations

1. Establish a City Agricultural Advisory Committee of Council (AAC).

- a) Have the AAC play the key advisory role in implementing the AVS;
- b) Require all City departments to seek input from the AAC when major departmental initiatives are proposed as part of their planning strategy, where agriculture is affected;
- c) Committee Membership:
 - i) Voting Members:

The Committee shall consist of nine (9) voting members appointed by Council, including:

- Five (5) “farming representatives” chosen from nominations by the Richmond Farmers Institute. A “farming representative” is defined as a farmer who derives a majority of his/her income from farming;
- Two (2) farming representatives from the general agricultural community (nursery, livestock, equestrian, greenhouses, crops, etc.);
- One (1) representative from the Advisory Committee on the Environment; and
- One (1) representative from the community at large.

ii) Committee Advisors (Non-voting Members):

The Committee shall also consist of the following advisors including:

- A City Councillor Agricultural Liaison (CAL);
 - A representative from BCMAFF;
 - A representative from the ALC;
 - A staff member from the Engineering/Public Works Department(s);
 - A staff member from the Urban Development Division (Staff Agricultural Liaison);
 - A staff member from the RCMP; and
 - Others as necessary.
2. Maintain the existing ALR boundary and ALR land base in Richmond, and do not support a change to the ALR boundary or a loss of ALR land unless:
 - there is a substantial net benefit to agriculture; and
 - the agricultural stakeholders are fully consulted.
 3. Designate various City Staff as Agricultural Liaisons (SALs), with the Policy Planning Department Liaison as the lead SAL to ensure coordination.
 - a) Have the CAL/SALs play a key support role in the implementation of the AVS and supporting the AAC;
 - b) Publicize the SALs as people to assist the agricultural sector to access information about City bylaws, operations, and services, address agricultural issues and concerns, and contribute to various agricultural projects;
 - c) Develop a flow chart to facilitate access to information required by the agricultural sector. This flow chart may include information about policies and bylaws, processes involved for planning and development approvals, growth and diversification information, etc.
 4. Introduce an Agricultural Impact Assessment process (AIA).
 - a) Use the AIA for all proposed projects involving land use changes or development:
 - i) Within the ALR;
 - ii) Adjacent to the ALR;
 - iii) Outside the ALR for projects which may have an impact on agriculture, such as transportation corridors, recreational trails, new residential developments, and others.
 - b) Develop criteria, (e.g. drainage/irrigation implications, air quality, noise, transportation and traffic, and others), for the AIA in conjunction with BCMAFF, the ALC, the proposed AAC (see Recommendation 1), and others as appropriate.
 5. Maintain an Agricultural Data System.
 - a) Update and expand the scope of the Agricultural Profile, the Agricultural Land Use Inventory, and the Geographic Information System every three years or sooner to maintain current information about the agricultural sector;

- b) Continue to engage in innovative research partnerships with groups such as Agriculture and Agri-Food Canada (AAFC), BC Ministry of Agriculture, Food and Fisheries (BCMAFF), Greater Vancouver Regional District (GVRD), University of British Columbia (UBC), Simon Fraser University (SFU) and others to determine agricultural trends in Richmond;
- c) Monitor changes in the agricultural sector to determine issues of concern and changes in overall viability, using the following possible indicators:
 - i) Indicators which track land use and land availability:
 - Hectares (or acres) of ALR land in Richmond;
 - Hectares (or acres) of ALR land which is Farm Class;
 - Hectares (or acres) of ALR land available for sale or lease.
 - ii) Indicators which track farm viability and the overall health of the agricultural sector:
 - Annual number of applications, approvals and rejections for exclusion of land from the ALR;
 - Annual number of applications, approvals and rejections for non-farm use and subdivision in the ALR;
 - Net Returns from Agriculture;
 - Economic Diversity Index.
- d) Integrate the data into ongoing City operations and decision making wherever possible.

3.2 Services and Infrastructure Strategy

3.2.1 Introduction

The service and infrastructure issues related to improving agriculture include those connected to drainage, irrigation, flood risks, and transportation.

3.2.2 Objectives

To develop and support initiatives which:

- Provide farmers with the necessary support, services and infrastructure required for agricultural viability;
- Ensure that drainage improvements are made for the ALR, in order of priority, based on discussion with the AAC;
- Ensure that servicing and infrastructure projects do not interfere with normal farm practices;
- Ensure that servicing and infrastructure projects are delivered according to specified performance standards, based on discussion with the AAC;
- Ensure that farm vehicles can adequately move between agricultural areas.
- Ensure that drainage, servicing and infrastructure changes are considered in a holistic and comprehensive manner so that the quality of air, land and water is maintained for agricultural viability.

3.2.3 Drainage and Irrigation

Richmond soils do not drain easily and much of the Island is prone to periodic flooding. Adequate drainage is essential to agricultural viability. The City has begun to develop a master drainage plan as a component of the City’s Capital Program, and now has a four-year schedule in place to model the water, sewer, drainage and road infrastructure. Agricultural drainage and irrigation systems will be given priority in the modeling schedule.

Once the master drainage plan is in place, solutions can be developed for improving the drainage of agricultural areas that were not covered by the Federal Government’s Agricultural Regional Development Subsidiary Agreement (ARDSA) funding program.

Current ditch cleaning also occurs on a four-year cycle. City staff have demonstrated a willingness to address both drainage and ditch-cleaning issues that may arise independently from the regular four-year cycle.

Despite the need for adequate drainage, in the summer months many farms require irrigation. The City serves the irrigation needs of the agricultural sector through much of the same infrastructure it uses for general drainage.

A storm drainage map is shown in Figure 2.

3.2.4 Flood Risks

The primary agent of flooding is the annual swelling of the Fraser River in the spring. Flooding may also be caused by seasonal high tides¹⁰. Richmond is currently surrounded by an unbroken dyke system, much of which is City-maintained. The dykes have been built to a standard designed to handle a tide level expected to be equaled or exceeded once in 200 years, on average. This level of protection may not be sufficient.

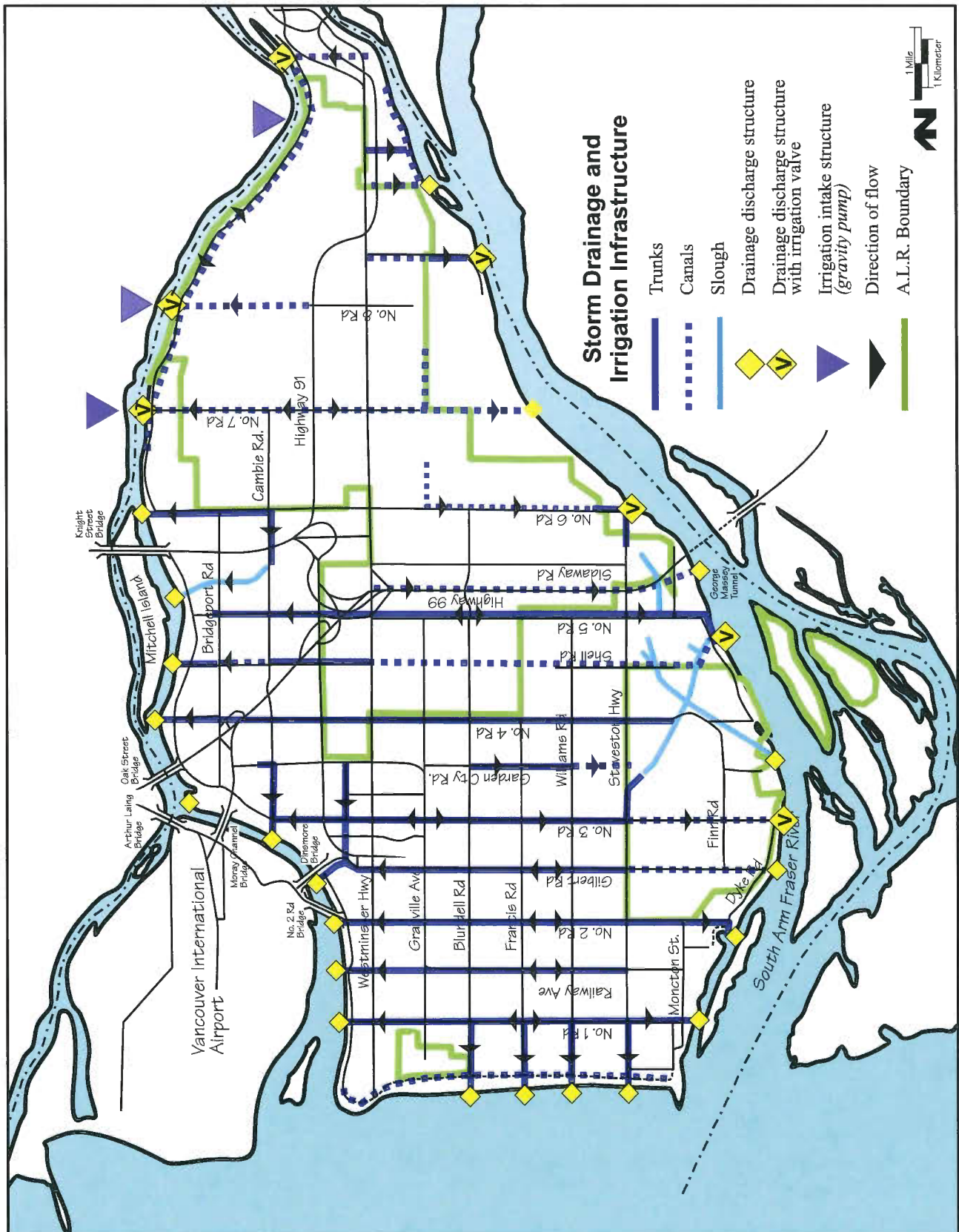
During the development of this AVS, considerable discussion was held on the subject of a proposed mid-Island dyke along No. 8 Road. The mid-Island dyke was identified as an option to reduce the potential risk of flooding to the western portion of the City¹¹. The building of the mid-Island dyke would have the following significant impacts on eastern agricultural land and existing agricultural operations:

- The dyke would remove land from agricultural production;
- The dyke will bring increased traffic which would interfere with farm traffic and provide further opportunities for vandalism, trespassing, and theft;
- The dyke would make it difficult for farmers to move between parcels where farmers farm on both sides of No. 8 Road;
- The dyke would interfere with the present drainage/pumping system and may cause the adjacent land to rise because of compaction resulting from dyke construction;
- The dyke would have to be built on organic soils requiring extensive amounts of fill and resulting in a wider dyke than if built on mineral soil.

There are alternate ways to address this flood risk, such as improving dyking around the eastern tip of Richmond.

¹⁰ Profile, p. 10.

¹¹ Technical Report Floodplain Management Study, Hay and Company Consultants Inc., November 1989.

Figure 2 - Storm Drainage Map

3.2.5 Transportation

Other servicing and infrastructure issues relate to transportation corridors. Farmers who must move farm equipment and other vehicles between and among different agricultural areas in the City must use City roads. This use may result in increased travel time for farmers because non-farm vehicles also use the roads a great deal. Road use by non-farm vehicles, joined with farm vehicle use, causes frustration for both the agricultural and non-agricultural communities.

3.2.6 Recommendations

6. Encourage regular communication among the agricultural sector and the City, provincial and federal servicing and infrastructure departments by formalizing the City Staff-Farmer Drainage Committee and by establishing terms of reference and involving the agricultural sector, Engineering and Public Works Division, and others as appropriate (e.g. Policy Planning, Environmental Programs, Transportation, etc.).
7. Support the City’s Master Drainage Plan.
 - a) Identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
 - b) Ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
 - c) Encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;
 - d) Encourage the agricultural sector to cooperate with ditch-cleaning practices by providing appropriate right-of-ways;
 - e) Encourage the agricultural sector to support ditch-sidecasting activity where it does not interfere with normal farm practices and/or agricultural capability of the soils;
 - f) Require the proposed AIA (see Recommendation 4) be completed for all servicing and infrastructure projects.
8. Request the Ministry of Water, Land and Air Protection to investigate the viability of rebuilding and upgrading the perimeter dyke around the eastern tip of Richmond along the North Arm of the Fraser River, instead of the proposed mid-Island dyke.
9. Review and designate “farm travel” routes for travel between agricultural areas:
 - a) Use recognizable signage to endorse these routes for farm vehicles;
 - b) Review the wording of “Respect Slow Moving Farm Vehicles” signs and consider “Yield To Farm Vehicles”;
 - c) Develop new road design guidelines to ensure that the outermost lane and shoulder in combination have a minimum of 4.3 meters (14 feet) in lateral clearance to accommodate the width of farm vehicles;
 - d) Review options to minimize the impact of farm traffic on non-farm traffic by providing safe turn-offs for farm vehicles on identified agricultural corridors carrying high volumes of traffic.

10. Review Official Community Plan Transportation Policy 4(d)¹² which states "Restrict the development of new major roads in the ALR to avoid jeopardizing farm viability, except for service roads intended to serve adjacent industrial land" to:
- a) Consider removal of the phrase "except for service roads intended to serve adjacent industrial land" to limit future major road development on ALR land that does not serve the viability of agriculture;
 - b) Ensure that a "least impact" policy exists to protect farmers from the impacts of possible transportation corridors through the ALR by:
 - i) Requiring the proposed AIA (see Recommendation 4) be completed for new road projects and that appropriate steps be taken to mitigate potential conflicts;
 - ii) Ensuring that whenever potential negative impacts for agriculture may occur, that adequate compensation and/or viable alternatives are available and fully explored;
 - iii) Placing emphasis on positive benefits of transportation initiatives for farm operations (e.g. improved drainage and access).

¹² OCP, p. 61.

3.3 City Policies and Bylaws Strategy

3.3.1 Introduction

Critical to the development of the AVS is the need to ensure that City policies and bylaws conform to the 2021 AVS vision, guiding principles and objectives. This will be an ongoing challenge for the City because there are often conflicting land use issues that arise. This issue is further made difficult because few people are involved directly with the agricultural sector when compared to the city population as a whole.

Although policies and bylaws can support agricultural viability, the emphasis on communication and dialogue to resolve issues and conflicts is essential for ongoing harmony between the agricultural and non-agricultural sectors.

There are numerous examples where bylaws no longer apply, or applicable bylaws are in place but enforcement is difficult or impractical.

3.3.2 Objectives

To develop and support initiatives which:

- Minimize non-farm use in the ALR;
- Minimize subdivision in the ALR;
- Emphasize communication, dialogue and co-operation over legislation and the enforcement of bylaws;
- Monitor City policies and bylaws to ensure that they support agricultural viability;
- Monitor City policies and bylaws to ensure that they conform to the Farm Practices Protection Act (FPPA);
- Emphasize a cooperative and partnership approach in avoiding and addressing nuisance complaints (e.g. spraying, burning, noise, etc.);
- Provide farmers with information about policies and bylaws related to agriculture.

3.3.3 Recommendations

11. Ensure that all proposed City policies and bylaws relating to the agricultural sector and ALR encourage agricultural viability:
 - a) Refer proposed policies and bylaws to the proposed AAC (see Recommendation 1) for comment prior to their adoption;
 - b) Ensure that policies and bylaws, prior to adoption, are subject to the Agricultural Impact Assessment (see Recommendation 4) where appropriate.
12. Ensure that new City bylaws related to agriculture and the ALR are developed with regard to existing bylaws to determine whether changes in enforcement would solve the identified problems.

13. Review Zoning Bylaw 5300 in consultation with the public and prepare information, options and recommendations to improve its effectiveness in supporting agricultural viability. This review includes the following items and other actions not yet identified:
 - a) Review the current list of uses permitted in the AG1 zone and update it to reflect changes in Provincial legislation and the objectives of achieving agricultural viability;
 - b) Review the AG1 zoning regulations for residential uses on farms and for non-farm residences in the ALR to determine how to better achieve agricultural viability;
 - c) Review the non-agricultural uses currently permitted in the AG1 zone to better achieve agricultural viability;
 - d) Review how to better manage building materials, storage and other accessory farm uses;
 - e) Review the current policy on the storage of farm equipment/vehicles related to the farm operation as a principal use (the storage of farm equipment/vehicles is currently an accessory use);
 - f) Review all minimum and maximum property and building setbacks for residences in the ALR to minimize conflicts with adjacent uses.
14. Review the roadside stand regulations in Business Regulation Bylaw 7148 and prepare information, options, and recommendations to improve their effectiveness and achieve agricultural viability.
15. Review existing bylaws, regulations, guidelines and associated operational procedures to ensure that they conform to the FPPA, the Guide for Bylaw Development In Farming Areas and the Local Government Act.
16. Develop an information package for farmers about City agricultural policies and bylaws, and make this package available to the RFI and place it on the City website.
17. Encourage a cooperative and partnership approach to avoid and address nuisance complaints (e.g. spraying, noise, odour, dust, pesticide application, burning, etc.)

3.4 Non-Farm Uses and Parks and Recreation Strategy

3.4.1 Introduction

Despite land being within the ALR, farming may not occur on it. However, farming is the priority use for ALR land and all non-farm uses must be carefully reviewed and considered for their impacts on agriculture and their ability to contribute net benefits to enhance agriculture. It is important that the entire community understand that the agricultural area is a “working farm” landscape.

In Richmond, nearly 40% of the land in the ALR is not used for farming purposes.¹³

Some of the current non-farm uses of ALR land in Richmond include:

- Roads that bring traffic and encourage residential developments;
- Non-farm residential dwellings that remove land from agricultural production and can result in more rural-urban conflicts;
- Filling organic soils for non-agricultural purposes. Fill material is excavated off-site during construction projects. Due to its many origins, fill is variable in terms of its particle size distribution and rock content. Fill material reduces the agricultural potential of land because it has a much lower capability for crop production than the native organic soils. Filled land requires rehabilitation before it can be used for agricultural production. Fill also raises the water table of the surrounding lands, which negatively impacts agricultural production;
- Golf courses and driving ranges. Although golf courses and driving ranges are no longer an acceptable use for ALR land, there are nine such uses currently in place in Richmond’s ALR;
- Parks and recreational trails. The ALR is an especially attractive area for recreational uses due to the expansive green space and unique habitat;
- Recreational equestrian activities. Because no designated trails currently exist, equestrian activities take place on farm roads and in fields, and interfere with normal farm practices;
- Churches and schools in the “Community Institutional District” that have resulted in less land available for agricultural production (see Section 4.3 - McLennan 1).

Some non-farm uses of the ALR may support agriculture, such as farm access roads, farmhouses, and buildings that are accessory uses to farm uses. Also, the regional transportation infrastructure allows farmers to get their agricultural products to market, and provides efficient access for consumers who may purchase farm products directly from the farm gate.

Many of the uses noted above also require an application to the ALC for non-farm use approval.

3.4.2 Objectives

To develop and support initiatives which:

- Ensure that farming is the primary use of ALR land;
- Ensure all existing and any proposed non-farm uses of ALR land support agricultural viability and do not interfere with normal farm practices;
- Direct proposed non-farm uses of ALR land to non-ALR land wherever possible;
- Ensure that any non-farm uses of ALR land occur in designated and/or minimal impact areas and with minimal negative impacts on farming;

¹³ Profile, p. 33.

- Minimize subdivision;
- Ensure that City policies related to parks, transportation, and others support overall agricultural viability.

3.4.3 Recommendations

18. It is recommended that the proposed AAC (see Recommendation 1) review the following non-farm uses of ALR land and prepare information, options and recommendations. This review includes examining the following items and other actions not yet identified:
- a) Review the feasibility of amalgamating smaller lots to larger ones wherever possible;
 - b) Restrict the upgrading of existing roads and development of new roads unless there is a direct or net benefit to farming;
 - c) Discourage the use of fill on organic soils, except for the following agricultural purposes:
 - i) When required to ensure a solid foundation for a farm residence or other structure related to the agricultural operation;
 - ii) To provide a road base for access which benefits agriculture.
 - d) Limit recreational uses of ALR land to:
 - i) Encourage dyke and recreational trails at the perimeter of the ALR;
 - ii) Work with the agricultural community, equestrian community and recreational community to ensure that recreational uses adjacent to or within the ALR are compatible with farm uses and have a positive benefit to farming.
 - e) Ensure that a “least disruption to farmers” policy exists to protect farmers from the impacts of recreational uses by:
 - i) Requiring the proposed AIA (see Recommendation 4) be completed for new recreational uses and that appropriate steps be taken to mitigate potential conflicts;
 - ii) Ensuring that whenever potential negative impacts for agriculture may occur, that adequate compensation and/or viable alternatives are available;
 - iii) Increasing the awareness among equestrian owners about riding on or near private property and public roads and trails, and the impact which horses and riders can have on agricultural land;
 - iv) Preparing over the long term and in partnership with others, agricultural edge plans for recreational uses, dykes and perimeter trails in and adjacent to the ALR;
 - v) Ensuring that suitable facilities (e.g. toilets and garbage cans) are provided to eliminate trespassing and littering on existing recreational trails;
 - vi) Ensuring that no financial costs are incurred by farmers due to recreational trails or activities;
 - vii) Investigating the feasibility of developing an insurance policy and a ‘save harmless’ policy which would protect farmers from liability and property damage as a result of non-agricultural activities.

3.5 Agricultural Edge Strategy

3.5.1 Introduction

The rural-urban edge is often identified as an area of conflict that may create an overall negative impact on farming.

An agricultural edge plan, tailored to individual rural-urban edges, can be an important tool for mitigating potential and existing conflicts and for maintaining the stability of the agricultural edge. It is important that the agricultural edge plan be tailored to specific situations, and take into consideration the type of conflict or potential conflict, the type of agriculture, the topography and existing land uses.

It must also be noted that although the agricultural edge has the potential for many conflicts, a positive side effect for agriculture may be better access to urban markets¹⁴. Pilot projects involving less intensive agricultural activities (e.g. small lot agriculture, U-pick operations, farm direct marketing, agri-tourism, organic and ecological farming, and allotment gardens) may identify useful applications along an agricultural edge.

Not all rural-urban edges have the same problems.

- *Common complaints from urban residents relate to noises, smells, spraying, and the frustrations caused by slow-moving farm vehicles;*
- *Common complaints from farmers relate to vandalism, theft, damaged equipment, trespassing, and water run-off from adjacent urban development.*

3.5.2 Buffers

A common tool for agricultural edge planning is the buffer. Buffering is currently required by the City for new developments adjacent to the ALR. A buffer is defined as an area of land separating adjacent land uses and managed for the purpose of mitigating specific impacts of one use (e.g. noise, theft, spraying, trespassing, dust) on another use. The land separating the adjacent land uses may be left empty, or in many cases may include buffer elements such as:

- Fences;
- Vegetative or landscaped buffers (trees, hedging, etc.).

While buffers can work well in areas where a new development is being considered, a buffer may not always be a practical solution. Often the only land available for a buffer is on the agricultural side. Historically, limited consideration has been given to where a buffer should be located or who should fund it. Farmers, subjected to negative reactions to their farm practices from urban residents, have often taken the initiative to install buffers.

¹⁴ “Agriculture and Innovation in the Urban Fringe: The Case of Organic Farming in Quebec, Canada”, *Journal of Economic and Social Geography*, volume 90, number 3, 1999, pp. 320-328.

3.5.3 Objectives

To develop and support initiatives which:

- Recognize the rural-urban edge as a special management area, requiring special farm management and urban development practices and specific agricultural edge plans with specific design requirements;
- Mitigate and/or prevent conflicts between rural and urban land uses;
- Reinforce the integrity and stability of the ALR boundary;
- Ensure that land is not removed from agricultural production in order to accommodate a buffer or any other potential element of an agricultural edge plan;
- Recognize that it is preferable to have compatible land uses (e.g. industrial) adjacent to agricultural land rather than incompatible uses (e.g. residential, schools, etc.);
- Provide residents and developers who live along an agricultural edge with information about agricultural activity in their area;
- Ensure consultation with landowners on both sides of the agricultural edge to avoid and mitigate urban-rural conflicts.

3.5.4 Recommendations

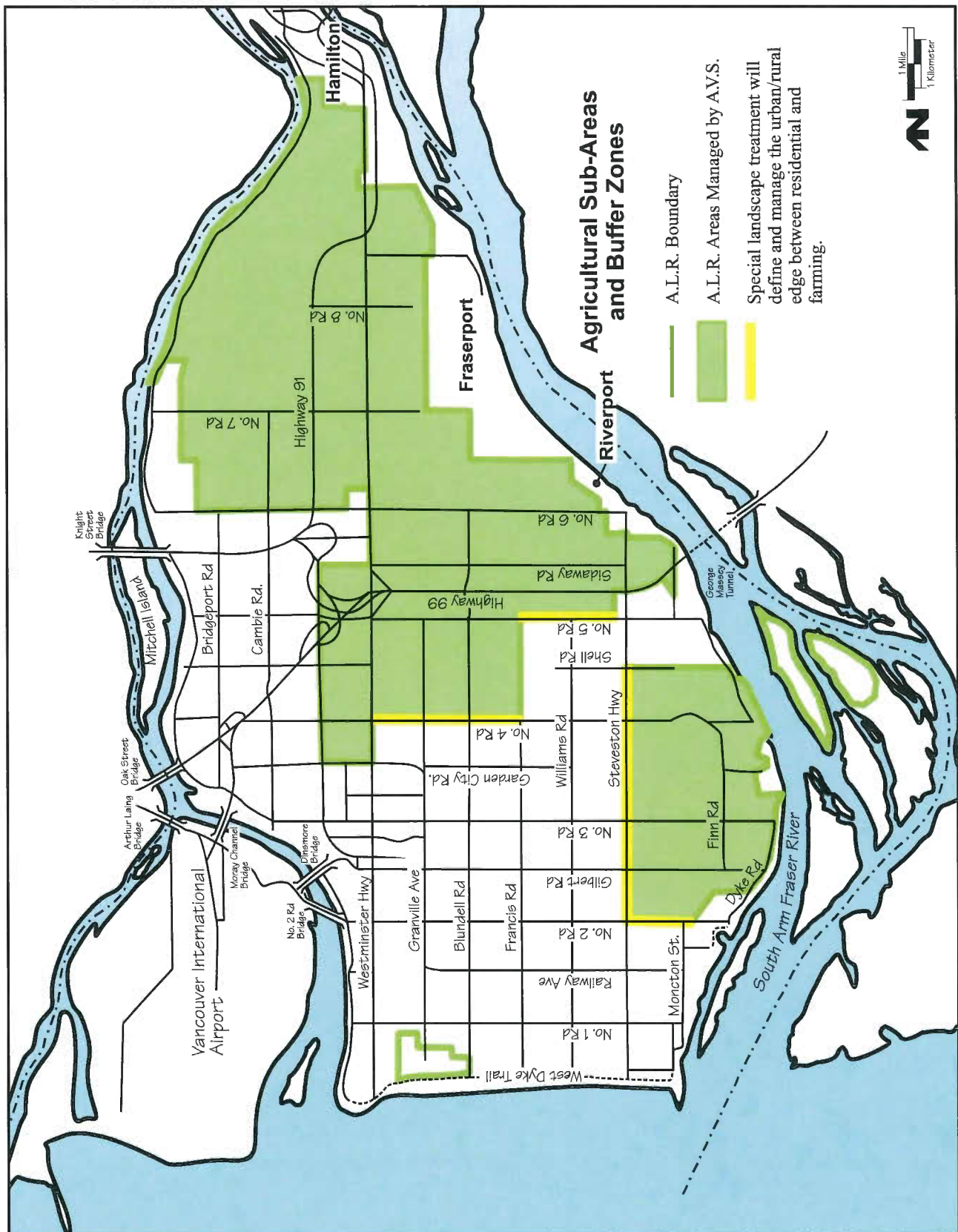
19. Recognize the following areas for agricultural edge planning (see Figure 3):

- a) The west and north edges of Gilmore;
- b) The west edge of McLennan 2;
- c) Behind the outer ring of houses in McLennan 2;
- d) Shell Road Trail;
- e) Behind the assembly uses on No. 5 Road;
- f) North edge of Fraserport Industrial Lands.

20. Develop comprehensive agricultural edge plans for areas, including:

- a) An inventory of existing and potential uses and conflicts;
- b) A site-specific management plan with appropriate design guidelines;
- c) A proposed AIA (see Recommendation 4);
- d) Consultation with the ALC, BCMAFF, the proposed AAC (see Recommendation 1), and review of relevant resources such as the ALC report “Landscaped Buffer Specifications”;
- e) Consultation with landowners on both sides of the agricultural edge;
- f) An appropriate time-frame for implementation;
- g) Mediation to mitigate any conflicts while an agricultural edge plan is being developed, or where buffering is not in place.

21. For new development adjacent to the ALR:
 - a) Require the preparation of an agricultural edge plan, including buffering on the urban side, at the expense of the developer; and
 - b) Require the registration of restrictive covenants, where possible. The intent of the covenant would be to:
 - i) Inform prospective buyers of residential properties of the occurrence of normal farm practices on adjacent farmland (e.g. spraying, noise, odours, dust, pesticide application, burning, etc.); and
 - ii) Minimize urban-rural conflicts.
22. Direct compatible land uses (e.g. industrial) to land adjacent to the ALR in lieu of incompatible uses (e.g. residential, schools), wherever possible to avoid conflicts.
23. Provide the materials developed for the Public Education and Awareness Strategy (Recommendation 30 a) to residents along an agricultural edge to inform them about agriculture in their area.

Figure 3 - Buffer Map

3.6 A Strategy for Agriculture With Respect to the Environment and Environmentally Sensitive Areas

3.6.1 Introduction

Agriculture and adjacent urban development require a quality environment (e.g. good water and soils, etc.). The measures necessary to sustain land, water and air will depend on the crop, livestock commodity, the location of an operation and current and future production practices. A healthy sustainable environmental resource base will support healthy agricultural production and a healthy economy.

Sensitive areas in the ALR (e.g. certain natural areas, certain watercourses), however, present both challenges and opportunities to farmers.

3.6.2 Environmental Guidelines and Requirements for Agriculture

To protect valuable land, water and air resources, the agricultural industry in cooperation with government agencies have launched several initiatives over the last decade including: commodity specific environmental guidelines, the adoption of best agricultural management practices, the development of integrated pest management procedures, and the Partnership Committee on Agriculture and the Environment (i.e. a Federal-Provincial initiative which supports agricultural/environmental enhancements).

Several federal and provincial laws are in place to protect land, water and air from pollution, including pollution from agricultural sources. For instance, The Code of Agricultural Practice for Waste Management under the Waste Management Act describes generally accepted practices for waste management on farms. The purpose of the Environmental Guidelines for agricultural producers in British Columbia is to further specify the requirements of the Code and other pieces of legislation and to provide suggestions for environmentally sound agricultural waste management practices.

Documents have been prepared in cooperation with agricultural producer organizations and government agencies, and are available for specific commodities (e.g. dairy, beef, poultry, horses, berries, field vegetable, greenhouse, nursery). Environmental issues addressed in these guidelines include: housing and waste handling systems, manure storage and application, nutrient management, preservation of soil and water resources and pesticide application.

3.6.3 Environmentally Sensitive Areas

In 1991, the City amended its OCP to define and map Environmentally Sensitive Areas (ESAs). The ESA designation applies to all river shorelines, sloughs, marshes, wetlands, bogs, and major treed areas. Many of the ESAs in Richmond lie within or adjacent to the ALR (see Figure 4).

The City is reviewing its ESA policies and farmers wish to contribute to this process. The review is being undertaken to clarify the inventory of ESAs and their functions.

The current city policy on ESAs does not directly limit agricultural cultivation; farmers may clear areas of ESA for farming purposes. However, the City requires a Development Permit for the subdivision of a lot that contains ESA designation or for structures that encroach into an ESA. This may limit the location of new agricultural buildings, such as barns, on a property. The City’s approach to issues involving farms and ESAs is to work on a case by case basis to mitigate the potential impacts to the extent possible without undue hardship to farmers.

3.6.4 Other Regulations

From time to time, a senior level of government may introduce legislative changes that impact the way in which farmlands are managed. As new initiatives are brought forward, the City and farming community are willing to participate in a consultative process to provide input into new legislation or initiatives, in a way that addresses the unique characteristics and conditions of Richmond.

3.6.5 Issues

The presence of ESAs in and adjacent to the ALR has both advantages and disadvantages for farmers.

On the one hand, ESAs offer the following benefits:

- if located along an urban-rural boundary, ESAs function as natural buffers between agricultural and non-agricultural uses to reduce conflicts.
- along watercourses, the vegetation of ESAs help to filter pollution from all sources.
- may support insects that help to pollinate crops.

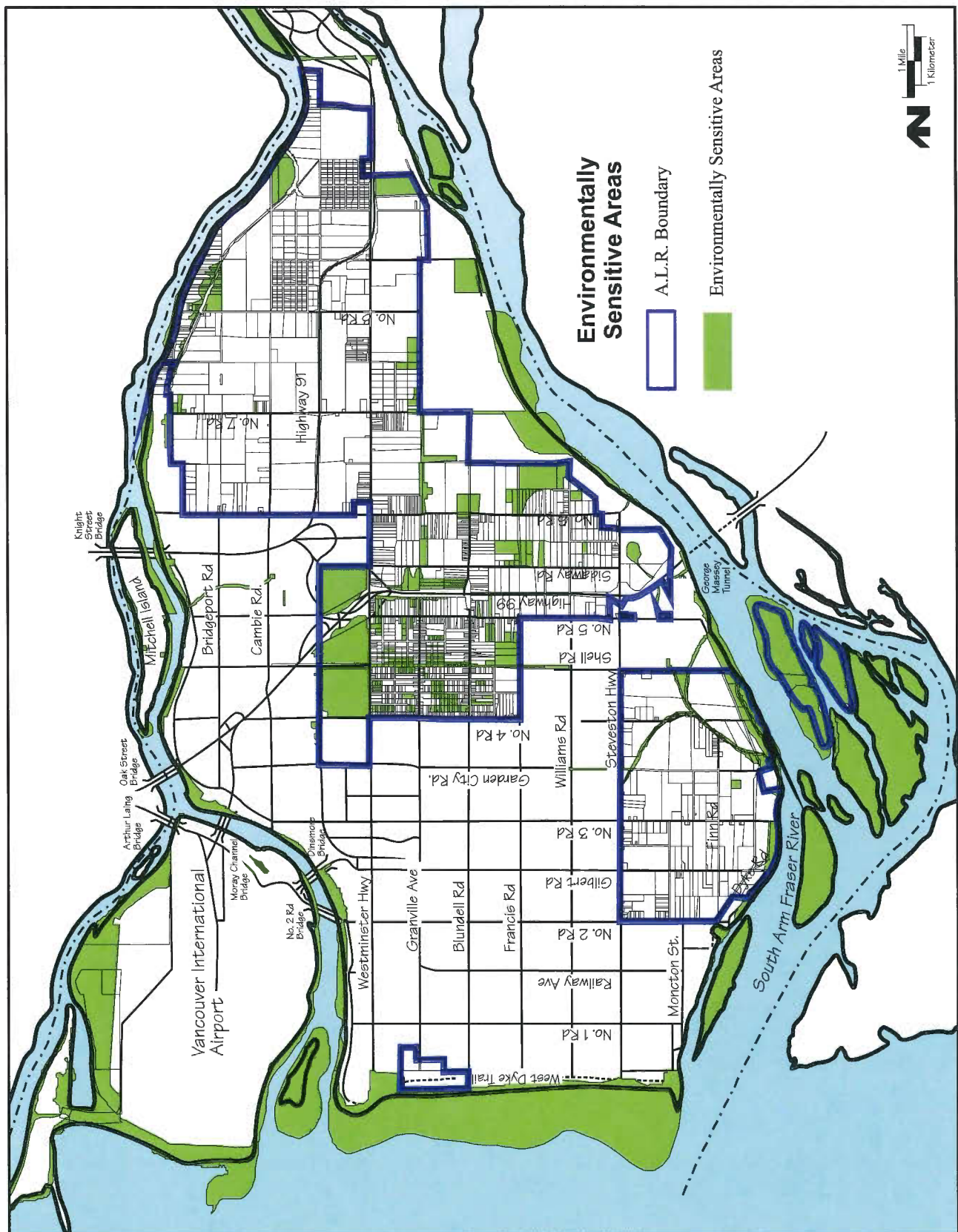
However, farmers are concerned that the existence of ESAs adjacent to or within the Agricultural Land Reserve and the related government policies may have an impact on the economic viability of farm operations. The presence of ESAs in and adjacent to agricultural lands raises several land use, servicing and environmental issues for farmers:

- policies regarding drainage and irrigation maintenance in or adjacent to ESAs may create difficulties (e.g. timing, extra costs, conditions, permit refusals, etc.) for farmers to achieve the level of drainage required to efficiently produce crops.
- restrictions or conditions for ESAs imposed on farmers (e.g. land clearing, ditch maintenance) could interfere with normal farm activities.
- ESAs may be a source of weeds, which can potentially contaminate adjacent farm fields.
- ESAs with considerable tree cover provide habitat for bird species. While some species of birds can assist in natural pest control, other species (e.g. starlings, migratory waterfowl) can damage agricultural crops and perennial forage fields.
- ESAs may support insects that are harmful to crops.

The above concerns, when combined with other economic challenges facing agriculture, may hinder efforts to expand and diversify agricultural operations.

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Figure 4 – Environmentally Sensitive Areas Map



3.6.6 Objectives

To develop and support initiatives which:

- Allow ESAs and normal farm activities to co-exist to achieve agricultural viability and environmental sustainability.
- Improve communications among the farming community, local and senior governments to:
 - Provide farmers with information about legislation and initiatives that may impact farming practices;
 - Keep all levels of government informed of the farmers’ interests, concerns and suggestions.
- Encourage farmers to adopt best management practices to maintain high air, land and water quality.
- Encourage consultation with farmers and consideration of individual circumstances.
- Develop mitigative strategies which address the impact of wildlife on agriculture.

3.6.7 Recommendations

24. The Agricultural Advisory Committee, farming community, City staff and other stakeholders shall work together to study, analyze, form options and strategies to address the following issues of concern around ESAs and the environment, as well as other issues that may arise that are of interest to the farming community:
 - land use
 - drainage, irrigation and ditch maintenance
 - land clearing
 - weed control
 - crop loss due to wildlife and birds
25. Ensure that the management strategies from 24) above allow for “least impact” on agricultural viability and whenever agricultural viability may be impacted, ensure that adequate compensation and/or viable alternatives are available.
26. Review City management policies and bylaws to:
 - a) assess the implications for farming
 - b) work towards consistency and compatibility (where not in conflict with other legislation) with the provisions of the Farm Practices Protection Act and the Guide to Bylaw Development in Farming Areas.
27. Consult with the Agricultural Advisory Committee and the farm community (together with the Advisory Committee on the Environment and other stakeholders) in the review of existing ESAs in the ALR to:
 - a) Refine and clarify the inventory and functions of the existing ESAs.
 - b) Assess the interaction between agriculture and ESAs.
28. Provide information to all farmers related to best management practices and encourage them to adopt beneficial environmental guidelines.
29. Review the work of the Partnership Committee on Agriculture and the Environment and incorporate relevant aspects of their work into farm operations and City policies.

3.7 Public Education and Awareness Strategy

3.7.1 Introduction

While the urban population has grown significantly to its current level of 166,000, the farm population has been steadily declining. Currently in Richmond, there are slightly more than 200 farmers. Nevertheless, this small percentage of people are working on a large proportion of Richmond’s land base (38% of land is within the ALR) and generating over \$56 million in revenues each year¹⁵.

The results of the increase in urban population relative to the farming population are:

- Less awareness among the general population for farming, and its importance as an economic resource, a heritage asset and its relevance to the local community;
- Less understanding of normal farm practices;
- People becoming disconnected from the agricultural process that produces much of their food;
- The “political voice” of farmers declining dramatically. Farmers’ issues may not be given the same weight as urban issues.¹⁶

Many people in Richmond, other areas of the Lower Mainland, and British Columbia in general, believe there is a strong need to raise the awareness of agriculture’s role within the non-agricultural sector. A public that understands the role of agriculture, and is aware of the needs of the industry, will be in a better position to appreciate and support the many contributions of the agricultural sector.

3.7.2 Objectives

To develop and support initiatives which:

- Encourage residents to learn more about agriculture in Richmond and to support locally-grown agricultural products;
- Provide opportunities for communication and consultation between the farm and non-farm communities;
- Ensure that residents who live within, or adjacent to, the ALR are aware of normal farm practices and the FPPA;
- Encourage farmers to continue practicing positive public relations.

¹⁵ Profile, p. 57.

¹⁶ Planning for Agriculture, p. 9-3.

3.7.3 Recommendations

30. Institute an information program to increase public awareness and commitment for agriculture, in consultation with the agricultural community, the Agriculture Awareness Coordinator (BC Agriculture Council), Agriculture in the Classroom Foundation, and others:
 - a) Develop appropriate materials to share with all residents (e.g. publications, via the City website) to provide them with information about agricultural activity in their area, including:
 - i) The type of farming in the area;
 - ii) Examples of normal farm practices they may experience;
 - iii) A copy of the BCMAFF publication “The Countryside and You”;
 - iv) A list of appropriate people to direct questions and concerns, such as the proposed SAL (see Recommendation 3), ALC, BCMAFF, AAFC, and others;
 - v) A “Country User Code” to identify appropriate behaviour in agricultural areas.
 - b) Develop an agricultural signage program.
 - i) Place signs along roads used by farm vehicles, along recreational trails, and incorporate signs into agricultural edge planning;
 - ii) Ensure that signage focuses on “positive wording” as opposed to “directives”, such as the following examples:
 - In areas where farm vehicles may be traveling, “*Richmond farmers with slow moving vehicles use these roads too – support your local farm community*”;
 - Where vandalism and trespassing issues occur, “*This crop was planted by a member of your local farm community – please respect the farmer’s livelihood*”;
 - iii) Ensure that all signs are visibly similar, and incorporate the recommended “logo” or visual symbol (Recommendation 37 a).
 - c) Encourage the ALC to develop signs to indicate the location and extent of the ALR. An example may be “*You are now in the Agricultural Land Reserve. Please respect farmland.*”
 - d) Develop a brochure that celebrates the City’s agricultural tradition and history.¹⁷
 - i) In plans and programs, emphasize the relationship between the City’s corporate vision statement (see Section 2.5) and how agriculture helps achieve that vision;
 - ii) Prepare an agricultural calendar that shows key agricultural events in the area, harvest times, etc.
 - e) Encourage linkages and partnerships between the agricultural community and the media to facilitate public education and awareness;
 - f) Create an agricultural business profile to provide information on agriculture as a business opportunity;

¹⁷ PFA, p. 9-6.

- g) Develop an information package for farmers about agricultural policies and bylaws, heritage policies that support the preservation of buildings, lands and methods, and make this package available to the RFI and the public and place it on the City website (see Recommendation 16);
 - h) Explore the opportunities for holding a special event (e.g. Harvest Festival) or regular seasonal activity (e.g. summer weekend Farmer’s Market) to promote local produce and celebrate the City’s agricultural tradition and history.
31. Create opportunities for Council, City staff and others to tour the agricultural lands and learn about the role agriculture plays in the City. The proposed AAC (see Recommendation 1) may facilitate this activity.
32. It is recommended that the proposed AAC (see Recommendation 1) review the option of introducing a Restrictive Covenant for properties within, and adjacent to, the ALR to address issues of conflict (e.g. noise, odours) related to agricultural uses. Example: Covenant used by City of Surrey for subdivisions bordering the ALR.
33. Encourage existing farmers to continuously maintain their farm operations to prevent unsightly premises and project a positive public image for agriculture in Richmond.

3.8 Economic Growth and Diversification Strategy

3.8.1 Introduction

Without the ability to make an adequate return on their investment and labour, there will be no incentive for farmers to continue farming in Richmond. Efforts to increase profitability through growth and diversification will support the ongoing efforts of farmers to maintain viable operations.

The following factors influence economic growth of the agricultural industry:

- Inadequate infrastructure for drainage, transportation, etc. (see Section 3.2);
- Over-regulation and conflicting regulations. (See Section 3.3);
- Non-farm uses adjacent to agricultural operations (see Section 3.4);
- Non-farm uses in the ALR;
- Subdivision. Small parcels are less efficient to farm and can limit agricultural options;
- Cost of land. High land costs force farmers into leases;
- Speculation about the future of ALR land. Landowners who speculate for non-farm developments are more likely to lease land to farmers on a short-term basis. Leases that are less than three years in length inhibit a farmer’s ability to make long-term agricultural management decisions;
- Absentee landlords. Productive land is kept out of agricultural use when landowners are not available to lease the land to farmers.

3.8.2 Diversification

One way for farmers to increase viability is to diversify their farm operations. Trends in agricultural diversification relate to:

- Expanding types of farming, such as farm markets;
- Innovative products for niche markets, such as herbs and goat milk;
- Certified organic and specialty products;
- Provision of an agricultural experience through agri-tourism.

Some specific examples for diversification are the following:

- Farm direct marketing;
- Farmers’ markets;
- Agricultural niche and specialty services, especially those that provide convenient options for purchasing local products (e.g. home or office delivery);
- Community-supported agriculture, by having customers purchase food before it is grown;
- Value-added on-farm processing;
- Growing products for the diverse ethnic community;
- Niche and specialty products such as herbs, goat milk, or organically grown products;
- Consistent labeling of local products to link products with the area where they are grown;
- Linkages with support agencies and businesses, such as encouraging restaurants to utilize cuisine based on local products;
- Agri-tourism such as school tours, farm bed and breakfast locations;
- Crop diversification.

One option for finding new and innovative growth and diversification opportunities is the use of **pilot projects**. Pilot projects can demonstrate value, yet are small, easy to evaluate, and low in risk. Pilot projects, in cooperation with other partners such as the City, BCMAFF, and AAFC, may be effective ways for farmers to diversify their farm operations or try larger-scale initiatives.

3.8.3 Objectives

To develop and support initiatives which:

- Encourage farmers to achieve long-term economic success through growth and diversification;
- Provide opportunities for the Richmond agricultural industry to become a place of agricultural innovation and excellence often using pilot projects;
- Assist farmers to lower production costs where possible (e.g. improve drainage);
- Keep farmers up-to-date and informed about new agricultural opportunities and options for growth and diversification;
- Increase the demand for locally-grown agricultural products;
- Encourage agricultural support services and industry to locate in Richmond;
- Maximize the agricultural land available for agricultural production.

3.8.4 Recommendations

34. Develop a strategy to encourage agricultural support services and social infrastructure (such as agricultural research, agricultural banking and financing, industrial technologies, agricultural marketing, specialized suppliers of agricultural materials and equipment) to locate in Richmond, in cooperation with the agricultural sector, Business Liaison and Development, BCMAFF, and others as appropriate.
35. Maximize the agricultural land available for agricultural uses:
 - a) Review the feasibility of amalgamating smaller lots to larger ones wherever possible. These parcels could then be sold as farmland or leased to farmers;
 - b) Request the Province to review the policies on non-resident land ownership in BC and in other jurisdictions to determine how land owned by non-residents may be more fully farmed;
 - c) Establish guidelines for parcel sizes suitable for farming, including options for smaller parcels of 2 acres or less;
 - d) Encourage longer-term lease opportunities for farmers:
 - i) Discourage non-farm uses of the ALR land (see Recommendation 18);
 - ii) Develop a City-based Agricultural Land Registry to assist farmers to find agricultural land available for leasing.
 - e) Explore the rezoning of selected non-ALR land (currently zoned for light industrial use) to “Light Industrial/Agricultural” to provide for the inclusion of greenhouses as a use and to encourage greenhouse development on non-ALR land wherever possible;
 - f) Encourage non-ALR “multiple-use” industrial buildings that will attract partnerships such as allowing greenhouse development on the tops of some industrial buildings as a possible pilot project.

- g) Review the costs and benefits of selling or leasing the City-owned nursery to local farmers in order to minimize City competition with the agricultural sector.
36. Encourage farmers to diversify their agricultural operations, by:
- a) Liaising with support agencies such as BCMAFF, AAFC, GVRD and the ALC to gather information and identify resources to clarify diversification opportunities (e.g. new crop production and development, value-added production, etc.);
 - b) Encouraging partnerships between farmers and
 - i) Other farmers that haven't been historically involved with the RFI and the proposed AAC;
 - ii) Local businesses and industry, such as the hospitality sector, Chamber of Commerce, and others;
 - iii) City Departments and City agencies, such as Business Liaison and Development, Tourism Richmond, Chamber of Commerce, and others;
 - iv) Provincial and Federal ministries and agencies for projects which may make growth and diversification opportunities more easily attainable;
 - v) Others to carefully locate and manage allotment gardens (community gardens) on agricultural lands.
37. Develop a "Buy Local" marketing initiative to increase demand for locally grown agricultural products, in cooperation with Business Liaison and Development, Tourism Richmond, Chamber of Commerce, the RFI, and others.
- a) Develop a "Taste of Richmond" logo or symbol, to appear on all agricultural communications and signs, and which could also be used by growers to label their products;
 - b) Institute a weekly Farmers' Market in cooperating school yards or other City facilities to increase consumer access to locally grown agricultural products;
 - c) Support local growers by purchasing locally-grown landscape materials and food products for City use wherever possible;
 - d) Identify options to support access to farm direct markets along Steveston Highway where current traffic patterns discourage stopping at farms selling local products;
 - e) Develop a list of local agricultural products and when and where they are available, and circulate the list to local restaurants, ferries, schools and businesses to encourage linkages with Richmond agricultural producers;
38. Undertake a market study project to assist farmers to understand their local Richmond market, with respect to:
- a) Products desired by restaurants, and ethnic, specialty and niche products;
 - b) Expected quality and service features;
 - c) Expected product availability requirements.

39. Encourage new farmers to enter the agricultural sector by:
- a) Creating an agricultural business profile to provide information on agriculture as a business opportunity (see Recommendation 29 f);
 - b) Encouraging retiring farmers to apprentice new ones;
 - c) Investigating and publishing options for new farmers to obtain management skills training from local educational institutions and private trainers;
 - d) Assisting local young people to find job opportunities in agriculture wherever possible, including co-operative education opportunities with area educational institutions such as Kwantlen University College, University of British Columbia, and area secondary schools.

City Owned Nursery

The City owns its own nursery in order to supply City properties with plants, trees and other vegetation. There is some concern among the agricultural sector that the City’s involvement in its own nursery is not the best way to support farming. It has been suggested that the City review other alternative approaches such as selling or leasing the nursery to local farmers.

40. Review the costs and benefits of selling or leasing the City-owned nursery to local farmers in order to minimize City competition with the agricultural sector.

4. Agricultural Nodal Management Plans

4.1 Introduction and Overview

Agricultural Nodal Management Plans serve to manage the resources and issues within specific areas of the ALR effectively, and in support of viable agriculture.

The Nodal Management Plans are designed to complement the City-Wide Management Plan for Viable Agriculture (see Section 3), by identifying key nodal issues and providing recommendations for the management of those issues. In many cases, reference is made to an earlier recommendation.

Nodal management plans are a way for the City to recognize that not all parts of Richmond’s ALR are the same. Different areas require different plans to ensure the long-term goal of maintaining and enhancing the viability of agriculture.

More detailed Agricultural Nodal Management Plans for each node may need to be developed in the future, particularly for McLennan 2 and 3, to further address issues and concerns as they arise.

The nodes have been defined by:

- Soil type;
- Drainage;
- Existing land uses;
- Existing boundaries, such as Highways 91 and 99;
- Parcelization;
- Number of absentee landlords;
- Land-ownership patterns;
- Extent of rural-urban conflicts.

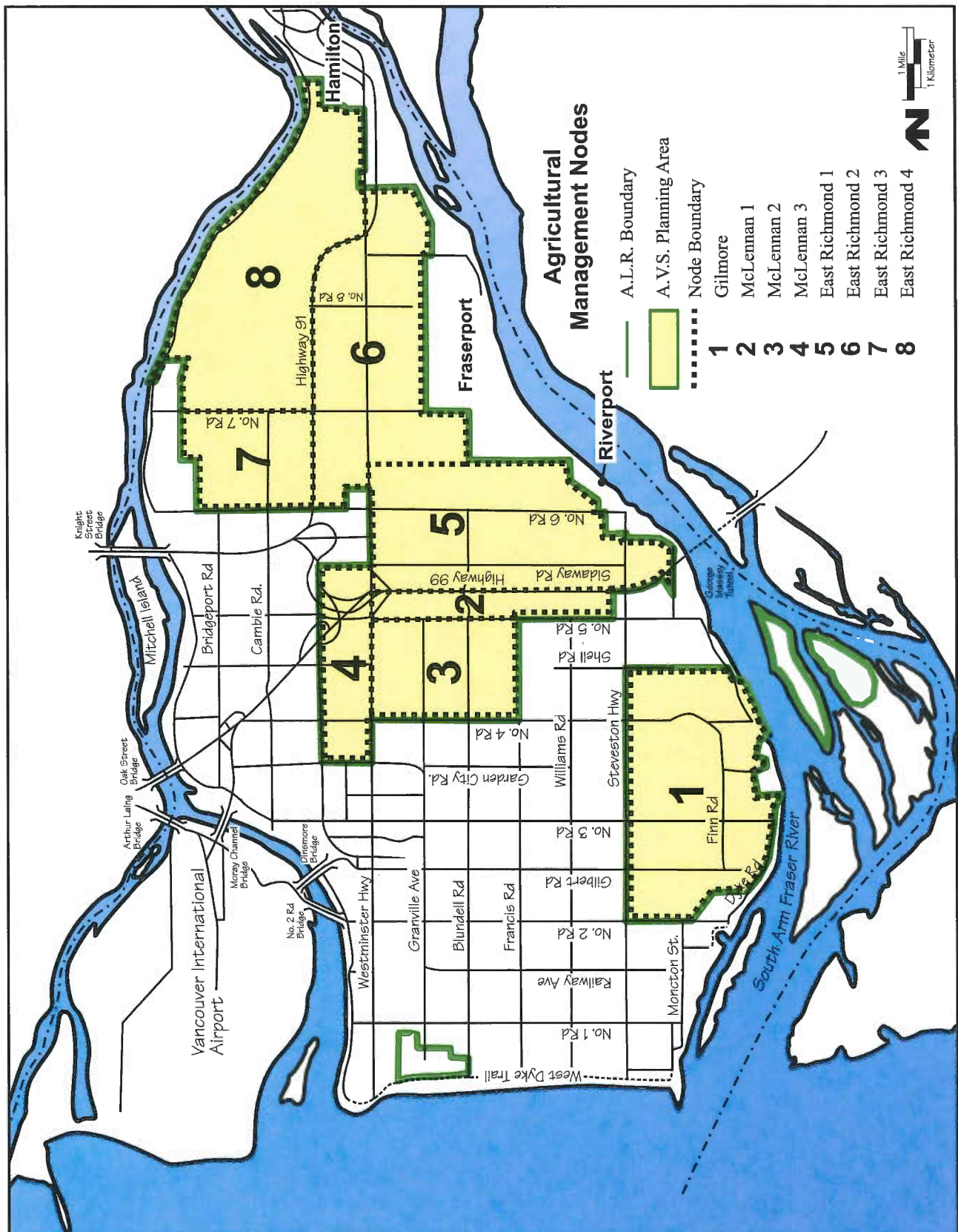
4.1.1 Objectives for the Nodal Management Plans

The intent of the proposed Nodal Management Plans is not to take land out of the ALR, but to develop and support initiatives which:

- Encourage agricultural viability considering unique nodal opportunities and constraints;
- Recognize and respond to node and site-specific issues and concerns;
- Ensure consistency among the Nodal Management Plans and the City-Wide Management Plan for Viable Agriculture.

Figure 5 shows the eight management nodes that have been identified. Where necessary, OCP, Area Plan and Zoning Bylaw amendments would be made to implement a Nodal Management Plan.

Figure 5 - Agricultural Management Nodes



4.2 Gilmore

4.2.1 Introduction

The Gilmore node includes some of Richmond’s finest and most economically productive farmland. The Gilmore node is characterized by mineral soils which are productive and suitable for a wide range of crops. Currently, much of the Gilmore node is in intensive agricultural production with a wide variety of crops including mixed vegetables, forage, and some dairy production. There is very little parcelization which increases agricultural viability. Drainage is not as much of a problem in this area as it is in some of the other nodes.

4.2.2 Key Nodal Issues

Issues that must be addressed in this node:

- Non-farm uses such as a growing number of “country estate” style residences making less land available for agricultural use;
- An increasing level of recreational equestrian activity and trails which can interfere with normal farm practices, damage farm land, and generate waste;
- The proposed residential development in the London-Princess area along the southwestern rural-urban edge may cause problems for agricultural operators, due to potential increased traffic and more urban residents resulting in a higher possibility for nuisance complaints and trespassing, vandalism or theft;
- The proposed recreational trail along the southern boundary of Gilmore may result in an increase in trespassing, vandalism and theft of crops;
- Flooding of the northern end of Gilmore due to excess water from the urban area along the northern boundary;
- Speculation that ALR land may be developed for urban uses.

4.2.3 Recommendations

41. Discourage non-farm uses in the ALR land (see Recommendation 18);
42. Ensure that a “least impact” policy exists to protect farmers from the impacts of the proposed residential development in the London-Princess area:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that adequate compensation and/or viable alternatives are available;
 - c) Place emphasis on the positive benefits to potential development initiatives for farm operations, e.g. improved drainage;
 - d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
 - e) Ensure that new landowners receive materials about agricultural activity in the area (see Recommendation 30).

43. Ensure that a “least impact” policy exists to protect farmers from the impacts of the proposed recreational trail along the southern boundary of Gilmore:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that adequate compensation and/or viable alternatives are available;
 - c) Require that a recreation trail plan be prepared;
 - d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
 - e) Require that signs be posted along the trail to increase awareness for trail users about how their behaviors may relate to agricultural viability (see Recommendation 30).
44. Identify the specific problem areas for flooding from the urban areas and develop ways to reduce the impacts of flooding, in concert with the City’s current Engineering Capital Plan process and in consultation with other appropriate City Divisions, Departments and Sections and the agricultural community.

4.3 McLennan 1

4.3.1 Introduction

The McLennan 1 node is the ALR land between No. 5 Road and Highway 99, with the upper boundary of the node being Blundell Road. McLennan 1 is characterized by deep (more than 160 cm) organic soils, which are suitable for a wide range of crops, including cranberries, blueberries, vegetables, and annuals. The node also has a high water table. Currently, little agricultural production is taking place, but there are some grazing and nursery operations.

4.3.2 Key Nodal Issues

The major issues in McLennan 1 relate to the “Community Institutional” designation along the No. 5 Road corridor. This OCP land use designation, which came into effect in 1990, allows churches and other assembly uses on the westerly 110 meters of each parcel. Although the land use designation allows for only agricultural uses on the remaining eastern portion (the “backlands”) of each parcel, it did not require that farming take place. In 1999 the ALC and the City partnered to review the policy and strategy for this district. Current policy under the Amended No. 5 Road Backlands Policy accepted by Council in March 2000 is more stringent because it requires a farm plan and bonding to proceed with the plan. Farming must occur before non-farm uses (e.g. assembly uses) will be approved.

Issues related to the “Community Institutional District” that must be addressed:

- The “backlands” are generally not in agricultural use (a total of 105.3 acres);
- The presence of the Community Institutional District has set a precedent for non-agricultural land use within the ALR, and this non-agricultural use is clearly visible to road traffic along Highway 99;
- The churches have resulted in an increase in traffic into the area which interferes with agricultural operations;
- Although the land has potential for agriculture, farmers are reluctant to farm the land because of speculation that more churches will be built. This also makes a long-term lease difficult to obtain;
- Existing and new fill introduced will disrupt the regional water table, and have a negative impact on the agricultural capability of adjacent land (see Section 3.4.1);
- The land requires some drainage improvements and landowners are reluctant to invest in drainage if farming is not required.

Issues unrelated to the Community Institutional District, which must be addressed:

- There are many small parcels, which are difficult to farm because of field inefficiencies, increased operating costs, intrusion of non-farm residences, and higher than normal land values;
- Parcels are owned by many different people. This makes it difficult to get a lease covering a land area large enough to farm;
- Some degradation of soils has occurred.

4.3.3 Recommendations

45. Mitigate the issues (Section 4.3.2) associated with the Community Institutional District:
 - a) Review the option of rezoning any land parcels which have not been sold for assembly or other uses to restrict the development of future assembly uses in this area and return land to agricultural production;
 - b) Develop an agricultural edge plan for the area, including potential vegetative buffering behind existing churches to clearly differentiate churches on agricultural land from agricultural uses;
 - c) Survey existing assembly properties to rectify any encroachment beyond the westerly 110 metres (360.9 ft.) of the property;
 - d) Continue to support incentives to encourage farming on the backlands.
46. Encourage farming in McLennan 1, with the understanding that the agricultural edge must be taken into consideration. Opportunities for farming in this node include, but are not limited to, the following:
 - Tree farming;
 - Blueberries;
 - Vegetable production, e.g. potatoes, corn, cabbage;
 - Ornamental nursery;
 - Specialty vegetable crops;
 - Organic production;
 - Community or allotment gardens;
 - Hay production.
47. Maximize the agricultural land available for future agricultural uses (see Recommendation 35).

4.4 McLennan 2

4.4.1 Introduction

The McLennan 2 node is the ALR land between No. 4 Road and No. 5 Road, south of Westminster Highway and north of Francis Road. McLennan 2 is characterized by deep (more than 160 cm) organic soils, which are suitable for a wide range of crops, such as cranberries, blueberries, vegetables, and annuals. Much of the node currently used for blueberry production is very productive and this area is the City’s main blueberry producing area. There are also several nurseries, greenhouses, and mixed vegetables. McLennan 2 has a high water table.

4.4.2 Key Nodal Issues

Issues that must be addressed in this node:

- Inadequate drainage of organic soils;
- Any fill introduced will disrupt the regional water table, and have a negative impact on the agricultural capability of adjacent land (see Section 3.4.1);
- Highly parcelized land being under-utilized for agricultural production;
- Small lot sizes are creating pressure for non-agricultural use;
- If existing road rights-of-way were opened and new roads were built, non-farm development may occur and future agricultural viability may be threatened;
- There are many absentee landlords and much of this land has been allowed to deteriorate causing the spread of selected crop diseases and weeds onto adjacent lands;
- The proposed widening of Blundell Road will result in increased traffic into the area, thus making it more difficult to farm;
- Pedestrians regularly use the Shell Road Trail, which has impacted farming operations through theft of crops, vandalism and trespassing;
- Urban complaints about normal farm practices, such as spraying, noise and burning hamper farm operations.

4.4.3 Recommendations

48. Ensure that McLennan 2 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (see Recommendation 7).
49. Discourage non-farm uses of the ALR land (see Recommendation 18).
50. Maximize the agricultural land available in McLennan 2 for future agricultural uses (see Recommendation 35) including the possibility of replotting the land and/or limited access.
51. Blundell Road is the identified access to Fraserport Industrial Lands:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;

- b) Whenever potential negative impacts for agriculture may occur, ensure that viable alternatives are available and fully explored and that there is either:
 - no negative impacts on farming;
 - a net benefit to farming; or
 - adequate compensation.
- 52. Develop an agricultural edge plan (see Recommendation 19) for the Shell Road Trail, including fencing to prevent vandalism and theft and signage to increase awareness about the impacts of trail users on agricultural viability.
- 53. Liaise with the RCMP to increase awareness about vandalism, trespassing and theft that occurs on lands bordering Shell Road Trail and request their cooperation for policing the area.

4.5 McLennan 3

4.5.1 Introduction

The McLennan 3 node is four parcels of ALR land:

- Two parcels are owned and managed by the City for the Nature Park;
- One parcel is owned and managed by the Department of National Defence;
- One parcel is owned and managed by the Department of Fisheries and Oceans.

McLennan 3 is characterized by deep (more than 160 cm) organic soils, which are suitable for a wide range of crops. However there is no agricultural production in this area. The node also has a high water table.

4.5.2 Key Nodal Issue

- Land ownership. Because the City and Federal Departments own the four parcels, the land is not available for use by Richmond farmers.
- These parcels are being considered for non-farm uses (e.g. federal decommissioning, a trade and exhibition centre, sports fields, industrial uses, etc.).

4.5.3 Recommendations

54. Identify development options for McLennan 3 parcels which include:

- Having it totally farmed,
- Maximizing benefits to agriculture and farming if used for non-farm land uses,
- Consider City ownership of the land.

4.6 East Richmond 1

4.6.1 Introduction

The East Richmond 1 node is the ALR land between Sidaway and No. 6 Road.

East Richmond 1 is characterized by predominantly deep (more than 160 cm) organic soils, suitable for a wide range of crops, including cranberries, blueberries, mixed vegetables, nurseries, and forage crops. The node also has a high water table. Much of this node is presently in intensive and varied agricultural production, with blueberries, mixed vegetables, greenhouse operations, cranberries, nurseries and forage crops.

4.6.2 Key Nodal Issues

Issues that must be addressed in this node:

- Drainage of the organic soils is inadequate;
- The proposed widening of Blundell Road will result in increased traffic into the area, thus making it more difficult to farm;
- The routing of traffic through the ALR to service the increasing development of the Riverport and the Fraserport Industrial Lands at the south end of this node will result in increased traffic that will interfere with farm vehicles and operations.

4.6.3 Recommendations

55. Ensure that East Richmond 1 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (See Recommendation 7).
56. Ensure that any widening of Blundell Road (see Recommendation 51) results in benefits for farming and has minimal impacts on farming.
57. Ensure that a “least impact” policy exists to protect farmers from the impacts of the increased development of the Riverport and the Fraserport Industrial Lands:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that viable alternatives are available and fully explored and that there is either:
 - no negative impacts on farming;
 - a net benefit to farming; or
 - adequate compensation.
 - c) Place emphasis on positive benefits to development initiatives for farm operations, e.g. improved drainage;
 - d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
 - e) Review the development strategy for the Fraserport Industrial Lands to find potential linkages with the agricultural industry, and the potential for joint initiatives.

4.7 East Richmond 2

4.7.1 Introduction

The East Richmond 2 node is the ALR land South of Highway 91. This node is characterized by mineral soils which are suitable for a wide range of crops. Currently, much of this node is in intensive agricultural production. Agricultural production includes forage crops, livestock, nurseries, greenhouse operations, mixed vegetables, and some blueberries. This area includes large areas of idle land, landfills, and golf courses.

4.7.2 Key Nodal Issues

Issues that must be addressed in this node:

- Drainage of the soils is inadequate;
- The proposed widening of Blundell Road will result in increased traffic into the area, making it more difficult to farm;
- There are several large parcels of land that are idle at this time.

4.7.3 Recommendations

58. Ensure that East Richmond 2 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (see Recommendation 7).
59. Review the proposal to widen Blundell Road (see Recommendation 51).
60. Use any further developments of the industrial areas (Fraserport Lands) as a means to implement drainage improvements.

4.8 East Richmond 3

4.8.1 Introduction

The East Richmond 3 node is the ALR land west of No. 7 Road and north of Highway 91. This node is characterized by mineral soils, which are suitable for a wide range of crops. Much of the node is currently in agricultural production. This area is primarily used for livestock, forage crops, and cranberries. However there is also some mixed vegetable and nursery production.

4.8.2 Key Nodal Issues

- No issues have been identified at this time.

4.8.3 Recommendations

61. Maintain the existing drainage and infrastructure initiatives in this node.

4.9 East Richmond 4

4.9.1 Introduction

The East Richmond 4 node is the ALR land east of No. 7 Road and north of Highway 91. This node is characterized by medium (40-160 cm) to deep (more than 160 cm) organic soils, which are suitable for a wide range of crops such as cranberries, blueberries, vegetables, and annuals. The node has a high water table. Much of the node is currently in intensive agricultural production. Most of the area is dedicated to cranberry production, with some mixed vegetables, livestock, blueberries and greenhouse operations between the railroad track and Dyke Road.

4.9.2 Key Nodal Issues

Issues that must be addressed in this node:

- The soils require water table control in order to provide adequate drainage without over-draining them;
- Irrigation in the summer months may be required;
- The proposed mid-island dyke along No. 8 Road will impact significantly on agricultural production (see Section 3.2.4);
- Existing and new fill will disrupt the regional water table, and have a negative impact on the agricultural capability of adjacent land (see Section 3.4.1).

4.9.3 Recommendations

62. Review the use of fill on organic soils (see Recommendation 18 c).
63. Request the Ministry of Water, Land and Air Protection to investigate the viability of rebuilding and upgrading the perimeter dyke around the eastern tip of Richmond along the North Arm of the Fraser River, instead of the proposed mid-island dyke.
64. Maintain the existing drainage and infrastructure initiatives in this node.

5. Implementation Strategy

An Implementation Strategy is an important component of any planning process. Commitment to the Implementation Strategy will ensure that the recommendations in the AVS are implemented according to priority.

Successful implementation will require commitment from the City, the AAC, the RFI, ALC, senior governments, agricultural community and the public.

It is recommended that:

- Various City staff be assigned as SALs (see Recommendation 3) to facilitate implementation;
- The RFI consider having a dedicated person responsible for ongoing liaison with the City. The RFI may be better able to maintain a commitment to implementation if a specific person is identified for the task.

Funding support will be necessary for some of the recommendations in the AVS. In cases where funding is required, there may be ways that the City, AAC, RFI, ALC, senior governments, agricultural community stakeholders and the public can reduce costs by involving other partners in the implementation. It may also be feasible to undertake some recommendations on a trial basis through pilot projects, which could also be cost-shared with appropriate partners.

5.1 Monitoring Process

A comprehensive monitoring process, beginning at six months after the adoption of the AVS by Council and evolving to an annual process, is important for ongoing implementation of the recommendations.

Monitoring will serve to:

- Review the progress towards implementing recommendations;
- Determine the effectiveness of the AVS and its impact on agricultural viability;
- Provide motivation and support for the implementation process;
- Provide the opportunity for an AVS update and revision as required.

A recommended monitoring process is as follows:

Review One (Six months after adoption)

- General meeting of the Core Team and the proposed AAC (possibly with the Consultant Team) to review progress to date.

Review Two (One year after adoption)

- The proposed AAC and appropriate City staff (possibly with the Consultant Team) prepare a “Report Card” on implementation to date;
- The proposed AAC and appropriate City staff (possibly with the Consultant Team) to review the “Report Card”;
- Update the AVS with changes and revisions as appropriate (possibly with the Consultant Team).

Further reviews should be undertaken annually, or as required, and follow a similar process to Review Two.

5.2 Implementing the Recommendations

This section identifies some key recommendations that can be implemented in the shorter term, and provides details about their implementation, key participants to be involved, and some indications of the results expected from the implementation. The early implementation of some recommendations will be encouraging signals to the agricultural sector.

Recommendation 1) Establish a City Agricultural Advisory Committee of Council (AAC).

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Develop AAC terms of reference: <ul style="list-style-type: none"> • AAC to advise on day to day issues such as proposed bylaw and OCP amendments and broader initiatives such as agricultural studies and plans; • AAC to play active role in AVS implementation; • AAC to meet monthly, or as required; • Assist AAC with person from City staff or person paid to provide support to committee; • AAC to have committed, effective chair. ✓ Committee Membership: <ul style="list-style-type: none"> • Voting Members: The Committee shall consist of nine (9) voting members appointed by Council, including: <ul style="list-style-type: none"> ○ Five (5) “farming representatives” chosen from nominations by the Richmond Farmers Institute. A “farming representative” is defined as a farmer who derives a majority of his/her income from farming; ○ Two (2) farming representatives from the general agricultural community (nursery, livestock, equestrian, greenhouses, crops, etc.); ○ One (1) representative from the Advisory Committee on the Environment ○ One (1) representative from the community at large • Committee Advisors (Non-voting Members): The Committee shall also consist of the following including: <ul style="list-style-type: none"> ○ A City Councillor Agricultural Liaison; ○ A representative from BCMAFF; ○ A representative from the ALC; ○ A staff member from the Engineering/Public Works Department(s); ○ A staff member from the Urban Development Division; ○ A staff member from the RCMP; and ○ Others as necessary. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ RFI 	<p>AAC to provide:</p> <ul style="list-style-type: none"> • Advice on bylaws and OCP amendments; • Advice on applications for development in and adjacent to the ALR • Advice on soil permit applications • Assistance with policy development • Improved agricultural awareness

Recommendation 3) Designate City Staff Agricultural Liaisons (SALs), with the Policy Planning Department Liaison as the lead SAL to ensure coordination.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Publicize the SALs as people to assist the agricultural sector to access information about City Bylaws, operations and services, address agricultural issues and concerns, and contribute to various agricultural projects; ✓ Develop a "flow chart" to facilitate access to information required by the agricultural sector. This "flow chart" may include information about policies and bylaws, processes involved for development approvals, growth and diversification information, etc; ✓ Have the SALs play a key role in Implementation of the AVS. 	<ul style="list-style-type: none"> ✓ Policy Planning Department 	<ul style="list-style-type: none"> • Farm community to have a designated place to address issues; • Farm community to have improved relationship with City

Recommendation 4) Introduce an Agricultural Impact Assessment (AIA) process.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Use the AIA for all proposed projects involving land use changes or developments: <ul style="list-style-type: none"> • Within the ALR; • Adjacent to the ALR; or • Outside the ALR for projects which may have an impact on agriculture. ✓ Examples of where to use the AIA: <ul style="list-style-type: none"> • Decisions with respect to servicing and infrastructure, e.g. transportation corridors; • Decisions with respect to recreational trails; • New or proposed residential developments. ✓ Develop criteria, e.g. drainage/irrigation implications, air quality, noise, transportation and traffic, and others, for the AIA in conjunction with BCMAFF, the ALC, the proposed AAC (See Recommendation 1), and others as appropriate. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Other City Divisions / Departments / Sections as required ✓ RFI 	<ul style="list-style-type: none"> • Better capacity to assess longer term impacts of decisions on agricultural land and agricultural viability; • Improved communication among City Departments concerning agricultural issues

Recommendation 5) Maintain an Agricultural Data System.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Update and expand the scope of the Agricultural Profile, the Agricultural Land Use Inventory, and the Geographic Information System every three years or sooner to maintain current information about the agricultural sector; ✓ Continue to engage in innovative research partnerships with groups (such as AAFC, BCMAFF and others) to determine agricultural trends in Richmond; ✓ Monitor changes in the agricultural sector to determine issues of concern and changes in overall viability, using the following possible indicators: <ul style="list-style-type: none"> • Indicators which track land use and land availability: <ul style="list-style-type: none"> ○ Hectares (or acres) of ALR land in Richmond; ○ Hectares (or acres) of ALR land which is Farm Class; ○ Hectares (or acres) of ALR land available for sale or lease. • Indicators which track farm viability and the overall health of the agricultural sector: <ul style="list-style-type: none"> ○ Annual number of applications for exclusion of land from the ALR; ○ Annual number of applications, approvals and rejections for non-farm use and subdivision in the ALR; ○ Net Returns from Agriculture; ○ Economic Diversity Index. ✓ Integrate the data into ongoing City operations and decision-making wherever possible. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ RFI ✓ Proposed AAC 	<ul style="list-style-type: none"> • Improved system for monitoring changes in the agricultural sector • Provides information for ensuring implementation of the AVS

Recommendation 6) Encourage regular communication among the agricultural sector and the City, provincial and federal servicing and infrastructure departments.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Formalize the City-Farmer Drainage committee ✓ Establish terms of reference and ensure involvement from: <ul style="list-style-type: none"> • the agricultural sector; • Engineering and Public Works Division. • and others as appropriate 	<ul style="list-style-type: none"> ✓ Engineering and Public Works Division ✓ Policy Planning Department ✓ RFI 	<ul style="list-style-type: none"> • Improved communication between City and farm community with respect to servicing and infrastructure • Improved drainage for the City and agricultural sector.

Recommendation 7) Support the City's Master Drainage Plan.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Identify and ensure drainage improvements to the ALR in order of priority and according to ARDSA performance standards; ✓ Encourage sufficient notification to the agricultural sector of ditch-cleaning plans; ✓ Encourage the agricultural sector to cooperate with ditch-cleaning practices by providing appropriate right-of-ways; ✓ Encourage the agricultural sector to support ditch-sidecasting activity where it does not interfere with normal farm practices and/or agricultural capability of the soils; ✓ Require the proposed AIA (see Recommendation 4) be completed for all servicing and infrastructure projects 	<ul style="list-style-type: none"> ✓ Engineering and Public Works Division ✓ RFI 	<ul style="list-style-type: none"> • Improved communication between City and farm community with respect to servicing and infrastructure • Improved drainage for the City and agricultural sector.

Recommendation 24) The Agricultural Advisory Committee, farming community, City staff and other stakeholders shall work together to study, analyze, form options and strategies to address issues of concern around ESAs and the environment.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Issues of concern around ESA's in the ALR that should be addressed: <ul style="list-style-type: none"> • Land use; • Drainage, irrigation and ditch maintenance; • Land clearing; • Weed control; • Crop loss due to wildlife and birds. ✓ Address other issues of concern around ESA's in the ALR and the environment that may arise. ✓ Ensure that management strategies allow for "least impact" on agricultural viability and whenever agricultural viability may be impacted, ensure that adequate compensation and/or viable alternatives are available. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Proposed AAC ✓ City departments and divisions as required ✓ ALC ✓ BCMAFF 	<ul style="list-style-type: none"> • Better management of ESAs in Richmond • Improved sensitivity by farmers to importance of environmental issues in ALR

Recommendation 26) Review City management policies and bylaws.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ The review to address the following: <ul style="list-style-type: none"> • Assess the implications for farming; • Work towards consistency and compatibility (where not in conflict with other legislation) with the provisions of the Farm Practices Protection Act and the Guide to Bylaw Development in Farming Areas. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Proposed AAC ✓ City departments and divisions as required ✓ ALC ✓ BCMAFF 	<ul style="list-style-type: none"> • Better management of agricultural lands in Richmond

Recommendation 27) Consult with the Agricultural Advisory Committee and the farm community (together with the Advisory Committee on the Environment and other stakeholders) in the review of existing ESAs in the ALR.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Refine and clarify the inventory and functions of the existing ESAs; ✓ Assess the interaction between agriculture and the ESAs. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Proposed AAC 	<ul style="list-style-type: none"> • Better management of ESAs in Richmond • Improved sensitivity by farmers to importance of environmental issues in ALR

Recommendation 19) Develop comprehensive agricultural edge plans for areas.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Areas for agricultural edge plans are: <ul style="list-style-type: none"> • The west and north edges of Gilmore; • The west edge of McLennan 2; • Behind the outer ring of houses in McLennan 2; • Shell Road Trail; • Behind the assembly uses on No. 5 Road; • North edge of Fraserport Industrial Lands. ✓ Edge plans to include: <ul style="list-style-type: none"> • An inventory of existing and potential uses and conflicts; • A site-specific management plan with design guidelines; • A proposed AIA (see Recommendation 4) • Consultation with the ALC, BCMAFF, the proposed AAC, and review of relevant resources; • Consultation with landowners on both sides of the agricultural edge; • An appropriate time-frame for implementation; • Mediation to mitigate any conflicts while an agricultural edge plan is being developed, or where buffering is not in place. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Proposed AAC ✓ Parks and Recreation 	<ul style="list-style-type: none"> • Improved understanding among non-farm community of role of agriculture on ALR • Improved rural urban relations

Recommendation 13) Review the Zoning Bylaw 5300 and prepare information, options and recommendations to improve its effectiveness. This review includes examining the following items and other actions not yet identified:

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Review Zoning Bylaw 5300 in consultation with the public and prepare information, options and recommendations to improve its effectiveness in supporting agricultural viability. This review includes the following items and other actions not yet identified: <ul style="list-style-type: none"> • Review the current list of uses permitted in the AG1 zone and update it to reflect changes in Provincial legislation and the objectives of achieving agricultural viability; • Review the AG1 zoning regulations for residential uses on farms and for non-farm residences in the ALR to determine how to better achieve agricultural viability; • Review the non-agricultural uses currently permitted in the AG1 zone to better achieve agricultural viability; • Review how to better manage building materials, storage and other accessory farm uses; • Review the current policy on the storage of farm equipment/vehicles related to the farm operation as a principal use (the storage of farm equipment/vehicles is currently an accessory use); • Review all minimum and maximum property and building setbacks for residences in the ALR to minimize conflicts with adjacent uses. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Other City Divisions / Departments / Sections as required ✓ RFI ✓ Agricultural Land Commission ✓ Ministry of Agriculture and Food 	<ul style="list-style-type: none"> • Bylaw to more closely reflect commitment to agricultural viability • Bylaw wording to support agricultural sector.

Recommendation 14) Review the roadside stand regulations in Business Regulation Bylaw 7148 and prepare information, options and recommendations to improve its effectiveness and achieve agricultural viability.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Review Class C which allows the potential creation of large roadside grocery outlets on ALR land; ✓ Review the requirement for farming a minimum of 20 acres of land in the bylaw which is restrictive and difficult to enforce. 	<ul style="list-style-type: none"> ✓ Policy Planning Department ✓ Other City Divisions / Departments / Sections as required 	<ul style="list-style-type: none"> • Bylaw to more closely reflect commitment to agricultural viability • Bylaw wording to support agricultural sector.

Recommendation 18) Review the following non-farm uses of ALR land and prepare information, options and recommendations. This review includes examining the following items and other actions not yet identified:

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Review feasibility of amalgamating smaller lots to larger ones where possible; ✓ Restrict upgrading of existing roads and development of new roads unless there is a direct or net benefit to farming; ✓ Discourage the use of fill on organic soils, except for the following agricultural purposes: <ul style="list-style-type: none"> • When required to ensure a solid foundation for a farm residence or other structure related to the agricultural operation; • To provide a road base for access which benefits agriculture; ✓ Limit recreational uses of ALR land: <ul style="list-style-type: none"> • Encourage dyke and perimeter recreational trails; • Work with agricultural community, equestrian community and recreational community to ensure that recreation uses adjacent to or within the ALR are compatible with farm uses and have positive benefits to farming. ✓ Ensure that a "least disruption to farmers" policy exists to protect farmers from the impacts of recreational uses by: <ul style="list-style-type: none"> • Requiring the proposed AIA (Recommendation 4) be completed for new recreational uses; • Ensuring that whenever potential impacts for agriculture may occur, that adequate compensation and/or viable alternatives are available; • Increasing awareness among equestrian owners about "private property" and public roads and trails, and the impact horses can have on agricultural land; • Preparing agricultural edge plans for recreation uses, dykes and perimeter trails in and adjacent to the ALR; • Ensuring that suitable facilities, e.g. toilets and garbage cans, are provided to eliminate trespassing and littering on existing recreational trails; • Ensuring that no financial costs are incurred by farmers due to recreational trails or activities; • Investigating the feasibility of developing an insurance policy and a "save harmless policy" to protect farmers from liability and property damage as a result of non-agricultural activities. 	<ul style="list-style-type: none"> ✓ Parks, Recreation and Cultural Services Division ✓ RFI ✓ Proposed AAC 	<ul style="list-style-type: none"> • Ensures that farming is the primary use of ALR land; • Ensures all existing and proposed non-farm uses of ALR land do not interfere with normal farm practices; • Ensures that City policies related to Parks and Recreation, support overall agricultural viability

Recommendation 30) Institute an information program to increase public awareness and commitment for agriculture.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Develop appropriate materials to share with all residents to provide them with information about agricultural activity in their area, including: <ul style="list-style-type: none"> • The type of farming in the area; • Examples of normal farm practices they may experience; • A copy of the BCMAFF publication “The Countryside and You”; • A list of appropriate people to direct questions and concerns, such as the proposed SAL (see Recommendation 3), ALC, BCMAFF, AAFC, and others; • A “Country User Code” to identify appropriate behaviour in agricultural areas. ✓ Develop an agricultural signage program. <ul style="list-style-type: none"> • Place signs along roads used by farm vehicles, along recreational trails, and incorporate signs into agricultural edge planning; • Ensure that signage focuses on “positive wording” as opposed to “directives”, such as the following examples: <ul style="list-style-type: none"> ○ In areas where farm vehicles may be traveling, “Richmond farmers with slow moving vehicles use these roads too – support your local farm community”. ○ Where vandalism and trespassing issues occur, “This crop was planted by a member of your local farm community – please respect the farmer’s livelihood” • Ensure all signs are visibly similar, and incorporate the recommended “logo” or visual symbol (Recommendation 37 a). ✓ Encourage the ALC to develop signs to indicate the location and extent of the ALR. ✓ Develop a brochure that celebrates the City’s agricultural tradition and history. <ul style="list-style-type: none"> • Emphasize the relationship between the City’s corporate vision statement (see Section 2.5) and how agriculture helps achieve that vision; • Prepare an agricultural calendar that shows key agricultural events in the area, harvest times, etc. ✓ Encourage linkages between the agricultural community and the media to facilitate public education and awareness; 	<ul style="list-style-type: none"> ✓ Proposed AAC ✓ Policy Planning Department ✓ Transportation Department and other City Divisions / Departments / Sections as required ✓ RFI ✓ Other levels of government 	<ul style="list-style-type: none"> • Improved public understanding and awareness of agriculture and its role in the community • Reduced incidence of complaints from farmers about public misuse of ALR land

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Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Create an agricultural business profile to provide information on agriculture as a business opportunity. ✓ Develop an information package for farmers about agricultural policies and bylaws, and make this package available to the RFI and place it on the City website (see Recommendation 16). ✓ Explore the opportunities to hold a special event or regular seasonal activity to promote local produce and celebrate the City's agricultural tradition and history. 		

Recommendation 31) Create opportunities for Council, City staff and others to tour the agricultural lands and learn about the role agriculture plays in the City.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Prepare appropriate lists of opportunities. 	<ul style="list-style-type: none"> ✓ Proposed AAC 	<ul style="list-style-type: none"> • Improved understanding and awareness of agriculture and its role in the community among Council and City staff

Recommendation 37) Develop a "Buy Local" marketing initiative to increase demand for locally grown agricultural products.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Develop a "Taste of Richmond" logo or symbol, to appear on all agricultural communications and signs, and which could also be used by growers to label their products; ✓ Institute a weekly Farmers' Market in cooperating school yards or other city facilities; ✓ Support local growers by purchasing locally-grown landscape materials and food products for City use wherever possible; ✓ Identify options to support access to farm direct markets along Steveston Highway where current traffic patterns discourage stopping at farms selling local products; ✓ Develop a list of local agricultural products and when and where they are available, and circulate the list to local restaurants, ferries, schools and businesses to encourage linkages with Richmond agricultural producers. 	<ul style="list-style-type: none"> ✓ Business Liaison and Development Section ✓ Tourism Richmond ✓ Policy Planning Department ✓ Transportation Department ✓ RFI 	<ul style="list-style-type: none"> • Increased economic activity in the agricultural sector • Improved rural urban relationships

Recommendation 38) Undertake a market study project to assist farmers to understand their local market.

Implementation Detail	Potential Partners	Results Expected
<ul style="list-style-type: none"> ✓ Study to include items like the following: <ul style="list-style-type: none"> • Products desired by restaurants, and ethnic, specialty and niche products; • Expected quality and service features; • Expected product availability requirements. 	<ul style="list-style-type: none"> ✓ Business Liaison and Development Section ✓ Policy Planning Department ✓ RFI 	<ul style="list-style-type: none"> • Increased options for agricultural viability will result from the study • Higher amounts of revenue may be generated by agricultural sector

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7. Appendices

- I. Legislative and Policy Context
- II. List of Recommendations

Appendix I. Legislative and Policy Context

This section provides brief summaries of some of the legislative Acts and regulations that have an impact on agriculture in Richmond.

A. Federal Context

1. No Federal Agricultural Viability Policy

There is no integrated Federal vision or comprehensive agricultural and rural development/diversification policy, or program to support agricultural viability in Canada.

2. Canadian Environmental Protection Act (CEPA)

The purpose of the CEPA is to protect the environment and the health of Canadians from toxic substances and other pollutants. CEPA has regulations on many items, including managing toxic substances, clean air and water, controlling and moving waste, and enforcement.

3. Fisheries Act

The Fisheries Act contains regulations pertaining to conservation and protection of fish and fish habitat and prevention of pollution and / or obstruction of any water frequented by fish. The Fisheries Act is administered by DFO.

4. National Farm Building Code

The National Farm Building Code is published by the National Research Council through its Canadian Commission on Building and Fire Codes. The rationale for having special requirements for farm buildings, as distinct from other buildings, is based on the low occupancy load, the remote location of typical farm structures, or the special nature of the occupancies involved.

B. Provincial Context

1. No Provincial Agricultural Viability Policy

There is no integrated Provincial vision or comprehensive agricultural and rural development/diversification policy, or program to support agricultural viability in British Columbia.

2. Agricultural Land Commission Act (ALCA)

In 1973, the ALC was given the mandate to establish the ALR, in order to (1) preserve agricultural land, (2) encourage the establishment and maintenance of farms, and (3) use the land in the ALR in a manner compatible with agricultural purposes.

Part of the ALC’s mandate is to encourage municipalities to support farm use of agricultural land in their planning and policies. The ALCA ensures that there is a strong linkage between the Act and any plans and bylaws related to the ALR. All plans that apply to ALR land must be consistent with the regulations and orders of the Commission. Any inconsistent element of a plan is of no effect.¹⁸ In addition, subject to the requirements of the ALCA, individuals and government agencies who wish to alter the boundaries of the ALR, subdivide land in the ALR, or use ALR land for non-farm purposes, must obtain the prior approval of the ALC. If this approval is granted, the applicant must still secure approval from the relevant local government.

3. Farm Practices Protection (Right To Farm) Act (FPPA)

This legislation, passed in 1996, offers protection to farmers who use normal and accepted farm practices that are consistent with proper and accepted customs and standards. The legislation was designed to establish a process to manage conflicts between and among neighbours and support farmers through protection from unwarranted nuisance complaints about farming.¹⁹

4. Fish Protection Act

The Fish Protection Act is a cornerstone of the BC Fisheries Strategy. The four objectives of the legislation are:

- To ensure water for fish;
- To protect and restore fish habitat;
- To focus on riparian protection and enhancement;
- To strengthen local environmental planning.

C. Regional Context

1. Greater Vancouver Regional District (GVRD) Livable Region Strategic Plan

The GVRD’s Livable Region Strategic Plan incorporates policies, population and growth targets and maps based on the following four fundamental strategies:

- To protect the Green Zone;
- To build complete communities;
- To achieve a compact metropolitan region;
- To increase transportation choices.

¹⁸ Planning For Agriculture (PFA), p. 7-30.

¹⁹ Strengthening Farming in British Columbia, A Guide to the Implementation of the Farm Practices Protection (Right to Farm) Act.

In the GVRD Livable Region Strategic Plan, agriculture within the green zone is recognized as a “working landscape” for agricultural production and an important component to preserve the natural habitat and to increase the overall livability of the region.

The GVRD Board established an Agriculture Advisory Committee in 1992 to advise the Board and other levels of government on agricultural issues and to raise the profile of agriculture in the region.

2. Land Title Act

The Land Title Act is administered by the local approving officer, under the authority of the Solicitor General. The Act has been amended to allow the local approving officer to refuse a subdivision plan if the following apply:

- Inadequate buffers or separation of the development from farming at the time of subdivision would cause unreasonable interference with farming operations;
- The location of highways and highway allowances would unreasonably or unnecessarily increase access to land in the ALR.

3. Local Government Act (formerly the Municipal Act)

A sub-area plan such as this AVS must observe the same content requirements as a broader-based community wide OCP²⁰, with the intent of providing greater focus on issue identification and problem solving as well as providing for broad objectives and a vision for the future.

The Local Government Act contains provisions empowering local governments to adopt farm bylaws and to regulate farm operations subject to the approval of the Minister of Agriculture, Food and Fisheries. Additionally, the Local Government Act states that local governments must not adopt zoning bylaws that prohibit or restrict agriculture unless approved by the Minister of Agriculture, Food and Fisheries. Particularly important sections of the Local Government Act are those concerned with Agricultural Plan adoption by bylaw.

4. Waste Management Act

The Waste Management Act is the central piece of legislation relating to the disposal of all types of waste in BC. The “Code of Agricultural Practice for Waste Management” regulation provides specific requirements for the handling and storage of agricultural wastes. Farm operations that comply with the Code are exempt from the need to obtain a waste disposal permit under the Waste Management Act.

5. Weed Control Act

The Weed Control Act places responsibility for control of noxious weeds upon occupiers of land. It provides for appointment of inspectors to ensure compliance and, failing that, for a method by which they can control weeds with costs recovered from the occupier. Weed Control Committees may be established by municipal councils to administer the Act within a municipality. This Act is administered on a seasonal basis.

²⁰ PFA, p. 7-30.

D. Municipal Context

1. Richmond Bylaws

The following bylaws have implications for agriculture:

- Bylaw 2218: Control of Noxious Weeds and Noxious Weed Seeds
- Bylaw 4183: Regulating the Discharge of Firearms
- Bylaw 4564: Fire Prevention
- Bylaw 5300: Zoning Bylaw
- Bylaw 5560: Sign Bylaw
- Bylaw 5637: Waterworks and Water Rates
- Bylaw 6349: Unsightly Premises
- Bylaw 6983: Nuisance Prohibition
- Bylaw 6989: Public Health Protection
- Bylaw 7016: Annual Property Tax Rates
- Bylaw 7137: Animal, Bird and Beekeeping Regulation
- Bylaw 7148: Business Regulation
- Policies 5006 and 5035 (rescinded and replaced by Amended No. 5 Road Backlands Policy in March 2000)

2. Richmond Official Community Plan (OCP)

An OCP is mandated by British Columbia’s Local Government Act. It is a legal document for planning and managing the City’s social, economic, and physical future. The OCP ensures that land use, services, and the natural environment are managed and coordinated to enhance the well being of the City.

There are several objectives associated with agriculture in the OCP. The two most directly related to agriculture include:

- To “continue to protect all farmlands in the ALR” ;
- To “maintain and enhance agricultural viability and productivity in Richmond”.²¹

Other City objectives relate to transportation, parks, open spaces and trails, services and infrastructure, and development permit guidelines.

The City’s corporate vision as stated in the OCP is “that the City of Richmond be the most appealing, livable, and well-managed community in Canada”. This vision is reflected in the AVS.

²¹ OCP, p 17.

Appendix II. List of Recommendations

Agricultural Decision Making Strategy (Section 3.1)

1. Establish a City Agricultural Advisory Committee of Council (AAC).
 - a) Have the AAC play the key advisory role in implementing the AVS;
 - b) Require all City departments to seek input from the AAC when major departmental initiatives are proposed as part of their planning strategy, where agriculture is affected;
 - c) Committee Membership:
 - i) Voting Members:

The Committee shall consist of nine (9) voting members appointed by Council, including:

 - Five (5) “farming representatives” chosen from nominations by the Richmond Farmers Institute. A “farming representative” is defined as a farmer who derives a majority of his/her income from farming;
 - Two (2) farming representatives from the general agricultural community (nursery, livestock, equestrian, greenhouses, crops, etc.);
 - One (1) representative from the Advisory Committee on the Environment.
 - One (1) representative from the community at large.
 - ii) Committee Advisors (Non-voting Members):

The Committee shall also consist of the following advisors including:

 - A City Councillor Agricultural Liaison (CAL);
 - A representative from BCMAFF;
 - A representative from the ALC;
 - A staff member from the Engineering/Public Works Department(s);
 - A staff member from the Urban Development Division (Staff Agricultural Liaison);
 - A staff member from the RCMP; and
 - Others as necessary.
2. Maintain the existing ALR boundary and the ALR land base in Richmond, and do not support a change to the boundary or a loss of ALR land unless:
 - there is a substantial net benefit to agriculture; and
 - the agricultural stakeholders are fully consulted.
3. Designate various City Staff as Agricultural Liaisons (SALs), with the Policy Planning Department Liaison as the lead SAL to ensure coordination.

- a) Have the CAL/SALs play a key support role in the implementation of the AVS and supporting the AAC;
 - b) Publicize the SALs as people to assist the agricultural sector to access information about City bylaws, operations, and services, address agricultural issues and concerns, and contribute to various agricultural projects;
 - c) Develop a flow chart to facilitate access to information required by the agricultural sector. This flow chart may include information about policies and bylaws, processes involved for planning and development approvals, growth and diversification information, etc.
4. Introduce an Agricultural Impact Assessment process (AIA).
- a) Use the AIA for all proposed projects involving land use changes or development:
 - i) Within the ALR;
 - ii) Adjacent to the ALR;
 - iii) Outside the ALR for projects which may have an impact on agriculture, such as transportation corridors, recreational trails, new residential developments, and others.
 - b) Develop criteria, (e.g. drainage/irrigation implications, air quality, noise, transportation and traffic, and others), for the AIA in conjunction with BCMAFF, the ALC, the proposed AAC (see Recommendation 1), and others as appropriate.
5. Maintain an Agricultural Data System.
- a) Update and expand the scope of the Agricultural Profile, the Agricultural Land Use Inventory, and the Geographic Information System every three years or sooner to maintain current information about the agricultural sector;
 - b) Continue to engage in innovative research partnerships with groups such as Agriculture and Agri-Food Canada (AAFC), BC Ministry of Agriculture, Food and Fisheries (BCMAFF), Greater Vancouver Regional District (GVRD), University of British Columbia (UBC), Simon Fraser University (SFU) and others to determine agricultural trends in Richmond;
 - c) Monitor changes in the agricultural sector to determine issues of concern and changes in overall viability, using the following possible indicators:
 - i) Indicators which track land use and land availability:
 - Hectares (or acres) of ALR land in Richmond;
 - Hectares (or acres) of ALR land which is Farm Class;
 - Hectares (or acres) of ALR land available for sale or lease.
 - ii) Indicators which track farm viability and the overall health of the agricultural sector:
 - Annual number of applications, approvals and rejections for exclusion of land from the ALR;
 - Annual number of applications, approvals and rejections for non-farm use and subdivision in the ALR;
 - Net Returns from Agriculture;
 - Economic Diversity Index.

- d) Integrate the data into ongoing City operations and decision making wherever possible.

Services and Infrastructure Strategy (Section 3.2)

6. Encourage regular communication among the agricultural sector and the City, provincial and federal servicing and infrastructure departments by formalizing the City Staff-Farmer Drainage Committee and by establishing terms of reference and involving the agricultural sector, Engineering and Public Works Division, and others as appropriate (e.g. Policy Planning, Environmental Programs, Transportation, etc.).
7. Support the City's Master Drainage Plan.
 - a) Identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
 - b) Ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
 - c) Encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;
 - d) Encourage the agricultural sector to cooperate with ditch-cleaning practices by providing appropriate right-of-ways;
 - e) Encourage the agricultural sector to support ditch-sidecasting activity where it does not interfere with normal farm practices and/or agricultural capability of the soils;
 - f) Require the proposed AIA (see Recommendation 4) be completed for all servicing and infrastructure projects.
8. Request the Ministry of Water, Land and Air Protection to investigate the viability of rebuilding and upgrading the perimeter dyke around the eastern tip of Richmond along the North Arm of the Fraser River, instead of the proposed mid-Island dyke.
9. Review and designate "farm travel" routes for travel between agricultural areas:
 - a) Use recognizable signage to endorse these routes for farm vehicles;
 - b) Review the wording of "Respect Slow Moving Farm Vehicles" signs and consider "Yield To Farm Vehicles";
 - c) Develop new road design guidelines to ensure that the outermost lane and shoulder in combination have a minimum of 4.3 meters (14 feet) in lateral clearance to accommodate the width of farm vehicles;
 - d) Review options to minimize the impact of farm traffic on non-farm traffic by providing safe turn-offs for farm vehicles on identified agricultural corridors carrying high volumes of traffic.
10. Review Official Community Plan Transportation Policy 4(d) which states "Restrict the development of new major roads in the ALR to avoid jeopardizing farm viability, except for service roads intended to serve adjacent industrial land" to:
 - a) Consider removal of the phrase "except for service roads intended to serve adjacent industrial land" to limit future major road development on ALR land that does not serve the viability of agriculture;

- b) Ensure that a “least impact” policy exists to protect farmers from the impacts of possible transportation corridors through the ALR by:
 - i) Requiring the proposed AIA (see Recommendation 4) be completed for new road projects and that appropriate steps be taken to mitigate potential conflicts;
 - ii) Ensuring that whenever potential negative impacts for agriculture may occur, that adequate compensation and/or viable alternatives are available and fully explored;
 - iii) Placing emphasis on positive benefits of transportation initiatives for farm operations (e.g. improved drainage and access).

City Policies and Bylaws Strategy (Section 3.3)

11. Ensure that all proposed City policies and bylaws relating to the agricultural sector and ALR encourage agricultural viability:
 - a) Refer proposed policies and bylaws to the proposed AAC (see Recommendation 1) for comment prior to their adoption;
 - b) Ensure that policies and bylaws, prior to adoption, are subject to the Agricultural Impact Assessment (see Recommendation 4) where appropriate.
12. Ensure that new City bylaws related to agriculture and the ALR are developed with regard to existing bylaws to determine whether changes in enforcement would solve the identified problems.
13. Review Zoning Bylaw 5300 in consultation with the public and prepare information, options and recommendations to improve its effectiveness in supporting agricultural viability. This review includes the following items and other actions not yet identified:
 - a) Review the current list of uses permitted in the AG1 zone and update it to reflect changes in Provincial legislation and the objectives of achieving agricultural viability;
 - b) Review the AG1 zoning regulations for residential uses on farms and for non-farm residences in the ALR to determine how to better achieve agricultural viability;
 - c) Review the non-agricultural uses currently permitted in the AG1 zone to better achieve agricultural viability;
 - d) Review how to better manage building materials, storage and other accessory farm uses;
 - e) Review the current policy on the storage of farm equipment/vehicles related to the farm operation as a principal use (the storage of farm equipment/vehicles is currently an accessory use);
 - f) Review all minimum and maximum property and building setbacks for residences in the ALR to minimize conflicts with adjacent uses.
14. Review the roadside stand regulations in Business Regulation Bylaw 7148 and prepare information, options, and recommendations to improve their effectiveness and achieve agricultural viability.
15. Review existing bylaws, regulations, guidelines and associated operational procedures to ensure that they conform to the FPPA, the Guide for Bylaw Development In Farming Areas and the Local Government Act.

16. Develop an information package for farmers about City agricultural policies and bylaws, and make this package available to the RFI and place it on the City website.
17. Encourage a cooperative and partnership approach to avoid and address nuisance complaints (e.g. spraying, noise, odour, dust, pesticide application, burning, etc.)

Non-Farm Uses and Parks and Recreation Strategy (Section 3.4)

18. It is recommended that the proposed AAC (see Recommendation 1) review the following non-farm uses of ALR land and prepare information, options and recommendations. This review includes examining the following items and other actions not yet identified:
 - a) Review the feasibility of amalgamating smaller lots to larger ones wherever possible;
 - b) Restrict the upgrading of existing roads and development of new roads unless there is a direct or net benefit to farming;
 - c) Discourage the use of fill on organic soils, except for the following agricultural purposes:
 - i) When required to ensure a solid foundation for a farm residence or other structure related to the agricultural operation;
 - ii) To provide a road base for access which benefits agriculture.
 - d) Limit recreational uses of ALR land to:
 - i) Encourage dyke and recreational trails at the perimeter of the ALR;
 - ii) Work with the agricultural community, equestrian community and recreational community to ensure that recreational uses adjacent to or within the ALR are compatible with farm uses and have a positive benefit to farming.
 - e) Ensure that a "least disruption to farmers" policy exists to protect farmers from the impacts of recreational uses by:
 - i) Requiring the proposed AIA (see Recommendation 4) be completed for new recreational uses and that appropriate steps be taken to mitigate potential conflicts;
 - ii) Ensuring that whenever potential negative impacts for agriculture may occur, that adequate compensation and/or viable alternatives are available;
 - iii) Increasing the awareness among equestrian owners about riding on or near private property and public roads and trails, and the impact which horses and riders can have on agricultural land;
 - iv) Preparing over the long term and in partnership with others, agricultural edge plans for recreational uses, dykes and perimeter trails in and adjacent to the ALR;
 - v) Ensuring that suitable facilities (e.g. toilets and garbage cans) are provided to eliminate trespassing and littering on existing recreational trails;
 - vi) Ensuring that no financial costs are incurred by farmers due to recreational trails or activities;
 - vii) Investigating the feasibility of developing an insurance policy and a 'save harmless' policy which would protect farmers from liability and property damage as a result of non-agricultural activities.

Agricultural Edge Strategy (Section 3.5)

19. Recognize the following areas for agricultural edge planning (see Figure 3):
 - a) The west and north edges of Gilmore;
 - b) The west edge of McLennan 2;
 - c) Behind the outer ring of houses in McLennan 2;
 - d) Shell Road Trail;
 - e) Behind the assembly uses on No. 5 Road;
 - f) North edge of Fraserport Industrial Lands.
20. Develop comprehensive agricultural edge plans for areas, including:
 - a) An inventory of existing and potential uses and conflicts;
 - b) A site-specific management plan with appropriate design guidelines;
 - c) A proposed AIA (see Recommendation 4);
 - d) Consultation with the ALC, BCMAFF, the proposed AAC (see Recommendation 1), and review of relevant resources such as the ALC report “Landscaped Buffer Specifications”;
 - e) Consultation with landowners on both sides of the agricultural edge;
 - f) An appropriate time-frame for implementation;
 - g) Mediation to mitigate any conflicts while an agricultural edge plan is being developed, or where buffering is not in place.
21. For new development adjacent to the ALR:
 - a) Require the preparation of an agricultural edge plan, including buffering on the urban side, at the expense of the developer;
 - b) Require the registration of restrictive covenants, where possible. The intent of the covenant would be to:
 - i) Inform prospective buyers of residential properties of the occurrence of normal farm practices on adjacent farmland (e.g. spraying, noise, odours, dust, pesticide application, burning, etc.); and
 - ii) Minimize urban-rural conflicts.
22. Direct compatible land uses (e.g. industrial) to land adjacent to the ALR in lieu of incompatible uses (e.g. residential, schools), wherever possible to avoid conflicts.
23. Provide the materials developed for the Public Education and Awareness Strategy (Recommendation 30 a) to residents along an agricultural edge to inform them about agriculture in their area.

Environmentally Sensitive Areas Strategy (Section 3.6)

24. The Agricultural Advisory Committee, farming community, City staff and other stakeholders shall work together to study, analyze, form options and strategies to address the following issues of concern around ESAs and the environment, as well as other issues that may arise that are of interest to the farming community:

- land use;
 - drainage, irrigation and ditch maintenance;
 - land clearing;
 - weed control;
 - crop loss due to wildlife and birds.
25. Ensure that the management strategies from 24) above allow for “least impact” on agricultural viability and whenever agricultural viability may be impacted, ensure that adequate compensation and/or viable alternatives are available.
26. Review City management policies and bylaws to:
- a) assess the implications for farming;
 - b) work towards consistency and compatibility (where not in conflict with other legislation) with the provisions of the Farm Practices Protection Act and the Guide to Bylaw Development in Farming Areas.
27. Consult with the Agricultural Advisory Committee and the farm community (together with the Advisory Committee on the Environment and other stakeholders) in the review of existing ESAs in the ALR to:
- a) Refine and clarify the inventory and functions of the existing ESAs;
 - b) Assess the interaction between agriculture and ESAs.
28. Provide information to all farmers related to best management practices and encourage them to adopt beneficial environmental guidelines.
29. Review the work of the Partnership Committee on Agriculture and the Environment and incorporate relevant aspects of their work into farm operations and City policies.

Public Education and Awareness Strategy (Section 3.7)

30. Institute an information program to increase public awareness and commitment for agriculture, in consultation with the agricultural community, the Agriculture Awareness Coordinator (BC Agriculture Council), Agriculture in the Classroom Foundation, and others:
- a) Develop appropriate materials to share with all residents (e.g. publications, via the City website) to provide them with information about agricultural activity in their area, including:
 - i) The type of farming in the area;
 - ii) Examples of normal farm practices they may experience;
 - iii) A copy of the BCMAFF publication “The Countryside and You”;
 - iv) A list of appropriate people to direct questions and concerns, such as the proposed SAL (see Recommendation 3), ALC, BCMAFF, AAFC, and others;
 - v) A “Country User Code” to identify appropriate behaviour in agricultural areas.
 - b) Develop an agricultural signage program.
 - i) Place signs along roads used by farm vehicles, along recreational trails, and incorporate signs into agricultural edge planning;

- ii) Ensure that signage focuses on “positive wording” as opposed to “directives”, such as the following examples:
 - In areas where farm vehicles may be travelling, “*Richmond farmers with slow moving vehicles use these roads too – support your local farm community*”;
 - Where vandalism and trespassing issues occur, “*This crop was planted by a member of your local farm community – please respect the farmer’s livelihood*”.
 - iii) Ensure that all signs are visibly similar, and incorporate the recommended “logo” or visual symbol (Recommendation 37 a).
 - c) Encourage the ALC to develop signs to indicate the location and extent of the ALR. An example may be “*You are now in the Agricultural Land Reserve. Please respect farmland*”;
 - d) Develop a brochure that celebrates the City’s agricultural tradition and history:
 - i) In plans and programs, emphasize the relationship between the City’s corporate vision statement (see Section 2.5) and how agriculture helps achieve that vision;
 - ii) Prepare an agricultural calendar that shows key agricultural events in the area, harvest times, etc.
 - e) Encourage linkages and partnerships between the agricultural community and the media to facilitate public education and awareness;
 - f) Create an agricultural business profile to provide information on agriculture as a business opportunity;
 - g) Develop an information package for farmers about agricultural policies and bylaws, heritage policies that support the preservation of buildings, lands and methods, and make this package available to the RFI and the public and place it on the City website (see Recommendation 16);
 - h) Explore the opportunities for holding a special event (e.g. Harvest Festival) or regular seasonal activity (e.g. summer weekend Farmer’s Market) to promote local produce and celebrate the City’s agricultural tradition and history.
31. Create opportunities for Council, City staff and others to tour the agricultural lands and learn about the role agriculture plays in the City. The proposed AAC (see Recommendation 1) may facilitate this activity.
32. It is recommended that the proposed AAC (see Recommendation 1) review the option of introducing a Restrictive Covenant for properties within, and adjacent to, the ALR to address issues of conflict (e.g. noise, odours) related to agricultural uses. Example: Covenant used by City of Surrey for subdivisions bordering the ALR.
33. Encourage existing farmers to continuously maintain their farm operations to prevent unsightly premises and project a positive public image for agriculture in Richmond.

Economic Growth and Diversification Strategy (Section 3.8)

34. Develop a strategy to encourage agricultural support services and social infrastructure (such as agricultural research, agricultural banking and financing, industrial technologies, agricultural marketing, specialized suppliers of agricultural materials and equipment) to locate in Richmond, in cooperation with the agricultural sector, Business Liaison and Development, BCMAFF, and others as appropriate.
35. Maximize the agricultural land available for agricultural uses:
 - a) Review the feasibility of amalgamating smaller lots to larger ones wherever possible. These parcels could then be sold as farmland or leased to farmers;
 - b) Request the Province to review the policies on non-resident land ownership in BC and in other jurisdictions to determine how land owned by non-residents may be more fully farmed;
 - c) Establish guidelines for parcel sizes suitable for farming, including options for smaller parcels of 2 acres or less;
 - d) Encourage longer-term lease opportunities for farmers:
 - i) Discourage non-farm uses of the ALR land (see Recommendation 18);
 - ii) Develop a City-based Agricultural Land Registry to assist farmers to find agricultural land available for leasing.
 - e) Explore the rezoning of selected non-ALR land (currently zoned for light industrial use) to "Light Industrial/Agricultural" to provide for the inclusion of greenhouses as a use and to encourage greenhouse development on non-ALR land wherever possible;
 - f) Encourage non-ALR "multiple-use" industrial buildings that will attract partnerships such as allowing greenhouse development on the tops of some industrial buildings as a possible pilot project;
 - g) Review the costs and benefits of selling or leasing the City-owned nursery to local farmers in order to minimize City competition with the agricultural sector.
36. Encourage farmers to diversify their agricultural operations, by:
 - a) Liaising with support agencies such as BCMAFF, AAFC, GVRD and the ALC to gather information and identify resources to clarify diversification opportunities (e.g. new crop production and development, value added production, etc.);
 - b) Encouraging partnerships between farmers and:
 - i) Other farmers that haven't been historically involved with the RFI and the proposed AAC;
 - ii) Local businesses and industry, such as the hospitality sector, Chamber of Commerce, and others;
 - iii) City Departments and City agencies, such as Business Liaison and Development, Tourism Richmond, Chamber of Commerce, and others;
 - iv) Provincial and Federal ministries and agencies for projects which may make growth and diversification opportunities more easily attainable;

- v) Others to carefully locate and manage allotment gardens (community gardens) on agricultural lands.
37. Develop a “Buy Local” marketing initiative to increase demand for locally grown agricultural products, in cooperation with Business Liaison and Development, Tourism Richmond, Chamber of Commerce, the RFI, and others:
- a) Develop a “Taste of Richmond” logo or symbol, to appear on all agricultural communications and signs, and which could also be used by growers to label their products;
 - b) Institute a weekly Farmers’ Market in cooperating school yards or other City facilities to increase consumer access to locally grown agricultural products;
 - c) Support local growers by purchasing locally-grown landscape materials and food products for City use wherever possible;
 - d) Identify options to support access to farm direct markets along Steveston Highway where current traffic patterns discourage stopping at farms selling local products;
 - e) Develop a list of local agricultural products and when and where they are available, and circulate the list to local restaurants, ferries, schools and businesses to encourage linkages with Richmond agricultural producers.
38. Undertake a market study project to assist farmers to understand their local Richmond market, with respect to:
- a) Products desired by restaurants, and ethnic, specialty and niche products;
 - b) Expected quality and service features;
 - c) Expected product availability requirements.
39. Encourage new farmers to enter the agricultural sector by:
- a) Creating an agricultural business profile to provide information on agriculture as a business opportunity (see Recommendation 29 f);
 - b) Encouraging retiring farmers to apprentice new ones;
 - c) Investigating and publishing options for new farmers to obtain management skills training from local educational institutions and private trainers;
 - d) Assisting local young people to find job opportunities in agriculture wherever possible, including co-operative education opportunities with area educational institutions such as Kwantlen University College, University of British Columbia, and area secondary schools.
40. Review the costs and benefits of selling or leasing the City-owned nursery to local farmers in order to minimize City competition with the agricultural sector.

Gilmore (Section 4.2)

41. Discourage non-farm uses in the ALR land (see Recommendation 18).
42. Ensure that a "least impact" policy exists to protect farmers from the impacts of the proposed residential development in the London-Princess area:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that adequate compensation and/or viable alternatives are available;
 - c) Place emphasis on the positive benefits to potential development initiatives for farm operations, e.g. improved drainage;
 - d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
 - e) Ensure that new landowners receive materials about agricultural activity in the area (see Recommendation 30).
43. Ensure that a "least impact" policy exists to protect farmers from the impacts of the proposed recreational trail along the southern boundary of Gilmore:
 - a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that adequate compensation and/or viable alternatives are available;
 - c) Require that a recreation trail plan be prepared;
 - d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
 - e) Require that signs be posted along the trail to increase awareness for trail users about how their behaviors may relate to agricultural viability (see Recommendation 30).
44. Identify the specific problem areas for flooding from the urban areas and develop ways to reduce the impacts of flooding, in concert with the City's current Engineering Capital Plan process and in consultation with other appropriate City Divisions, Departments and Sections and the agricultural community.

McLennan 1 (Section 4.3)

45. Mitigate the issues (Section 4.3.2) associated with the Community Institutional District:
 - a) Review the option of rezoning any land parcels which have not been sold for assembly or other uses to restrict the development of future assembly uses in this area and return land to agricultural production;
 - b) Develop an agricultural edge plan for the area, including potential vegetative buffering behind existing churches to clearly differentiate churches on agricultural land from agricultural uses;

- c) Survey existing assembly properties to rectify any encroachment beyond the westerly 110 metres (360.9 ft.) of the property;
 - d) Continue to support incentives to encourage farming on the backlands.
46. Encourage farming in McLennan 1, with the understanding that the agricultural edge must be taken into consideration. Opportunities for farming in this node include, but are not limited to, the following:
- Tree farming;
 - Blueberries;
 - Vegetable production, e.g. potatoes, corn, cabbage;
 - Ornamental nursery;
 - Specialty vegetable crops;
 - Organic production;
 - Community or allotment gardens;
 - Hay production.
47. Maximize the agricultural land available for future agricultural uses (see Recommendation 35).

McLennan 2 (Section 4.4)

48. Ensure that McLennan 2 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (see Recommendation 7).
49. Discourage non-farm uses of the ALR land (see Recommendation 18).
50. Maximize the agricultural land available in McLennan 2 for future agricultural uses (see Recommendation 35), including the possibility of replotting the land and/or limited access.
51. Blundell Road is the identified access to Fraserport Industrial Lands:
- a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
 - b) Whenever potential negative impacts for agriculture may occur, ensure that viable alternatives are available and fully explored and that there is either:
 - no negative impacts on farming;
 - a net benefit to farming; or
 - adequate compensation.
52. Develop an agricultural edge plan (see Recommendation 19) for the Shell Road Trail, including fencing to prevent vandalism and theft and signage to increase awareness about the impacts of trail users on agricultural viability.
53. Liaise with the RCMP to increase awareness about vandalism, trespassing and theft that occurs on lands bordering Shell Road Trail and request their cooperation for policing the area.

McLennan 3 (Section 4.5)

54. Identify development options for McLennan 3 parcels which include:

- Having it totally farmed;
- Maximizing benefits to agriculture and farming if used for non-farm land uses;
- Consider City ownership of the land.

East Richmond 1 (Section 4.6)

55. Ensure that East Richmond 1 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (See Recommendation 7).

56. Ensure that any widening of Blundell Road (see Recommendation 51) results in benefits for farming and has minimal impacts on farming.

57. Ensure that a “least impact” policy exists to protect farmers from the impacts of the increased development of the Riverport and the Fraserport Industrial Lands:

- a) Require a proposed AIA (see Recommendation 4) be completed and that appropriate steps be taken to mitigate potential conflicts;
- b) Whenever potential negative impacts for agriculture may occur, ensure that viable alternatives are available and fully explored and that there is either:
 - no negative impacts on farming;
 - a net benefit to farming; or
 - adequate compensation.
- c) Place emphasis on positive benefits to development initiatives for farm operations, e.g. improved drainage;
- d) Require the development of an agricultural edge plan (see Recommendation 19), including buffering on the urban side of the edge;
- e) Review the development strategy for the Fraserport Industrial Lands to find potential linkages with the agricultural industry, and the potential for joint initiatives.

East Richmond 2 (Section 4.7)

58. Ensure that East Richmond 2 is considered a priority area for drainage improvements in the City’s Master Drainage Plan (see Recommendation 7).

59. Review the proposal to widen Blundell Road (see Recommendation 51).

60. Use any further developments of the industrial areas (Fraserport Lands) as a means to implement drainage improvements.

East Richmond 3 (Section 4.8)

61. Maintain the existing drainage and infrastructure initiatives in this node.

East Richmond 4 (Section 4.9)

62. Review the use of fill on organic soils (see Recommendation 18 c).
63. Request the Ministry of Water, Land and Air Protection to investigate the viability of rebuilding and upgrading the perimeter dyke around the eastern tip of Richmond along the North Arm of the Fraser River, instead of the proposed mid-island dyke.
64. Maintain the existing drainage and infrastructure initiatives in this node.

Excerpt of Minutes
Agricultural Advisory Committee
Held Wednesday, August 15, 2017 (7:00 pm)
M.2.002
Richmond City Hall

4. Agricultural Viability Strategy: AAC Preliminary Review

On June 26, 2017, City Council gave a referral to staff to review the 2003 Richmond Agricultural Viability Strategy. Staff provided a table comprised of recommendations from the Richmond Agricultural Viability Strategy (2003) to AAC members to start a discussion on what the priorities and recommended policy areas should be for the updated Strategy. A summary of the discussion is captured below:

- 1) Drainage –
 - a. Further revisions to the Master Drainage Plan may be required with flooding issues on farmland,
 - b. City should address changing needs in capacity. The capacity of No. 3 Road canal is not sufficient. AAC can advise on drainage reparations over time.
- 2) Public works – Any road works including widening (including bike lanes) and improvements, must keep surrounding farming viable
- 3) Salt Wedge – City of Richmond to fund clean water for farms affected by the migration of the salt wedge
- 4) Public Awareness -
 - a. Raise awareness on normal farm practices, conflicts between residents and farmers because of complaints of “nuisance”
 - b. Raise awareness about the feasibility of and promotion of farming on small parcels, using programs/open houses, websites
- 5) Public Education – Introduce the importance of agriculture to kids, where food comes from. The City can work with the Richmond school board to introduce programs include community gardens, work with the Ministry of Agricultural and Kwantlen Polytechnic University in rolling out activities in schools (e.g., mobile dairy farm, spuds in tubs, school kitchens and local food).
- 6) Port Lands – The Port is purchasing farmable land but City Council wants to preserve it. A strategy should be developed to prevent the Port from buying farmland, may include lobbying to higher levels of government.
- 7) Provincial Policies – Streamline City of Richmond policies with provincial policies, AAC to provide input towards provincial policies
- 8) Encourage Farming –
 - a. Strategies to increase farming on properties that are not currently farmed, including lobby provincial government to give powers to the city to tax at a higher rate if land is

not farmed. Facilitate the leasing of ALR properties that are not farmed when the property owner does not wish to lease their property through the use of an additional tax levy.

b. Strategies to facilitate farming on land-locked properties in the ALR

9) Fill Projects –

- a. Metro Vancouver to report on tools to manage illegal fill on farmland
- b. City of Richmond Community Bylaws has also recently introduced tools for enforcement including ticketing charges
- c. Strategy needed to approve and monitor fill applications
- d. Strategy to discourage dump sites
- e. Fill may be used for dykes

10) Maintaining Properties – Enforcement on maintaining properties to be weed-free of noxious invasive species under the “Weed Act”

AAC members are invited to provide further input on the recommendations table for staff to consider and for further discussion by August 25, 2017.

Agriculture Hot Facts

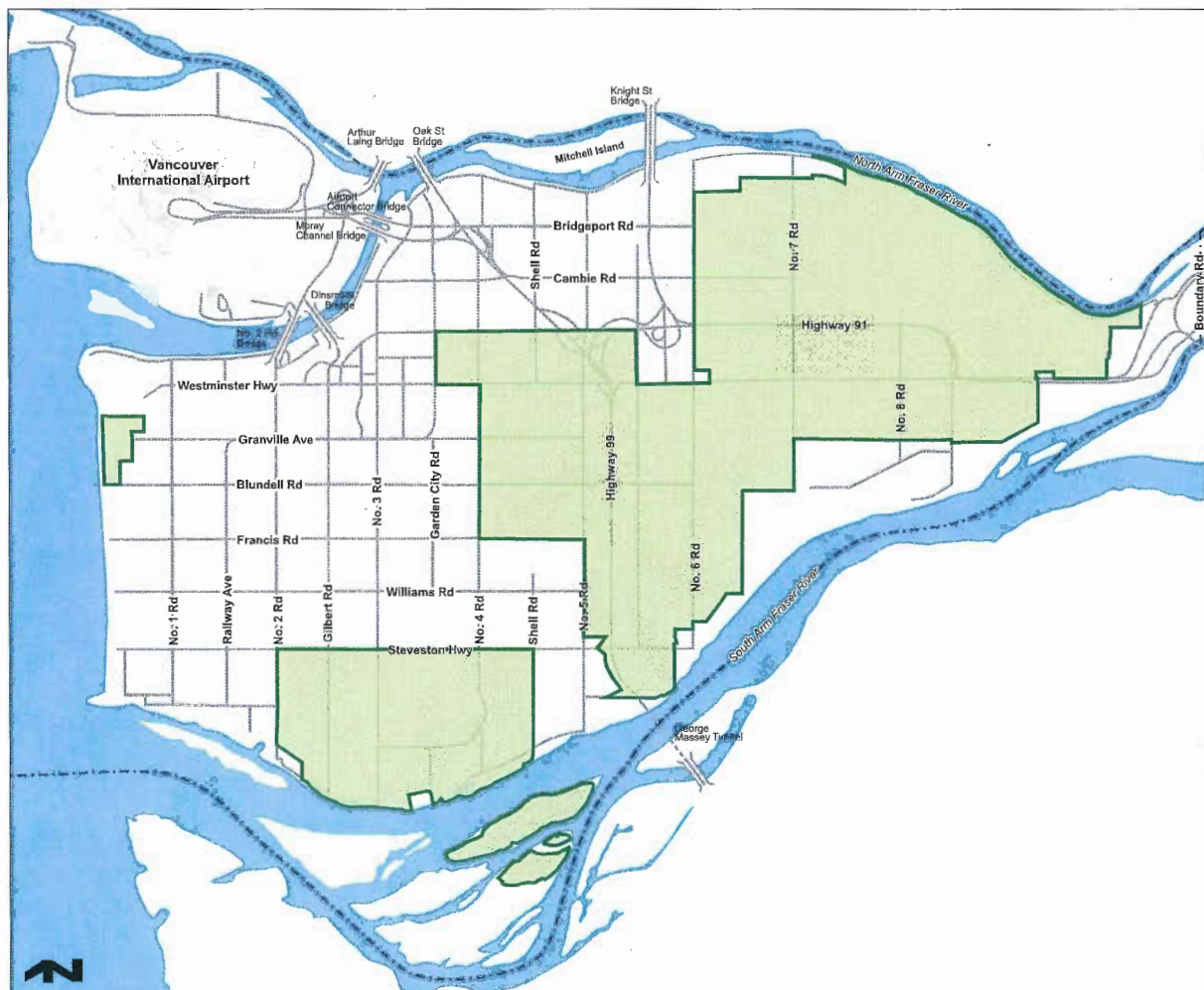
Agriculture is an important part of Richmond's history. Early settlers were attracted to Richmond by the fertile soils of Lulu and Sea Islands and promise of agricultural productivity.

Over the years, Richmond has grown and evolved into a vibrant, cosmopolitan urban centre. Despite the dramatic changes, a significant portion of Richmond's land area remains agricultural. Today, agriculture forms an important part of the local and regional economy as well as a major land use in the city.

The Agricultural Land Base

Approximately 4,993 ha (12,338 ac) of Richmond's land base, or 39% of the City, is within the Agricultural Land Reserve (ALR) as shown in Figure 1. The total amount of area within the ALR and area zoned Agriculture outside of the ALR is approximately 5,563 ha (13,746 ac). These figures do not include ALR boundaries on Sea Island.

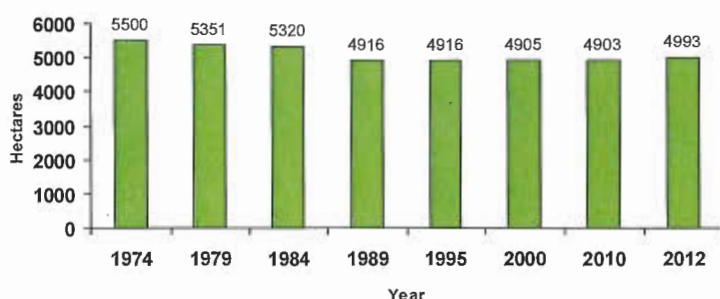
Figure 1: Richmond's Agricultural Land Reserve



Agricultural Land Reserve Boundaries

Figure 2 below shows that the amount of land in the ALR has remained relatively stable in the last 20 years. An increase in Richmond ALR land area from 2010 figures was based on a detailed mapping and data review of the ALR boundary area in Richmond completed in 2012. The increase in ALR land area is not the result of any specific applications to include land in the ALR for Richmond.

Figure 2: Total ALR Land in Richmond (in hectares)



Much of Richmond's soils are organic, formed by fluvial (river) deposits of the Fraser River. Drainage is a major issue in Richmond, where the groundwater table is high. However, with improvements (mainly drainage), all of Richmond's ALR is considered to be prime agricultural land.

Farms

According to the 2016 Census of Agriculture, approximately 3,122 ha (7,714 ac) of Richmond is farmed by 189 farms. The remaining lands in the ALR are either vacant or occupied by non-farm uses (including roads, institutional uses, golf courses, etc.).

The greatest number of farms are owned by sole proprietors (78), with family farms and partnerships also common (67 and 30, respectively).

Farmers

There were approximately 265 farm operators in Richmond in 2016. 170 farm operators were paid solely by farm work, with 95 being paid by some form of non-farm work. In regards to the number of hours which operators worked for an agricultural operation, 90 operators worked more than 40 hours a week, 65 operators worked between 20 and 40 hours a week, and 110 operators worked less than 20 hours a week.

Agricultural Production

Cranberries are the most dominant crop in Richmond, with almost 807 ha (1,995 ac) in production. In 2016, Richmond accounted for approximately 31% of BC's cranberry acreage.

Other top crops in Richmond are outlined in Table 1 below:

Table 1: Richmond's Top Crops by Land Used in their Production, 2016 Census of Agriculture

Land Used in Crop Production – Top 10 Crops				
	Hectares	% of Crops	% of Census Farms	% of ALR
Cranberries	807	35.8%	25.8%	16.2%
Blueberries	577	25.6%	18.5%	11.6%
Other hay	186	8.3%	6.0%	3.7%
Potatoes	164	7.3%	5.3%	3.3%
Sweet Corn	74	3.3%	2.4%	1.5%
Corn for silage	60	2.7%	1.9%	1.2%
Cabbage	43	1.9%	1.4%	0.9%
Oats	40	1.8%	1.3%	0.8%

Land Used in Crop Production – Top 10 Crops				
	Hectares	% of Crops	% of Census Farms	% of ALR
Pumpkins	29	1.3%	0.9%	0.6%
Chinese Cabbage	28	1.2%	0.9%	0.6%
Total	2,008	89.2%	64.3%	40.2%

Agricultural Economy

The 189 farms that reported in the 2016 Census of Agriculture recorded gross farm receipts of \$57.8 million. This is an increase from \$48.6 million of gross farm receipts reported by 211 farms in 2011, \$40.5 million of gross farm receipts reported by 172 farms in 2006, and \$37.6 million of gross farm receipts reported by 182 farms in 2001.

Towards a Viable Future

The viability of farming in Richmond faces a number of challenges, including:

- drainage;
- pressure to urbanize the ALR;
- pressure to subdivide land within the ALR;
- rural/urban conflicts;
- high land values;
- economics of farming;
- servicing and infrastructure limitations.

In 1999, after the adoption of the City's current Official Community Plan (OCP), the City embarked on a process to develop an Agricultural Viability Strategy (AVS) in order to manage the agricultural areas for long-term viability. The four-year process, which was carried out in partnership with the Richmond Farmers Institute, Agricultural Land Commission and Ministry of Agriculture, Food and Fisheries, included extensive consultation with the local farming community. The results of the process are outlined below:

Agricultural Profile (2002)—The Profile is a compendium of statistics and information about the agricultural sector in Richmond. It is largely compiled from the Census of Agriculture.

Agricultural Viability Strategy (2003)—The AVS contains over 60 recommendations designed to:

- Foster and maintain agricultural viability;
- Address the key issues facing the agricultural sector in Richmond;
- Work within the framework of a 2021 vision and guiding principles for the future.

Agricultural Advisory Committee—One of the first recommendations of the AVS to be implemented was the formation of a new Agricultural Advisory Committee (AAC) in 2003. The AAC, which consists of 10 citizens (7 of whom are farmers), will provide input and advice from an agricultural perspective on a range of policy issues and development proposals that affect agriculture. The AAC will also monitor and guide implementation of the AVS.

Sources:

Statistics Canada, 2001, 2006, 2011, and 2016 Census of Agriculture.

For Further Information:

The Agricultural Profile and the Agricultural Viability Strategy are both available for viewing on the City's website: www.richmond.ca

For information about the Agricultural Advisory Committee or land use policies in the ALR, please contact Ada Chan Russell, Planner 1, Policy Planning Department at 604-276-4188.

City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
www.richmond.ca

**Draft Terms of Reference
City of Richmond
Agricultural Viability Strategy Update**

1. Purpose

The purpose of this document is to set out the Terms of Reference that will guide the process to update Richmond's 2003 Agricultural Viability Strategy (AVS) and Profile.

2. Background

The AVS was approved by Richmond City Council on May 26, 2003 and provides a 2021 vision, principles, objectives, and practical strategies to guide decisions regarding the future growth and viability of the agricultural industry in Richmond. The Agricultural Profile was also prepared to provide a unique ALR database to better understand and assist in making farming and ALR decisions.

The AVS is a long-term commitment and partnership of the City, and agricultural community, to strengthen and enhance agricultural viability in Richmond. The AVS identified initiatives that were to be undertaken and coordinated at the local level, to create a positive agricultural, environment, infrastructure and regulatory policy framework to support the agricultural sector.

As part of the 2041 OCP preparation, the 2003 Richmond AVS was reviewed with the AAC, to determine how it had been useful and if any changes were needed. While significant improvements have been achieved, looking out to 2021, many of the 2003 Strategy issues and challenges still require attention today, as they are complex, and involve senior government, community, private sector and farmer support.

On June 26, 2017, to continue its innovative and leadership agricultural role, Council resolved to have staff prepare these Term of Reference to update the AVS to ensure that it remains effective and an important part of the City's planning policies.

2. Objectives

The specific objectives are to:

- update the Agricultural Profile and undertake a comprehensive analysis to better understand and manage the agricultural industry and lands;
- identify current issues, trends and opportunities for agriculture through community consultation;
- ensure the AVS remains relevant to current trends, issues and challenges facing the agricultural industry, and are consistent with other relevant policies and regulations;
- strengthen and develop policies and recommendations that will guide future decisions related to agriculture and protect agricultural lands;
- identify priority strategies to be implemented in the next five years;
- recommend incentives that will ensure long term viability of agricultural industry and economic growth of the sector and put underutilized agricultural lands into production;
- recommend innovative and proactive approaches to create a strong partnership, recognize agriculture as an important contributor to the local landscape, culture, and economy and raise public awareness of farm needs, issues and practices; and
- develop a detailed implementation plan to put strategies into actions.

3. Scope of Work

The update will include:

- update the Agricultural Profile through data collection, surveys and interviews;
- review the current AVS vision, principles and see if they reflect the current needs of the agricultural industry;
- review relevant City, regional and provincial policies (e.g., ALC Policies, Metro Vancouver Regional Growth Strategy), to ensure the recommendations in the AVS are consistent with them;
- review other municipalities' approaches and success stories to see if they can be applied to Richmond;
- review the current AVS and identify completed actions that could be removed or amended and any outdated references and/or recommendations, and recommendations that need to be strengthened and completed;
- conduct a comprehensive public consultation to identify the current and anticipated future issues concerning agriculture in Richmond;
- identify key topic areas and develop policies and recommendations;
- identify potential partnership; and
- provide a detailed implementation plan that include priorities, short, medium and long term and ongoing action items.

The update will address a range of issues including the issues noted below. The issues that are already addressed in the AVS will need to be further explored, updated and/or strengthened as required:

AAC's Role

- Continue to emphasize that the AAC's role is advisory

Climate Change

- Assessing impacts of climate change and sea-level rise on agriculture

Agricultural Decision Making Strategy

- Introducing an Agricultural Impact Assessment process

Infrastructure (e.g., water, drainage, dyking) Concerns

- Improving drainage system, which may include revisions to the City's Master Drainage Plan
- Assessing impacts of the Fraser River 'salt wedge' on farmland and review possible improvements that would supply salt-free irrigation water to affected areas

Roads and Access

- Assessing impacts from any road improvements, including road widening and bike lanes, on farmland
- Assessing the problems and threats to farming, if currently unopened ALR roads are open up

Small Farms

- Exploring how to encourage farming on the many small farm parcels including how to provide proper road access to inaccessible parcels

City Policies and Bylaws Strategy

- Assessing consistency of City policies and regulations with provincial agriculture policies
- Managing soil deposit applications and approvals

Non-farm Uses and Parks and Recreation Strategy

- Managing City parkland and recreational trails to ensure there is minimal conflict

Agriculture with respect to the Environment and Environmentally Sensitive Area

- Managing properties that are designated Environmentally Sensitive Area (ESA), or are regulated by the Provincial Riparian Area Regulations (RAR) to find a balance between farming opportunities and environmental management

- Continuing enforcement of removing noxious invasive species

Agricultural Edge Strategy

- Assessing impacts on farming from adjacent non-farm development
- Assess any impacts of industrial uses, in particular of the Port of Vancouver's past and possible future expansion on nearby ALR land;
- Enhancing edge planning and prepare neighbourhood-specific landscape buffer guidelines

Public Education and Awareness Strategy

- Raising public awareness and education to promote farming and farming activities

Economic Growth and Diversification Strategy

- Providing incentives (e.g., tax rebates to encourage farming on land that is not currently farmed)
- Encouraging property owners who do not farm to lease their land for farming purposes
- Encouraging farming of small parcels in the ALR by exploring community-focused, innovative options
- Undertaking food tourism initiatives to celebrate and promote agricultural heritage and assets
- Advancing development and application of agricultural innovations
- Studying productivity potential of Richmond farmland
- Studying productivity potential in direct market agriculture
- Facilitating land availability for next generation farmers
- Encouraging organic farming
- Researching increased demand for non-soil based farming (e.g., hydroponics, vertical farming) and assess trends and impacts on the use of agricultural lands
- Helping new farmers to find suitable lands and connect new and retiring farmers (e.g., landmatching programs)
- Encouraging urban agriculture and strengthening the local food system; and
- Other issues as necessary.

4. Process and Timelines

The proposed work program schedule includes the following two Phases.

- Phase 1 - Consultation includes researching and updating the Agriculture Profile, consulting with key agricultural stakeholders including the federal Ministry of Agriculture and Agri-Food Canada, BC Ministry of Agriculture, BC Agricultural Land Commission, Metro Vancouver, other municipalities, No. 5 Road Backland institutions, the agricultural community, food security groups, ALR land owners and urban residents and business.
 - Consultation methods will include City online surveys, public open houses and meetings with external stakeholders; and
 - The purpose of these consultations is to identify any further topics and solutions.
- Phase 2 - Finalizing the RAVS Update involves:
 - Staff bringing a report to Planning Committee containing a draft AVS and a recommended consultation program; and
 - Subsequently, staff bringing a report to Planning Committee to consider and, if acceptable, approve the updated Richmond Agricultural Viability Strategy which will include a five year implementation program.

Staff will provide Council with periodic updates of progress and any changes to the approved Terms of Reference (e.g., by memos, verbal update at Planning Committee, reports), as necessary.

5. Consultation

The AVS update will involve a comprehensive consultation program with the agricultural community, key stakeholders, internal and external agencies, residents in the ALR, and the general public, to identify current issues, opportunities, practical and innovative recommendations and a five year implementation plan. The following engagement activities will be conducted: open houses, interviews, meetings and workshops with a wide range of agricultural stakeholder groups, and agricultural and urban residents.

The City's Agricultural Advisory Committee will assist in engaging and consulting the agricultural community and reviewing and providing feedback on draft reports as required.

6. Deliverables

- An updated Agricultural Profile including a summary report;
- AN updated 2041 AVS including an executive summary and a detailed five year implementation plan.

Prepared by the Policy Planning Department, City of Richmond



To: Planning Committee
From: Victor Wei,
Director, Transportation
Terry Crowe,
Manager, Policy Planning
Date: October 10, 2017
File: 08-4045-20-04/2017-
Vol 01
Re: **Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions**

Staff Recommendation

1. That the report titled "Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions" dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be received for information;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, be introduced and given first reading;
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in conjunction with:
 - a. the City's Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with section 477(3)(a) of the Local Government Act; and
4. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.
5. That the recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets based on community feedback obtained from the public consultation held in July 2017 be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

6. That staff be directed to report back with an implementation strategy for the Bayview, Chatham and Moncton Street recommended streetscape visions including updated and more detailed cost estimates, boulevard surface finish, timing, and funding sources.
7. That the boundary of the 30 km/h speed limit on Chatham Street be extended from 3rd Avenue west to 7th Avenue to provide consistency along the length of the street.

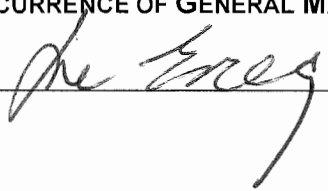

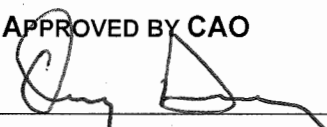


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)



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

Att. 13

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO
		

Staff Report

Origin

At its regular meeting held on June 12, 2017, Council endorsed proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape visions for Bayview Street, Moncton Street and Chatham Street for the purpose of carrying out public consultation, and directed staff to report back on the outcome of the consultation in October 2017.

This report:

- presents the results of consultations with the general public and stakeholders;
- proposes recommendations to amend design and heritage policies of the Steveston Area Plan based on the consultation feedback and staff's analysis; and
- proposes recommended long-term streetscape visions based on the consultation feedback and staff's analysis.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

- 2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

- 3.2. *A strong emphasis on physical and urban design.*
- 3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

- 9.1. *Understandable, timely, easily accessible public communication.*
- 9.2. *Effective engagement strategies and tools.*

Findings of Fact

Public Consultation Engagement

From July 14 to 30, 2017, the City sought input from the community and stakeholders regarding proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street.

Outreach activities to raise awareness of the consultation included:

- Media release and local newspaper advertisement in the Richmond News;
- City of Richmond website and social media including LetsTalkRichmond.ca; and
- Distribution of posters in Steveston Village.

Feedback was primarily gathered via an online survey on LetsTalkRichmond.ca with paper surveys available at two open houses held at Steveston Community Centre on July 20 and July 22 (see Attachments 1 and 2 for the open house display boards, and Attachments 3 and 4 for the open house surveys). Each open house recorded approximately 90 attendees. Direct meetings with stakeholders included the Richmond Heritage Commission (July 19), the Steveston Harbour Authority (July 26), and the Steveston Group of 20/20 (September 14).

Analysis

Part A – Land Use and Design-Related Issues

1. Public Consultation Results and Staff Recommendations

A total of 195 design and heritage policies surveys were completed (167 on-line and 28 paper). Listed below are the survey results and the staff recommendation for each question in the design and heritage policies survey.

Question 1		
The current density allowed on Moncton Street is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m. Which option do you support?		
Options		Survey Response
1	No change in the maximum density and maximum height.	18.1%
2	Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m (recommended in May 30 staff report).	81.9%

Staff Recommendation: Amend the Heritage (Section 4.0) and Development Permit Guidelines – Village Core Area (Section 9.0) of the Steveston Area Plan and accompanying land use, density and building height maps to reflect Option 2 above.

Question 2		
The current density allowed on Bayview Street (north side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?		
Options		Survey Response
1	No change in the maximum density and maximum height as described above.	17.7%
2	A reduction in density and height as follows: <ul style="list-style-type: none"> Maximum density of 1.2 FAR North side lot depth, up to 2 storeys over parkade (appears 3 storeys). South side lot depth, up to 2 storeys over parkade (appears 2 storeys) (recommended in May 30 staff report).	82.3%

Staff Recommendation: Amend the Development Permit Guidelines (Section 9.0) in the Steveston Area Plan specific to the Steveston Village Core Area and accompanying land use, density and building height maps to reflect Option 2 above.

Question 3

In the design guidelines for the Village Core (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009. Which option do you support?

Options		Survey Response
1	No change to the primary material for exterior cladding (i.e. horizontal wood siding only).	7.7%
2	Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding (recommended in May 30 staff report).	92.3%

Staff Recommendation: Amend the Development Permit Guidelines – General and Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 4

In the design guidelines for new buildings and additions, for the Village Core (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding. Which option do you support?

Options		Survey Response
1	No change to the secondary materials for exterior cladding (i.e. siding).	9.0%
2	No brick and no metal allowed. For façade upgrades, replace brick with similar brick.	5.3%
3	No brick and no metal allowed. For façade upgrades, replace brick with similar brick or different brick.	2.7%
4	No brick and no metal allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.	2.1%
5	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with a similar brick or different brick.	6.4%
6	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with similar brick, different brick, or a better material (recommended in May 30 staff report).	74.5%

Staff Recommendation: Amend the Development Permit Guidelines –Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 6 above.

Question 5

In the design guidelines for the Village Core and the Riverfront, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable. Which option do you support?

Options		Survey Response
1	No change to materials for window treatments (i.e. wood or vinyl is allowed).	24.7%
2	Windows with wood frames or metal frames are allowed. Vinyl is prohibited (recommended in May 30 staff report).	75.3%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core and Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

The proposed Steveston Area Plan amendments do not permit exclusively vinyl window frames and related assemblies in Steveston Village Core and Riverfront Area. However, the proposed guidelines would allow for the use of contemporary materials that offer a compatible look to wood or metal to be considered.

Question 6		
Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings. Which option do you support?		
Options		Survey Response
1	No changes to existing design guidelines.	10.9%
2	New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs (recommended in May 30 staff report).	89.1%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 7		
Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the Village Core. Rooftop living spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat. Which option do you support?		
Options		Survey Response
1	No changes to existing design guidelines.	8.9%
2	New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings (recommended in May 30 staff report).	91.1%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 8

Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space. Which option do you support?

Options		Survey Response
1	No changes to existing design guidelines as described above.	6.4%
2	Prohibit all hatch stair entries.	3.7%
3	Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges (recommended in May 30 staff report) .	66.3%
4	Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.	23.5%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

Question 9

Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces. Which option do you support?

Options		Survey Response
1	No changes to existing design guidelines as described above.	3.7%
2	Prohibit all elevator shafts and access stairs.	4.8%
3	Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges (recommended in May 30 staff report) .	69.3%
4	Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.	22.2%

Staff recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

Question 10

The current density allowed on Bayview Street (south side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?

Options		Survey Response
1	No change in the maximum density and maximum height as described above (recommended in May 30 staff report) .	54.7%
2	Reduced density or reduced height.	45.3%

Staff recommendation: No changes proposed to the Steveston Area Plan.

Question 11

The overall design vision for Bayview Street (south side) includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable. Which option do you support?

Options		Survey Response
1	No changes to existing design guidelines.	16.9%
2	Pitched roofs only to fully align with the design vision. Flat roofs are prohibited (recommended in May 30 staff report).	83.1%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

Question 12

The overall design vision for Bayview Street (south side) includes retention of existing large lots. Which option do you support?

Options		Survey Response
1	No changes to existing large lots (recommended in May 30 staff report).	74.9%
2	Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.	25.1%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

Question 13

The overall design vision for Bayview Street (south side) includes large and small buildings on existing large lots. Which option do you support?

Options		Survey Response
1	No changes (i.e. a mix of large and small buildings) (recommended in May 30 staff report).	71.4%
2	Small buildings on small lots. No more new large "Cannery-like" buildings.	28.6%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

Question 14

The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process. Which option do you support?

Options		Survey Response
1	No changes (i.e. no City policy on developer contributions).	6.7%
2	Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process (recommended in May 30 staff report).	93.3%

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan to reflect Option 2 above.

Question 15

The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront. Which option do you support?

Options		Survey Response
1	No change to existing design policies and guidelines.	6.7%
2	New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments (recommended in May 30 staff report).	93.3%

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan and add accompanying maps and diagrams to reflect Option 2 above.

Question 16

To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration. Which option do you support?

Options		Survey Response
1	No change to the policy for on-site parking requirements (i.e. 33% reduction).	24.6%
2	Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development (recommended in May 30 staff report).	75.4%

Staff Recommendation: Amend the Heritage (Section 4.0) and Transportation (Section 5.0) in the Steveston Area Plan to reflect Option 2 above.

The recommended amendment to the Steveston Area Plan to reflect the change in Option 2 also includes policies to provide direction on all parking reduction considerations to help achieve the City's heritage conservation and management objectives in the Steveston Village Heritage Conservation Area, which have been applied in varying forms to redevelopments in the Steveston Village Core Area since 2009. The recommended parking reduction policies to be included in the Steveston Area Plan are summarized as follows:

- Consideration of parking reductions to be assessed through the applicable required development application,
- For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered,
- For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered, and
- Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared.

In accordance with Zoning Bylaw regulations specific to on-site parking, if the application of a parking reduction at the identified rate results in a fractional figure, it is rounded up to the nearest whole number.

2. Stakeholder Consultation

In addition to the public open house sessions in July, staff also engaged with stakeholders to consult on the Steveston Area Plan recommended changes and long-term streetscape visions for Bayview, Moncton and Chatham Street as outlined in the report reviewed and endorsed by Council in June 2017.

Steveston Harbour Authority

Staff met directly with the Steveston Harbour Authority (SHA) on July 26, 2017. The SHA forwarded a letter to the City following this consultation session (Attachment 5). A summary of the SHA comments is provided as follows:

- No issues with the proposed changes and/or clarifications pertaining to density, building height exterior finishing and rooftop structures.
- Concerns noted about the proposal for a contiguous riverfront walkway along the Steveston Village Riverfront Area, which could pose conflicts to the use and operation of the existing public fish sales dock area.
- Concerns about identifying the development potential for lots in the Steveston Village Riverfront Area, which are federally owned and managed by the SHA, and used to directly support the industry operating out of the harbour.

In response to comments from the SHA, staff propose to continue to work collaboratively with the SHA to ensure that their concerns are addressed and that they can continue the safe and secure operations of the harbour for the commercial fishing fleet. Staff recommended that the amendments to the Steveston Area Plan, as reflected in the public consultation survey results and outlined in this report, remain, as they will not negatively impact SHA operations.

Additional comments in the SHA's letter that were not part of the topics being addressed in the proposed land use and streetscape vision change included:

- Translink's long-term plans for a possible Steveston bus loop/exchange and its potential to negatively impact SHA supporting land along Chatham Street, and
- The City's identification of SHA's harbour infrastructure (e.g., piers, floats) in the Steveston Village Riverfront Area as heritage resources, may potentially negatively impact the SHA's operation of the harbour.

A proposed upgraded bus exchange in Steveston is to be included in TransLink's Phase 3 (Years 6-10) initiative which is part of the Mayors' Council 10-Year Vision and will also be identified in TransLink's draft Southwest Area Transport Plan which is anticipated over the next 5 years when Translink is anticipated to provide more details. The current and proposed changes to the Steveston Area Plan do not lessen the SHA's authority or ability to provide needed services along the Riverfront to support the commercial fishing fleet. More information and additional details on transit infrastructure proposed in Steveston by TransLink will come once work on Phase 3 of the 10-Year Vision commences, which is anticipated over the next 5 years. The current Steveston Area Plan allows for and supports SHA operations and use of the riverfront in support of the commercial fishing fleet.

Richmond Heritage Commission

Staff presented the proposed Steveston Village Conservation Area changes and Long-Term Streetscape Visions to the Richmond Heritage Commission (RHC) as part of the stakeholder consultation. The RHC was supportive of the staff recommended changes.

Steveston 20/20

On September 14, 2017, at the Steveston 20/20 Group's invitation, City staff presented the proposed Steveston Area Plan changes. At the meeting, the Group provided feedback on the Streetscape Options only for each street but did not complete a City survey. As the Steveston 20/20 Group itself declined to comment, it was left for the individual Steveston 20/20 Group's members to comment, if they wished by September 20, 2017.

Only one Steveston 20/20 Group member commented and can be found in Attachment 6.

Individual/Stand-alone Letters

Staff received one stand-alone letter from Oris Consulting (Attachment 7) communicating that the proposed changes to the Steveston Area Plan are generally supported and will benefit the area as a whole. The proposed changes would allow Village site specific factors to be considered on a case by case basis (e.g., roof top access structures). Staff also received a letter from Vancouver Coastal Health (Attachment 8) who were supportive of the long-term streetscape visions which support healthy communities.

3. Other Staff Recommendations

Establishing Geodetic Reference Points in the Steveston Village Core and Riverfront Areas

Staff recommend clarifying the following Geodetic Point reference elevations in the Steveston Area Plan, to ensure that the current street and ground elevations are recognized and retained, to achieve uniform building heights and safety, as Village development occurs. The clarified points do not change the maximum permitted heights of buildings.

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk shall be referenced. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3rd Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained.
- For properties located in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or existing adjacent sidewalks (e.g., the sidewalk in front 3531 Bayview Street ranges from 3.2m to 3.4m) shall be used.

Protected Heritage Properties – Renewable Energy Infrastructure

Staff recommend the continued use of the 2009 Council adopted Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document which established best practices for how the City will conserve the 17 protected Village heritage properties.

The Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document includes sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps). Staff examined the visibility of placing renewable energy building infrastructure on flat and pitched roofs of the protected heritage properties from the street. The analysis indicates that it may be possible to install solar panels on flat and front-gable roofed buildings, if the panels are tucked behind false parapets and away from roof edges for facades along the street or lanes.

The recommendation supports owner and developer voluntary installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), while continuing to protect the 17 identified Village heritage properties through the application of the Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada”.

For clarity, in the Steveston Village Heritage Conservation Area, the Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document applies to the 17 protected heritage properties, to conserve the exteriors of the buildings.

For the remaining non-heritage properties contained in the Steveston Village Heritage Conservation Area, the policies and guidelines contained in the Steveston Area Plan (including recommended changes in this report) shall apply.

This approach would ensure the maximum flexibility in finding solutions for each of the 17 identified Village heritage properties, which is a principle of the City’s adopted Parks Canada’s

National Standards and Guidelines, when managing modifications and additions to existing buildings and new development in the area.

View Corridors and Location of Pedestrian Connections – Bayview Street to the Waterfront

Staff recommend not changing the current Steveston Area Plan DPA/HCA Riverfront Sub-Area guidelines which are intended to address views and pedestrian connectivity from Bayview Street to the waterfront. The existing guidelines identify the desired outcomes that new development should achieve while allowing flexibility for designers to respond to the site-specific conditions and context.

Sakamoto Guidelines

Staff recommend maintaining the spirit and intent of the Sakamoto Guidelines, which have been an integral part of the Steveston Area Plan since 1989. The Sakamoto Guidelines were originally developed to assist in the restoration of the facades of existing heritage buildings in Steveston Village, as well as other non-heritage buildings. As part of the proposed bylaw amendments that reflect the most recent stakeholder and public consultation, major elements of the Sakamoto Guidelines are still included in the design guidelines of the Steveston Area Plan. Certain elements have been updated including the use of certain building materials, incorporating solar panels, and rooftop living spaces.

Staff have prepared Bylaw 9775 which would incorporate the above recommendations into the design and heritage policies of the Steveston Area Plan.

Part B – Streetscape Vision for Bayview, Chatham and Moncton Street

1. Public Consultation Results

A total of 120 streetscape surveys were completed (93 on-line and 27 paper). The Steveston 20/20 Group provided feedback on the streetscape options only for each street but did not complete a City survey. A stand-alone letter was also received from Vancouver Coastal Health that expressed its preferred streetscape option for each street. For those who completed the City survey, the majority of respondents (63%) live within one kilometre of Steveston Village and of those, 28% live within 400 metres of the Village. A further 34% live in Richmond beyond one kilometre of the Village. Given respondents' proximity to Steveston Village, they regularly visit the area: 65% visit more than three times per week and a further 22% visit one to three times per week. The prevalent modes of travel are walking (53%), vehicle as a driver or passenger (34%) and cycling (9%). Listed below are the survey results and the staff recommendation for the question in the streetscape survey regarding the preferred option for each street.

Bayview Street

Question 4		
I have the following comments on Options 1 through 3 for Bayview Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Enhanced Pedestrian Realm on North Side Only)	<ul style="list-style-type: none"> Improved pedestrian realm (26%) Maintain on-street parking (18%) Consider directional bike lanes/paths (7%) Consider closing Bayview Street to vehicle traffic (5%) Addition of benches and landscaping (4%) 	<ul style="list-style-type: none"> Improved pedestrian realm as existing sidewalk is wide enough (11%) Addition of benches and landscaping (10%) Maintaining existing parking spaces (10%)
Option 2 (Enhanced Pedestrian Realm on North & South Sides)	<ul style="list-style-type: none"> Improved pedestrian realms (18%) Maintain on-street parking (10%) Addition of benches and landscaping (6%) Consider closing Bayview Street to vehicle traffic (3%) 	<ul style="list-style-type: none"> Loss of on-street parking (10%) Improved pedestrian realm as existing sidewalk on south side is wide enough (9%) Widen pedestrian realm on north side only (3%)
Option 3 (Enhanced Pedestrian Realm on North & South Sides plus Bikeway)	<ul style="list-style-type: none"> Cycling facilities (28%) Improved pedestrian realms (28%) Consider directional bike lanes/paths (7%) Maintain on-street parking (6%) 	<ul style="list-style-type: none"> Cycling facilities (15%) Improved pedestrian realm as existing sidewalk widths are sufficient (7%) Loss of on-street parking (6%)

Question 5		
I prefer the following streetscape vision for Bayview Street		
Options		Survey Response¹
Status Quo	No changes to existing streetscape	11%
1	Enhanced Pedestrian Realm on North Side Only: no change to the existing curbs, wider pedestrian realm on north side (7.5 m) and retention of on-street parking on south side	25%
2	Enhanced Pedestrian Realm on North & South Sides: wider pedestrian realm on north side (7.5 m), remove on-street parking on south side and move south curb to the north by 2.5 m, and wider pedestrian realm on the south side (up to 4.75 m)	11%
3	Enhanced Pedestrian Realm on North & South Sides plus Bikeway: wider pedestrian realm on north side (6.0 m), move north curb to the north by 1.5 m, remove on-street parking on south side and move south curb to the north by 1.0 m, wider pedestrian realm on the south side (3.25 m), and two-way protected on-street cycling facility on south side (3.0 m)	32%
Don't Know/ No Response		7%
Other (i.e., close Bayview Street to vehicle traffic; convert Bayview Street to one-way vehicle traffic, keep on-street parking while widening on the south side only or on both sides; provide bike lanes while also keeping on-street parking)		14%

¹ Members of the Steveston 20/20 Group expressed the highest interest in Option 3 (11 of 16 responses or 69%) followed by Option 1 (7 of 13 responses or 54%) and Option 2 (two of 16 responses or 12.5%).

Staff Recommendation: Option 3, which originally comprised shifting both curbs, wider pedestrian realms on the north and south sides, the removal of on-street parking on the south side, and the provision of a two-way protected cycling facility on the south side, with the following modifications to address concerns identified by survey respondents:

- Passenger Loading: to mitigate the loss of on-street parking on Bayview Street that may impact visitors with mobility challenges seeking access to the waterfront, the existing parking lay-by on the north side near No. 1 Road would be retained and converted to a passenger loading zone to allow short-term pick up and drop off (e.g., 15 minute time limit). An additional lay-by on the north side for passenger loading would be established to the west between Second Avenue and Third Avenue. The pedestrian realm on the north side would be narrowed by approximately 2.5 m at these locations to accommodate the lay-bys.
- Accessible Parking Space: the existing on-street parking on Bayview Street includes one designated accessible parking space. To mitigate the loss of this parking space, additional accessible parking spaces would be designated on First Avenue and Second Avenue as close as possible to Bayview Street.
- Design of Cycling Facility: modification of the proposed two-way on-street protected cycling facility on the south side to directional bike lanes on either side of the street, which would provide more convenient access for cyclists, minimize confusion for pedestrians at crossings, and be consistent with the proposed cycling facilities on Chatham Street. Both the westbound and eastbound bike lanes would be located on the street as there is insufficient right-of-way to accommodate off-street facilities while maintaining adequate width for the pedestrian realm. An on-street cycling facility is considered acceptable given the lower vehicle speeds of 30 km/h.

The recommended modified Option 3 would result in the loss of 17 on-street parking spaces, which represents a relatively small proportion (10%) of the overall public parking available in the immediate vicinity of Bayview Street. Parking demand could be accommodated when on-street public parking immediately adjacent to the Steveston Village core is included (e.g., Chatham Street west of 3rd Avenue has sufficient capacity of approximately 54 spaces to fully accommodate future parking demand).

Attachment 9 illustrates a typical cross-section and plan view for the recommended modified Option 3 for Bayview Street. Attachment 10 indicates that recommended streetscape option could be implemented along the majority of both sides of the street (yellow shaded areas) with the exception of two areas where there would be private property impacts (pink shaded areas).

The current cost estimate (2017\$) for the recommended improvements is \$1.6 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

Chatham Street

Question 6		
I have the following comments on Options 1 and 2 for Chatham Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Enhanced Pedestrian Realm on North & South Sides)	<ul style="list-style-type: none"> Improved pedestrian realms (20%) Maintaining on-street parking (16%) Addition of trees, benches and landscaping (8%) Vehicle access from the rear lane on the north side (7%) Need for cycling facilities (7%) 	<ul style="list-style-type: none"> Improved pedestrian realms as existing widths are sufficient (16%) Addition of benches not needed (5%) Shorter crossing distances (2%)
Option 2 (Enhanced Pedestrian Realm on North & South Sides plus Bike Paths)	<ul style="list-style-type: none"> Provision of cycling facilities (39%) Improved pedestrian realms (17%) Maintaining on-street parking (10%) Addition of trees, benches and landscaping (5%) Vehicle access from the rear lane on the north side (5%) 	<ul style="list-style-type: none"> Provision of cycling facilities (16%) Improved pedestrian realms as existing widths are sufficient (8%) Shorter crossing distances (2%) Addition of trees, benches and landscaping (2%)

Question 7		
I prefer the following streetscape vision for Chatham Street		
Options		Survey Response ²
Status Quo	No changes to existing streetscape	18%
1	Enhanced Pedestrian Realm on North & South Sides: no change to the existing curbs, wider pedestrian realms on north side (7.0 m) and south side (6.4 m), and retention of on-street parking on both sides	17%
2	Enhanced Pedestrian Realm on North & South Sides plus Bike Paths: shift north and south curbs into the roadway by 1.25 m each, wider pedestrian realms on north and south sides as in Option 1, retention of on-street parking on both sides, and delineated off-street directional cycling paths	51%
Don't Know/ No Response		11%
Other		3%

Staff Recommendation: Option 2, which comprises shifting the north and south curbs into the roadway, wider pedestrian realms on both sides, and delineated off-street directional cycling paths.

A 30 km/h speed limit is currently in place for the Steveston Village core bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street. Staff recommend extending the boundary of the 30 km/h speed limit on Chatham Street from 3rd Avenue west to 7th Avenue to

² Members of the Steveston 20/20 Group expressed the highest interest in Option 2 (8 of 16 responses or 50%) followed by Option 1 (three of 16 responses or 19%).

provide consistency along the length of the street. Following implementation, staff will continue to monitor vehicle speeds to determine if further traffic calming measures are needed.

The recommended streetscape vision Chatham Street also includes curb bulges at each intersection; the temporary curb bulges on Chatham Street at 4th Avenue would be replaced with new bulges. Staff would ensure that the design of new bulges can accommodate the turning movements of trucks and buses. Attachment 11 illustrates a typical cross-section for Chatham Street. Attachment 12 indicates that recommended streetscape option could be implemented along the both sides of the street (yellow shaded areas) with the exception of areas where there would be private property impacts (pink shaded areas) or the extent of implementation would be limited due to the presence of driveways (green shaded areas).

The current cost estimate (2017) for the recommended improvements is \$3.2 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

Moncton Street

Question 8		
I have the following comments on Option 1 for Moncton Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Modified Curb Bulges and Blvd Surface plus 2 New Mid-Block Crossings)	<ul style="list-style-type: none"> Modified curb bulges with ramps (16%) Additional mid-block crossings (13%) Maintain on-street parking (9%) 	<ul style="list-style-type: none"> Additional mid-block crossings (8%) Modified curb bulges with ramps due to less protection for pedestrians (7%) Modified curb bulges with ramps not needed (6%)

Question 9		
I prefer the following streetscape vision for Moncton Street		
Options		Survey Response ³
Status Quo	No changes to existing streetscape	31%
1	Modified Pedestrian Realm: modify curb bulges (remove unit pavers and add asphalt ramps) and boulevard, add mid-block crossings	42%
Don't Know/ No Response		15%
Other (i.e., close Moncton Street to vehicle traffic; provide ramps but no curb bulges; provide a widened pedestrian realm; convert Moncton Street to one-way)		12%

³ Members of the Steveston 20/20 Group expressed the highest interest in Option 1 (11 of 16 responses or 69%).

Staff Recommendation: Option 1, which comprises the removal of unit pavers and provision of asphalt ramps with a rollover curb at the curb bulges, replacement of the boulevard surface (e.g., brick or concrete stamped to simulate bricks), addition of new mid-block crossings, and retention of on-street parking on both sides. In addition, wooden bollards (similar to that in place at Moncton Street-No. 1 Road) would be added at the edge of the ramps to enhance pedestrian safety in response to concerns expressed by respondents.

Attachment 13 provides a rendering of the modified curb bulges and boulevard surface.⁴ The current cost estimate (2017\$) for the recommended improvements is \$1.1 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

2. Steveston Interurban Tram

At its September 11, 2017 meeting, Council approved the allocation of \$50,000 from Council Contingency to undertake a feasibility study, including a business case and transportation and engineering analysis, of operating the Steveston Interurban Tram between the existing tram building at No.1 Road and Moncton Street and the Gulf of Georgia Cannery. As noted in the staff report on the topic, none of the recommended long-term streetscape options would preclude a future operating tram. For example, if the tram were to operate on Bayview Street, the tracks could be laid within the vehicle portion of the roadway in combination with: (1) conversion of Bayview Street to one-way (i.e., the tram and vehicles each operate on one-half of the street); or (2) removal of the bike lanes and the re-allocation of that space to the tram with cyclists then operating with vehicle traffic, which could be accommodated given the 30 km/h speed limit. Staff will work with the feasibility study team to ensure that all users are accommodated within any potential tram route.

3. One-Way Street System in Steveston Village

As noted above, some survey respondents and open house attendees suggested consideration of a one-way street system in the Steveston Village core utilizing Moncton and Bayview Streets between No. 1 Road and 3rd Avenue to form an east-west couplet. Feedback from the Steveston 20/20 Group also indicated interest in a one-way street system (13 of 16 responses) that would comprise westbound only on Moncton Street and eastbound only on Bayview Street.

Staff have previously investigated potential one-way street systems for Steveston Village and, most recently, sought public feedback on a proposed one-way street system in June 2006 as part of a consultation process on parking options in Steveston Village. As the feedback results did not indicate strong support for converting selected two-way streets to one-way streets, staff recommended the status quo, which was endorsed by Council. At the time, staff noted that the

⁴ Note that the rendering does not show the bollards recommended by staff; these would be included as part of the detailed design of the improvements.

existing road patterns functioned well and establishing more one-way streets could impact the exposure and access to businesses on those streets and lead to more vehicle circulation within the Village. None of the recommended long-term streetscape options would preclude a future one-way street system in Steveston Village should there be an interest in pursuing this concept pending the outcome of the tram feasibility study.

Consultation

Staff have reviewed the proposed 2041 OCP amendment bylaw with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 4 clarifies this recommendation. Public notification for the public hearing will be provided as per the *Local Government Act*.

Table 4 – OCP Public Consultation Summary

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups (e.g., Group of 20/20, Steveston Harbour Authority) and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

Financial Impact

With respect to the recommended long-term streetscape visions, staff propose to report back with an implementation strategy for the improvements including updated and more detailed cost estimates, timing and funding sources.

Conclusion

The recommended design and heritage policies in the Steveston Area Plan and the long-term streetscape design concepts for Bayview Street, Chatham Street and Moncton Street reflect the

public feedback received, are supportive of the heritage character of Steveston and improve the public realm with wider sidewalks and boulevards, more benches and street trees, increased accessibility, and opportunities for active transportation to reduce reliance on private auto trips to the Village. These long-term visions will help provide clarity and guidance for future development to realize the community's vision for these key streets in the Steveston Village area.

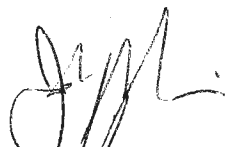
It is recommended that Bylaw 9775 be introduced and given first reading.



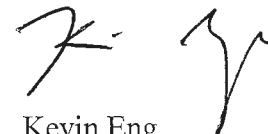
Joan Caravan
Transportation Planner
(604-276-4035)



Sonali Hingorani
Transportation Engineer
(604-276-4049)



John Hopkins
Senior Planner
(604-276-4279)



Kevin Eng
Planner 2
(604-247-4626)

JC/SH/JH/KE:cas

- Att. 1: Open House Boards: Steveston Area Plan Update and Streetscape Concepts
 2: Open House Boards: Long-Term Streetscape Visions for Bayview Street, Chatham Street and Moncton Street
 3: Open House Survey: Steveston Area Plan Update – Design and Heritage Policies Survey
 4: Open House Survey: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street: Public Feedback Form
 5: Letter from Steveston Harbour Authority dated August 22, 2017
 6: Survey Results from Steveston 20/20 Group Member dated September 26, 2017
 7: Letter from Oris Consulting Ltd. dated July 28, 2017
 8: Letter from Vancouver Coastal Health dated July 28, 2017
 9: Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street
 10: Bayview Street: Timing of Implementation of Recommended Streetscape Improvements
 11: Typical Cross Section of Recommended Streetscape Design for Chatham Street
 12: Chatham Street: Timing of Implementation of Recommended Streetscape Improvements
 13: Rendering of Recommended Streetscape Design for Moncton Street

Welcome To This Open House

Why are we here?

Since the Steveston Area Plan was updated in 2009, there have been some concerns in the community about how new development fits into the special character of Steveston.

The public realm is an important part of the uniqueness of Steveston, and streetscape concept visions for Bayview, Chatham and Moncton Streets are long-term objectives.

On June 12, 2017, Council directed staff to:

- Undertake public consultation on proposed changes to the design and heritage policies in the Steveston Area Plan, and streetscape concepts for Bayview Street, Chatham Street and Moncton Street.
- Complete engagement by July 31, 2017
- Report back in October 2017 on feedback and recommendations.

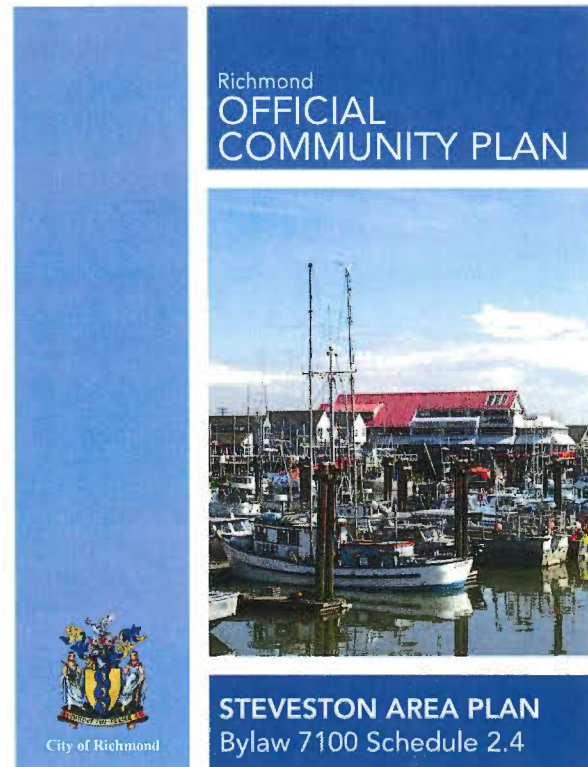
Today's Open House is an opportunity to:

- ☒ Learn more about design and heritage policies in the Steveston Area Plan.
- ☒ Review options and proposed changes to design and heritage policies in the Plan.
- ☒ Review options for streetscape concepts for Bayview Street, Chatham Street and Moncton Street.
- ☒ Ask questions and give feedback.

More information

www.richmond.ca

communityplanning@richmond.ca



Have Your Say

- Talk to City staff
- Fill out a Let's Talk Richmond survey today and drop it off with staff or mail it back to us (to the address on the form).
- Complete a Let's Talk Richmond survey at www.richmond.ca
- Stay informed through visiting the project website following the links from the homepage at www.richmond.ca

Context: How Is Change To Properties Managed In Steveston Village?

Steveston Village is the area within the boundaries generally between 3rd Avenue to the west, No. 1 Road to the east, Chatham Street to the north, and Bayview Street and the riverfront to the south.

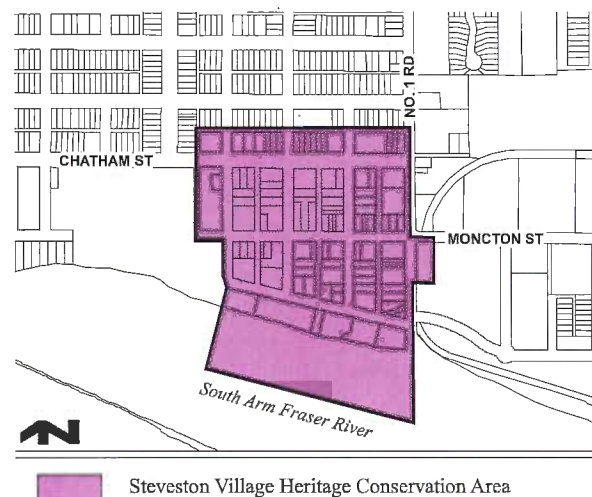
Changes to buildings, structures, landscaping and land in Steveston Village are managed through a Heritage Conservation Area (HCA) and a Development Permit Area (DPA).

Steveston Village Heritage Conservation Area (HCA)

The purpose of the HCA is to conserve the heritage value and special character of Steveston Village through HCA guidelines.

For changes to 17 protected heritage properties, ("identified heritage resources" on the bottom map), the City uses *The National Standards and Guidelines for the Conservation of Historic Places in Canada*.

The HCA guidelines that apply to all other properties in Steveston Village are the same as the DPA guidelines.



Steveston Village Development Permit Area (DPA)

The purpose of the DPA is to manage the appearance of new development, and façade upgrades (over \$50,000), to fit within the special character of Steveston Village.

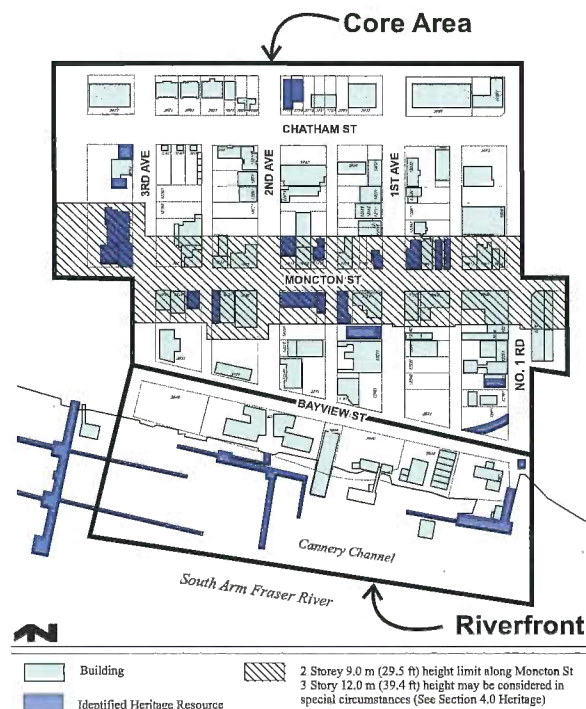
The DPA has two sub-areas:

- Village Core
- Riverfront Precinct

The entire DPA has general guidelines, and there are additional special guidelines for each of the sub-areas.

The design vision for the Village Core is relatively small lots, and buildings that reflect the historical mixed-use.

This contrasts to the vision for the Riverfront Precinct which is larger 'Cannery-like' buildings and larger lots.



Land Use Density and Heights in the Village Core

What are the issues?

- There have been recent community concerns about the size, scale and height of Moncton Street development and a preference for two-storey buildings has been raised.
- There have been similar concerns about the size, scale and height of development along the north side of Bayview Street, and a desire for lowering the building height has been raised.
- There is some lack of clarity about technical aspects of how to measure the building heights in Steveston Village.

What is included in the Steveston Area Plan today?

Moncton Street

Maximum density: 1.2 FAR.

Maximum height: Up to 2 storeys and 9 m and eligibility for 1 in 3 buildings to be 3 storeys and 12 m.

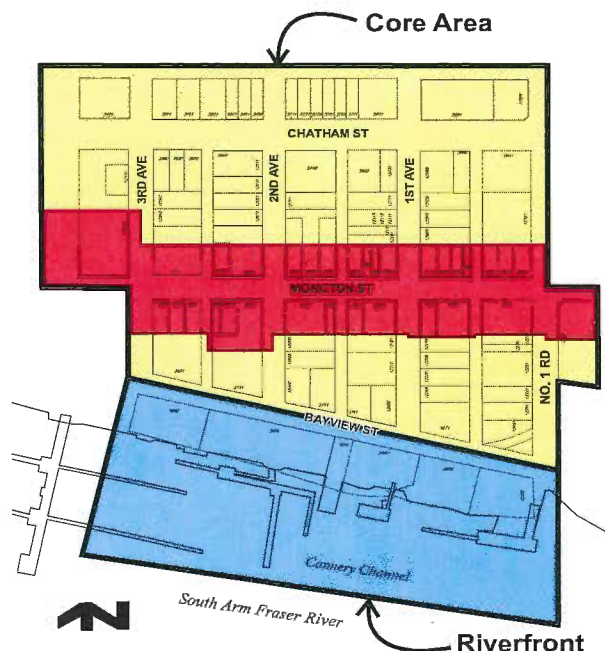
Bayview Street (north side)

Land Use Density: 1.6 FAR.

Building Height: 3 storeys over parkade.

Density & heights in Steveston Village

	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m
Moncton Street	1.2	2	9 m
Riverfront Area	1.6	3	20 m GSC



Have Your Say

Tell us what you support.

Moncton Street

- Option 1:** No change.
- Option 2:** Reduced height: 1.2 FAR and 2 storeys and 9 m. ***staff recommendation***

Bayview Street (north side)

- Option 1:** No change.
- Option 2:** Reduced density and height: 1.2 FAR; and

For the north 50% of any lot depth, up to 2 storeys over parkade (looks like 3 storeys).

For the south 50% of any lot depth, up to 2 storeys over parkade (looks like 2 storeys).

staff recommendation

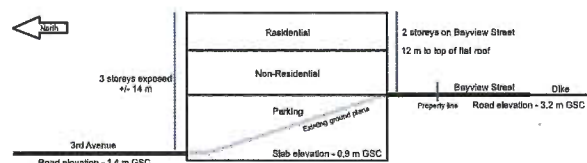
 **Add comments here**

Technical measurement of building height

To provide clarity for designers, engineers and property owners, staff are recommending the use of "geodetic points" for height measurements.

A **geodetic point** is a reference point on the earth from which to calculate the height of buildings and structures (e.g. parkades). It provides consistency in determining the height of buildings and structures.

How to measure (geodetic) height



Design Guidelines for Exterior Cladding and Window Treatments

What are the issues?

- The materials for exterior cladding and window treatments should fit with the special character of Steveston Village.

What is included in the Steveston Area Plan today?

General guidelines for Steveston Village Core & Riverfront

Exterior cladding:

- Horizontal wood siding with complementary glass, concrete, stucco and metal for siding.
- Brick is allowed.
- Vinyl siding is prohibited.

Window treatments:

- Wood frames are encouraged.
- Vinyl frames are discouraged but not banned.

* Choices of exterior cladding and windows for the 17 heritage properties must be in keeping with unique features of each building.

Exterior Cladding: primary finishes

Wood is the primary material for new buildings but is currently limited to horizontal siding.

Staff recommend that siding choices include vertical ship lap, board-and-batten, and wood shingles which were used historically and in the earlier Sakamoto Guidelines until 2009.

Have Your Say

Tell us what you support.

Window treatments

- **Option 1:** Wood, vinyl and metal frames are allowed.
- **Option 2:** Wood and metal frames are allowed. Vinyl is prohibited. ***staff recommendation***

 **Add comments here**

Have Your Say

Tell us what you support.

Village Core (includes north Bayview)

Exterior cladding: secondary finishes

- **Option 1:** No change.
- **Option 2:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick.*
- **Option 3:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick.*
- **Option 4:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick or other better material.*
- **Option 5:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, *replace brick with similar brick or different brick.*
- **Option 6:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, *replace brick with similar brick or different brick or better material.* ***staff recommendation***

 **Add comments here**

Brick in the Village Core

The Hepworth Building is the only heritage property with brick masonry.

There are 13 non-heritage buildings with brick features in a variety of colours and textures. Some of the brick is painted.



Please fill out the Feedback form as you view the display boards.



Design Guidelines for Rooftop Structures

What are the issues?

- Minimizing the visibility of solar panels, and other renewal energy infrastructure (i.e. air source heat pumps), that is mounted on the exterior of new and existing buildings is important to help retain the special character of Steveston Village.
- Barriers around rooftop living spaces, which provide safety, should blend with the special character of the Village.

Solar panels and other renewable energy infrastructure (e.g. air source heat pumps)

The National Standards and Guidelines for the Conservation of Historic Places in Canada, which apply to the 17 protected heritage properties, require solar panels, and other infrastructure, to not be visible from the street.

Existing design guidelines for non-heritage properties include a requirement for solar panels on flat roofs to be located back from the building edges. There are no guidelines for other infrastructure (e.g. air source heat pumps), or pitched roofs.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New additional design guidelines that require false parapets on new flat-roofed buildings to be slightly higher and to allow solar panels affixed on pitched roofs. ***staff recommendation***



Rooftop barrier railings

Like solar panels and other renewal energy infrastructure, barrier railings for rooftop living spaces in Steveston Village should fit into the special character of the historic area.

There are no existing design guidelines for barrier railings.

Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios. ***staff recommendation***

 **Add comments here**



Solar panels behind a false parapet on a flat roof



Barrier railings for a rooftop patio (Victoria, BC)

Design Guidelines for Rooftop Structures

What are the issues?

- There have been recent community concerns about the visibility of elevator shafts for communal rooftop living spaces and hatch (or 'pop-up') entries for individual rooftop living spaces.
- Managing the visibility of rooftop access points is important to retain the special character of Steveston Village, and can be achieved through blending hatch or 'pop-up' stair entries, access stairs, or elevator shafts, with the overall architecture.

Hatch or 'pop-up' entries

There are no existing design guidelines for hatch (or 'pop-up') stair entries for individual rooftop living spaces.

Elevator shafts and access stairs

There are no existing design guidelines for structures for access stairs or elevator shafts for communal rooftop living spaces.

Have Your Say

Tell us what you support.

- Option 1:** No changes to existing design guidelines.
- Option 2:** Prohibit all hatch stair entries.
- Option 3:** Prohibit all hatch stair entries unless they are not more than 1.83 m (6ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
staff recommendation
- Option 4:** Allow hatch stair entries if well-integrated with the overall architecture, and set back from all roof edges.

 **Add comments here**

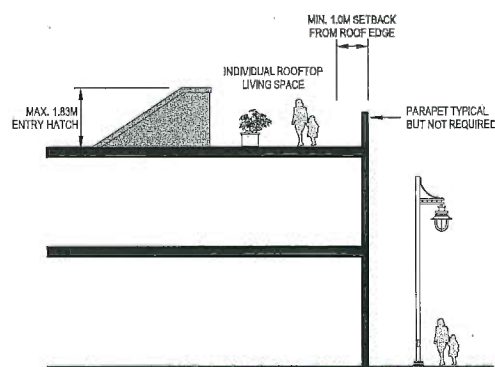


Have Your Say

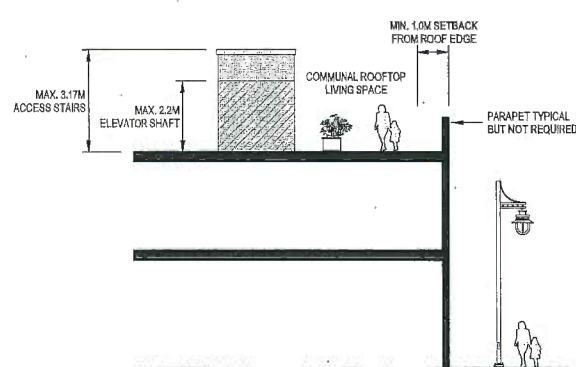
Tell us what you support.

- Option 1:** No changes to existing design guidelines.
- Option 2:** Prohibit all elevator shafts and access stairs.
- Option 3:** Prohibit all structures unless they are not more than 2.20 m (7.2 ft.) for elevator shafts, and 3.17 m (10.4 ft.) for access stairs, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
staff recommendation
- Option 4:** Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and set back from all roof edges.

 **Add comments here**



Cross-section of hatch entry



Cross-section of access stairs and elevator shafts

Design Vision for Riverfront Precinct

What are the issues?

- The City is seeking to reconfirm if the community supports the current density and heights on south Bayview Street.
- There has been a lack of clarity about whether flat roofs should be allowable along the south side of Bayview Street.

Density and heights on Bayview Street (south)

Have Your Say

Tell us what you support.

- **Option 1:** 1.6 FAR and 3 storeys (no change).
staff recommendation
- **Option 2:** Reduced density or reduced height.

 **Add comments here**



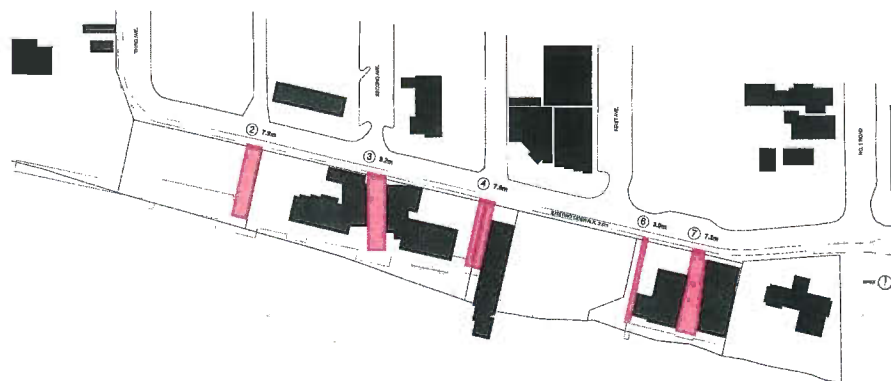
Roofs types on Bayview Street (south)

Have Your Say

Tell us what you support.

- **Option 1:** Flat roofs, or pitched, roofs (no change).
- **Option 2:** Pitched roofs. Flat roofs are prohibited.
staff recommendation

 **Add comments here**



Properties along
Bayview Street (south)

EXISTING CONNECTION AND EXISTING WIDTH



Existing Condition

Model of existing
buildings on Bayview
Street (south)

Design Vision for Riverfront Precinct

What are the issues?

- There has been some interest in the recent past in the subdivision of large lots on the south side of Bayview Street, between 3rd Avenue and No. 1 Road, into smaller lots with smaller buildings.

Lot sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- Option 1:** Large lots (no change).
staff recommendation
- Option 2:** Small lots.

 **Add comments here**



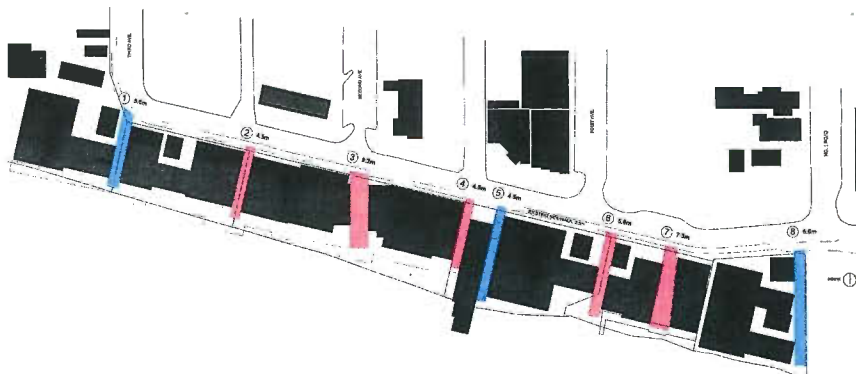
Building sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- Option 1:** Large & small buildings (no change).
staff recommendation
- Option 2:** Small buildings.

 **Add comments here**



Large lots along Bayview Street (south) – existing conditions

EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM)
FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM)



Massing model of buildings on existing large lots

**actual development would not result in fully built out lots due to zoning regulations (e.g. setbacks) and meeting design guidelines*

Design Vision for Riverfront Precinct

What are the issues?

- There has been some interest in the recent past in the subdivision of large lots on the south side of Bayview Street, between 3rd Avenue and No. 1 Road, into smaller lots with smaller buildings.

Lot sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- Option 1:** Large lots (no change).
staff recommendation
- Option 2:** Small lots.

 **Add comments here**



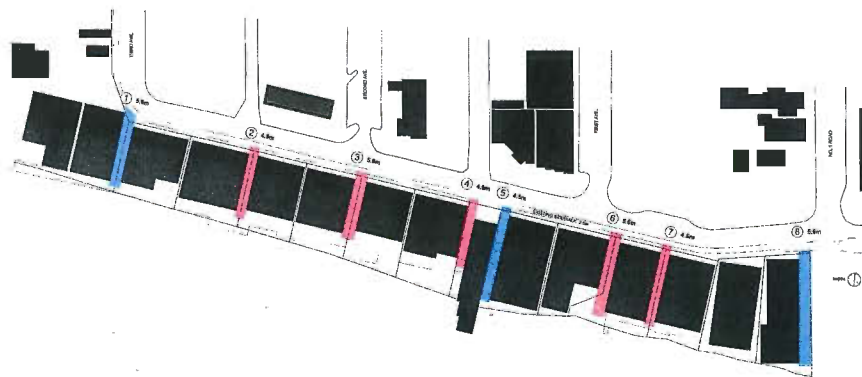
Building sizes on Bayview St. (south)

Have Your Say

Tell us what you support.

- Option 1:** Large & small buildings (no change).
staff recommendation
- Option 2:** Small buildings.

 **Add comments here**



Small Lots – potential creation of new lots

**Illustration is theoretical – not proposed redevelopments*

■ EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM)
■ FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM)

Small Lot Development



Massing model of buildings on potential small lots

**actual development would not result in fully built out lots due to zoning regulations (e.g. setbacks) and meeting design guidelines*

Design Vision for Riverfront Precinct

What are the issues?

- There is a need to provide clarity on how the City will complete the waterfront boardwalk and pedestrian connections from Bayview Street, with respect to developer contributions, and the overall design of the City walkways.

Have Your Say

Tell us what you support.

Developer contributions toward the walkways

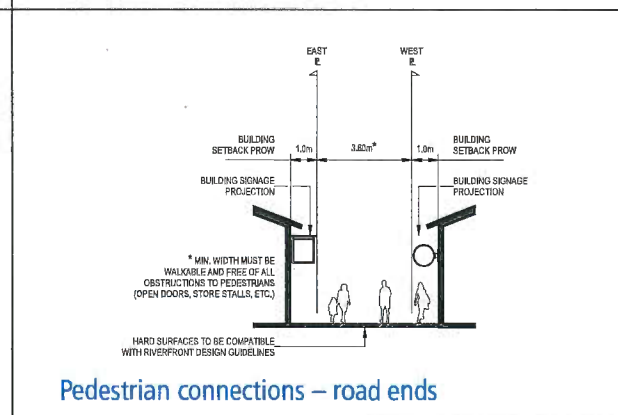
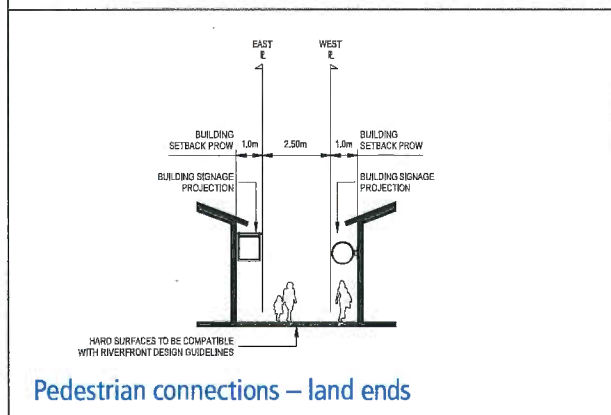
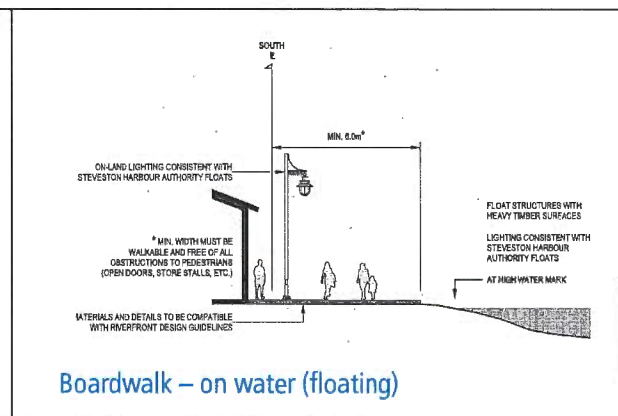
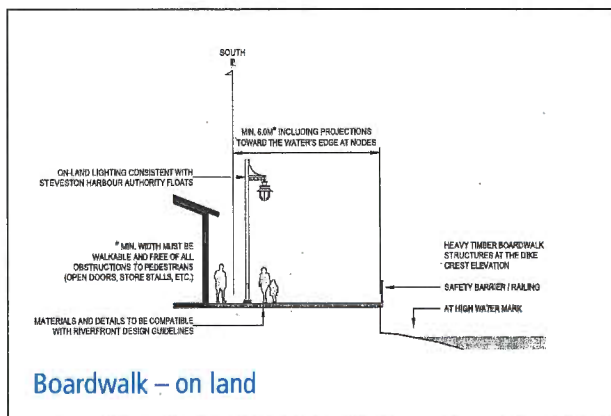
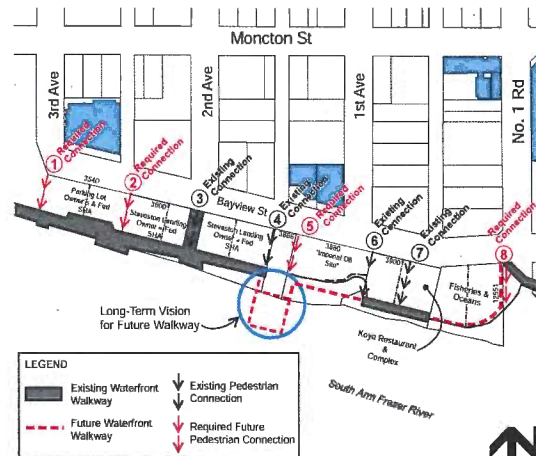
- Option 1:** No City policy (no change).
- Option 2:** Developer contributions to be required through the rezoning and development permit application process. ***staff recommendation***

Design guidelines for the boardwalk and paths

- Option 1:** No design guidelines (no change).
- Option 2:** Design guidelines including but not limited to the cross sections that are shown on this board. ***staff recommendation***



Existing and future riverfront walkways



On-Site Parking Requirements

What are the issues?

- Address the need to maintain an adequate supply of on street parking in Steveston Village.
- Consider a smaller on-site vehicle parking reduction for future residential developments.

What is included in the Steveston Area Plan (SAP) today?

Where a rezoning application is required for new developments in Steveston Village, the SAP allows up to a 33% reduction in on-site vehicle parking from the City's Zoning Bylaw requirements.

OPTION 1

Existing Parking Rates for Steveston Village	
Existing Conservation Strategy Parking Rate (Up to 33% Reduction from Zoning Bylaw Parking Requirements)	
Residential	1.0 stall/ dwelling Unit
Retail	2.0 stalls/ 100 sq.m
Restaurant	6.0 stalls/ 100 sq.m

OPTION 2

Proposed Parking Rates for Steveston Village	
Proposed New Parking Rates	
Residential	1.3 stalls/ dwelling Unit
Retail	2.0 stalls/ 100 sq.m
Restaurant	6.0 stalls/ 100 sq.m

- Allows more future residents to park on site

Have Your Say

Tell us what you support.

On-Site Parking Requirements: Steveston Village

- **Option 1:** No change. Maintain up to 33% on-site parking reduction for all uses
- **Option 2:** Decrease allowable parking reduction from up to 33% to up to 13% for residential use

Add comments here



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

What is a "Streetscape"

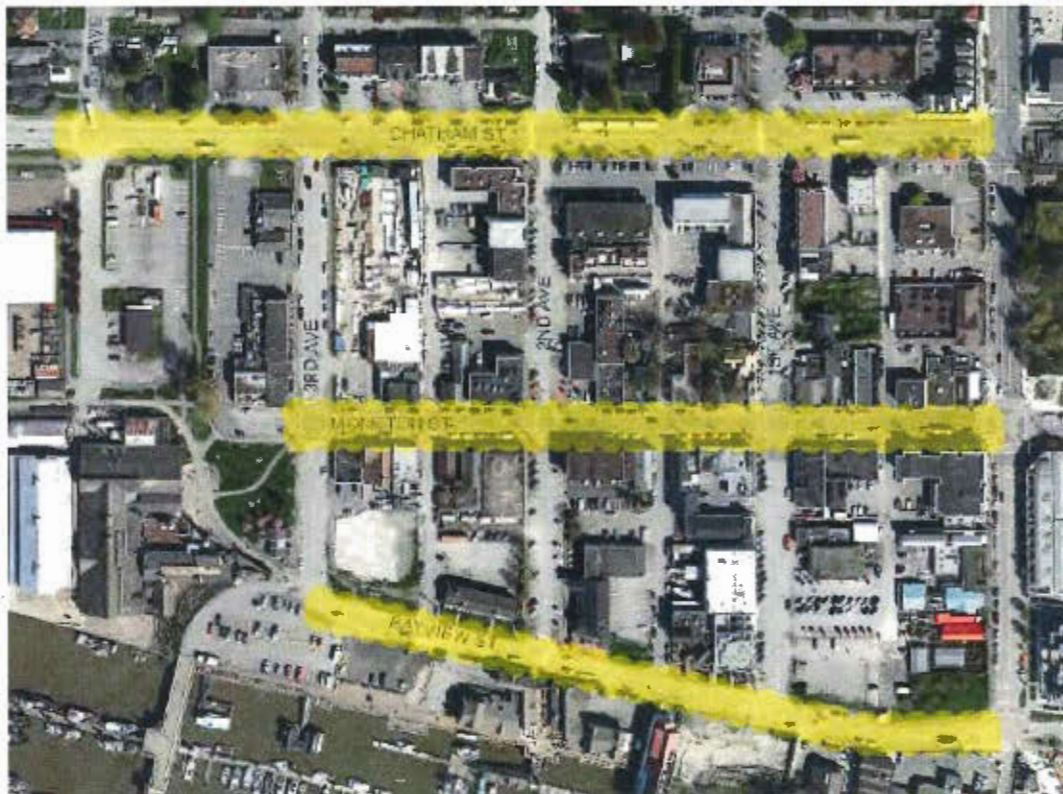
The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

Why We Need Long-Term Streetscape Visions

- A planning tool to help guide future development
- Support implementation of the *Steveston Village Conservation Strategy*

Streetscape Design Objectives

- Support and be respectful of the heritage of Steveston Village
- Allow the buildings to stand out in front of a less complex streetscape
- Use of simple materials with a minimum of street furniture
- Enhance pedestrian areas and encourage more walking, cycling and transit use



Scope of Streetscape Study.

Your Opinions are Important to Us

Community feedback is an important component when considering changes to the streetscapes of Bayview Street, Chatham Street and Moncton Street in Steveston Village.

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

Results of Public Consultation in April-May 2013

- Majority support for wider and improved pedestrian realms on Bayview Street and Chatham Street with no additional on-street parking
- Recommended streetscape visions consistent with the *Steveston Village Conservation Strategy* and community feedback were presented to City Council in July 2013
- Staff were directed to undertake further analysis of streetscape features

The Next Several Boards Detail:

- Existing conditions on Bayview Street, Chatham Street and Moncton Street
- Potential revised streetscape options for each street
- The pros and cons of each option
- The estimated cost of implementation and funding source



Bayview Street looking west



Chatham Street looking west



Moncton Street looking west

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Existing Conditions

- 2.0 metre to 3.0 metre wide sidewalk on south side
- 1.5 metre to 2.0 metre wide sidewalk on north side plus 5.5 metre to 6.0 metre wide green space
- Total of 17 parallel parking spaces: 14 spaces on south side and 3 spaces on north side



Aerial View of Bayview Street



Street View of Bayview Street Looking East to 2nd Avenue

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 1: Enhanced Pedestrian Realm on North Side Only

- Maintain location of north and south curbs
- Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side
- Add benches, pedestrian lighting and landscaping on the north side
- Pedestrian realm on south side remains unchanged
- Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side)

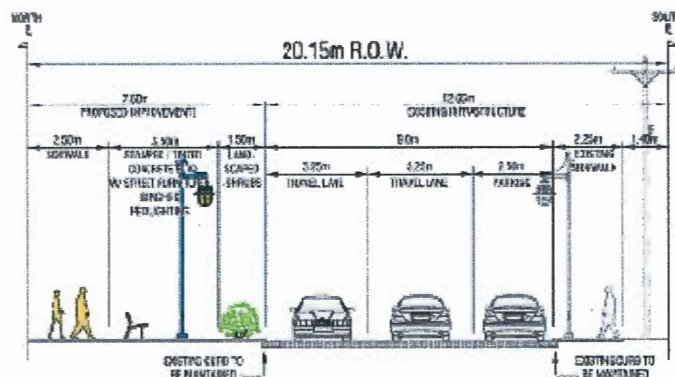


Pros

- Improved pedestrian realm on north side
- Wider pedestrian area on north side (by 1.0 m) versus Option 3
- Provides better buffer between pedestrians and moving traffic

Cons

- No pedestrian realm improvements on south side versus Options 2 and 3
- No cycling facilities versus Option 3



Estimated Cost

\$500,000

Potential Funding Source

Roads Development Cost Charges Program

Question 4:

I think the following features of Option 1 for Bayview Street are important: _____

I think the following features of Option 1 for Bayview Street are not important: _____

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north curb
- Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1
- Remove on-street parking on south side and move south curb to the north by 2.5 metres
- Widen pedestrian realm up to 4.75 metres on the south side
- Add benches, pedestrian lighting and landscaping on the north and south sides



Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

Cons

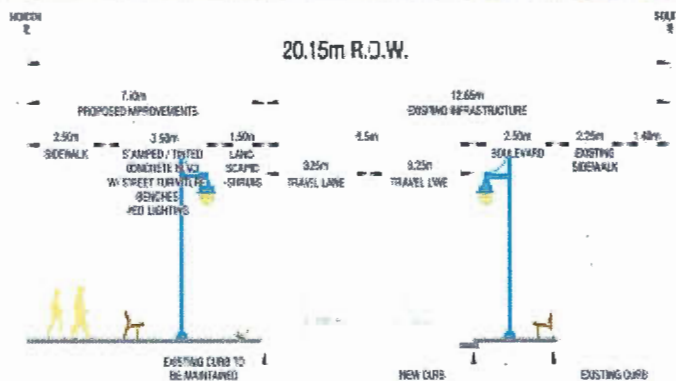
- Removal of on-street parking on south side
- No cycling facilities versus Option 3

Estimated Cost

\$1,500,000

Potential Funding Source

Roads Development Cost Charges Program



Question 4:

I think the following features of Option 2 for Bayview Street are important: _____

I think the following features of Option 2 for Bayview Street are not important: _____

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

BAYVIEW STREET

Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway

- Move north curb to the north by 1.5 metres and widen pedestrian realm up to 6.0 metres on north side
- Remove on-street parking on south side and move south curb to the north by 1.0 metres
- Widen pedestrian realm up to 3.25 metres on the south side
- Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility
- Add benches, pedestrian lighting and landscaping on the north and south sides

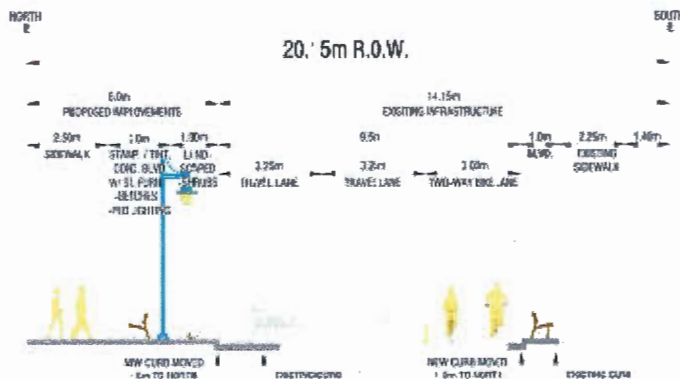


Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Protected cycling facility that connects to off-street pathways at either end

Cons

- Removal of on-street parking on south side
- Pedestrian realms on north and south sides not as wide as Options 1 or 2 (by 1.5 m)



Estimated Cost

\$1,600,000

Potential Funding Source

Roads Development Cost Charges Program

Question 4:

I think the following features of Option 3 for Bayview Street are important:

I think the following features of Option 3 for Bayview Street are not important:

Question 5:

I prefer the following streetscape vision for Bayview St

- ☐ Status Quo
☐ Option 1
☐ Option 2

- ☐ Option 3
☐ Other (please specify)
☐ Don't Know / Unsure

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

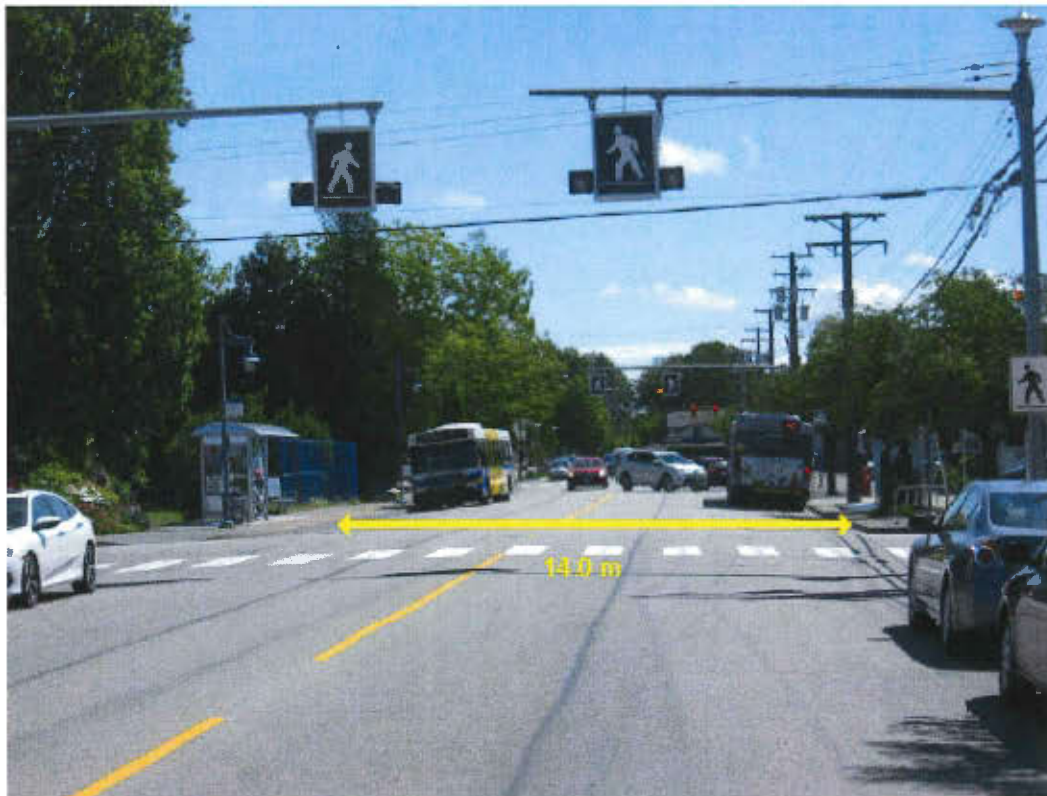
CHATHAM STREET

Existing Conditions

- 2.0 metre to 4.0 metre wide sidewalk and boulevard on north side
- 1.5 metre to 5.0 metre wide sidewalk and boulevard on south side
- Total of 23 parallel parking spaces: 14 spaces on north side and 9 spaces on south side



Aerial View of Chatham Street



Street View of Chatham Street Looking East to 2nd Avenue

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

CHATHAM STREET

Option 1: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north and south curbs
- Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane

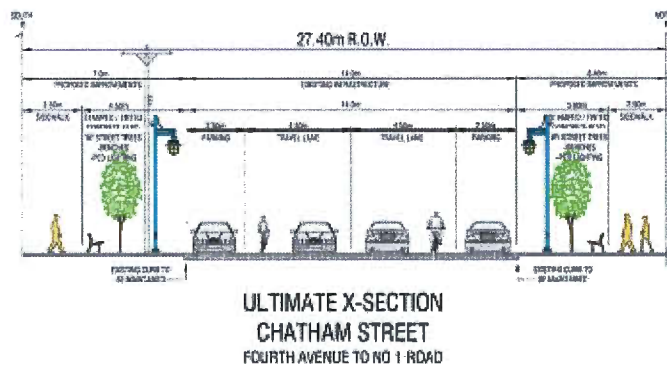


Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

Cons

- Longer crossing of Chatham Street for pedestrians versus Option 2
- Cyclists not protected from adjacent vehicles versus Option 2



Estimated Cost

\$2,600,000

Potential Funding Source

Roads Development Cost Charges Program

Question 6:

I think the following features of Option 1 for Chatham Street are important: _____

I think the following features of Option 1 for Chatham Street are not important: _____

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

CHATHAM STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths

- Move north and south curbs into the roadway by 1.25 metres each
- Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Delineate off-street cycling path on north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane



Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Shorter crossing of Chatham Street for pedestrians
- Cycling paths protected from adjacent vehicles

Cons

- Pedestrian realm (sidewalk and boulevard) on north and south sides not as wide as Option 1 (by 0.75 m)



Estimated Cost

\$3,200,000

Potential Funding Source

Roads Development Cost Charges Program

Question 6:

I think the following features of Option 2 for Chatham Street are important

I think the following features of Option 2 for Chatham Street are not important

Question 7:

I prefer the following streetscape vision for Chatham St

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> Status Quo | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Option 1 | <input type="checkbox"/> Don't Know / Unsure |
| <input type="checkbox"/> Option 2 | |

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

MONCTON STREET

Existing Conditions

- Pedestrian realm comprises concrete sidewalk and boulevard with unit pavers
- Curb bulges at 1st, 2nd and 3rd Avenues
- Total of 46 parallel parking spaces: 21 spaces on north side including 2 loading zone spaces and 25 spaces on south side



Aerial View of Moncton Street



Street View of Moncton Street Looking East at 2nd Avenue

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

MONCTON STREET

Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings

- Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues
- Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues
- Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street
- Maintain location of north and south curbs
- Maintain total of existing 46 parallel parking spaces



Pros

- Better consistency of pedestrian realm with proposed streetscapes for Bayview Street and Chatham Street
- Additional crossing opportunities of Moncton Street for pedestrians

Cons

- Perception of less protection for pedestrians from turning vehicles
- May require additional physical protection (e.g., bollards) at rollover curb edge

Estimated Cost

\$1,100,000

Potential Funding Source

Roads Development Cost Charges Program

Question 8:

I think the following features of Option 1 for Moncton Street are important:

I think the following features of Option 1 for Moncton Street are not important:

Question 9:

I prefer the following streetscape vision for Moncton St:

- ☐ Status Quo
- ☐ Option 1
- ☐ Other (please specify)

Please fill out the Feedback form as you view the display boards.



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

**Have Your Say - What Options Do You Support?**

Bayview Street				
STATUS QUO	OPTION 1 Enhanced Pedestrian Realm on North Side Only	OPTION 2 Enhanced Pedestrian Realm on North and South Sides	OPTION 3 Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway	OTHER (Please Specify)

Chatham Street			
STATUS QUO	OPTION 1 Enhanced Pedestrian Realm on North and South Sides	OPTION 2 Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths	OTHER (Please Specify)

Moncton Street		
STATUS QUO	OPTION 1 Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings	OTHER (Please Specify)

Please fill out the Feedback form as you view the display boards.





City of
Richmond

Steveston Area Plan Update Design and Heritage Policies Survey

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

Introduction

The City of Richmond is seeking comments from the community on options for changes to design and heritage policies in the Steveston Area Plan. For more information on key issues, existing policies, and options, please view the Open House Boards on the website to answer the survey and add comments (www.letstalkrichmond.ca/svapupdate2017/documents).

We thank you for taking the time to fill out this survey. Your input will be included in results that staff will report back to Council in October 2017, and will inform staff review of preferred options, as well as the Council decision on changes to the Steveston Area Plan.

Please send your survey to Helen Cain, Planner 2, Policy Planning, through:

Email: communityplanning@richmond.ca

Fax: 604 276 4052

Mail or drop off: City of Richmond, 6911, No. 3 Road, Richmond, BC

The deadline to submit surveys and other comments is **July 30, 2017**.

For more information, please contact Helen Cain at 604-276-4193 or communityplanning@richmond.ca.

Land Use Density and Building Heights in the Village Core

Please refer to Open House Board #3 for more information on the issues and illustrations.

- 1. The current density allowed on *Moncton Street* is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m.**

Which option do you support?

- ☐ 1. No change in the maximum density and maximum height as described above.

Staff Recommendation

- ☐ 2. Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m.

Comments: _____

- 2. The current density allowed on *Bayview Street (north side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.**

Which option do you support?

- ☐ 1. No change in the maximum density and maximum height as described above.

Staff Recommendation

- ☐ 2. A reduction in density and height as follows:
Maximum density of 1.2 FAR
North side lot depth, up to 2 storeys over parkade (appears 3 storeys).
South side lot depth, up to 2 storeys over parkade (appears 2 storeys).

Comments: _____

Design Guidelines for Exterior Cladding and Window Treatments

Please refer to Open House Boards #4 and #5 for more information on the issues and illustrations.

3. In the design guidelines for the *Village Core* (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009.

Which option do you support?

- ☐ 1. No change to the primary material for exterior cladding (i.e. horizontal wood siding only).

Staff Recommendation

- ☐ 2. Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding.

Comments: _____

4. In the design guidelines for new buildings and additions, for the *Village Core* (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding.

Which option do you support?

- ☐ 1: No change to the secondary materials for exterior cladding (i.e. siding).
- ☐ 2: **No brick** and **no metal** allowed. For façade upgrades, *replace brick with similar brick.*
- ☐ 3: **No brick** and **no metal** allowed. For façade upgrades, *replace brick with similar brick or different brick.*
- ☐ 4: **No brick** and **no metal** allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.
- ☐ 5: **No metal** but **brick is allowed if different from the Hepworth Building.** For façade upgrades, *replace brick with a similar brick or different brick.*

Staff Recommendation

- ☐ 6: **No metal** but **brick is allowed if different from the Hepworth Building.** For façade upgrades, *replace brick with similar brick, different brick, or a better material.*

Comments: _____

5. In the design guidelines for the *Village Core* and the *Riverfront*, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable.

Which option do you support?

- ☐ 1: No change to materials for window treatments (i.e. wood or vinyl is allowed).

Staff Recommendation

- ☐ 2: Windows with wood frames or metal frames are allowed. Vinyl is prohibited.

Comments: _____

Design Guidelines for Rooftop Structures

Please refer to Open House Boards #6 and #7 for more information on the issues and illustrations.

6. **Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings.**

Which option do you support?

- ☐ 1: No changes to existing design guidelines.

Staff Recommendation

- ☐ 2: New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs.

Comments: _____

7. **Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the Village Core. Rooftop living spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat.**

Which option do you support?

- ☐ 1: No changes to existing design guidelines.

Staff Recommendation

- ☐ 2: New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings.

Comments: _____

8. **Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space.**

Which option do you support?

- ☐ 1: No changes to existing design guidelines as described above.
☐ 2: Prohibit all hatch stair entries.

Staff Recommendation

- ☐ 3: Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
☐ 4: Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.

Comments: _____

9. Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces.

Which option do you support?

- ☐ 1: No changes to existing design guidelines as described above.
- ☐ 2: Prohibit all elevator shafts and access stairs.

Staff Recommendation

- ☐ 3: Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges.
- ☐ 4: Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.

Comments: _____

Design Vision for the Riverfront Precinct

Please refer to Open House Boards #8 through #11 for more information on the issues and illustrations.

10. The current density allowed on Bayview Street (south side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.

Which option do you support?

Staff Recommendation

- ☐ 1: No change in the maximum density and maximum height as described above.
- ☐ 2: Reduced density or reduced height.

Comments: _____

11. The overall design vision for Bayview Street (south side) includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable.

Which option do you support?

- ☐ 1: No changes to existing design guidelines.

Staff Recommendation

- ☐ 2: Pitched roofs only to fully align with the design vision. Flat roofs are prohibited.

Comments: _____

12. The overall design vision for Bayview Street (south side) includes retention of existing large lots.

Which option do you support?

Staff Recommendation

- ☐ 1: No changes to existing large lots.
- ☐ 2: Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.

Comments: _____

13. The overall design vision for Bayview Street (south side) includes large and small buildings on existing large lots.

Which option do you support?

Staff Recommendation

- ☐ 1: No changes (i.e. a mix of large and small buildings).
- ☐ 2: Small buildings on small lots. No more new large "Cannery-like" buildings.

Comments: _____

14. The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process.

Which option do you support?

- ☐ 1: No changes (i.e. no City policy on developer contributions).

Staff Recommendation

- ☐ 2: Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process.

Comments: _____

15. The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront.

Which option do you support?

- ☐ 1: No change to existing design policies and guidelines.

Staff Recommendation

- ☐ 2: New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments.

Comments: _____

On-Site Parking Requirements

Please refer to Open House Board #12 for more information on the issues and illustrations.

16. To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration.

Which option do you support?

- ☐ 1: No change to the policy for on-site parking requirements (i.e. 33% reduction).

Staff Recommendation

- ☐ 2: Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development.

Comments: _____

Additional Comments:

How did you hear about this public engagement?

17. I heard about this public engagement opportunity via (check all that apply):

- ☐ Newspaper ad (Richmond News)
- ☐ News story in local newspaper
- ☐ LetsTalkRichmond.ca email sent to me
- ☐ Twitter
- ☐ City of Richmond website (richmond.ca)
- ☐ Facebook
- ☐ Poster in City facility
- ☐ Facebook
- ☐ Word of mouth
- ☐ Other _____



**City of
Richmond**

**Long-Term Streetscape Visions for
Bayview Street, Chatham Street & Moncton Street:
Public Feedback Form**
6911 No. 3 Road, Richmond, BC V6Y 2C1

The City is continuing a planning process to develop long-term streetscape visions for Bayview Street, Chatham Street and Moncton Street in Steveston Village.

The purpose of this City initiative is to inform you, seek your input on the important elements that should be included in the planning concepts and identify your preferred vision for each street.

Your views will be considered by Council.

1. I live:

- | | |
|--|---|
| <input type="checkbox"/> In Richmond within 400 m of Steveston Village | <input type="checkbox"/> In Richmond beyond 1 km of Steveston Village |
| <input type="checkbox"/> In Richmond between 400 m and 1 km of Steveston Village | <input type="checkbox"/> Outside of Richmond |

2. I visit Steveston Village:

- | | |
|--|---|
| <input type="checkbox"/> Frequently (more than 3 times per week) | <input type="checkbox"/> Slightly Often (once per month) |
| <input type="checkbox"/> Very Often (1–3 times per week) | <input type="checkbox"/> Not at All Often (1–10 times per year) |
| <input type="checkbox"/> Moderately Often (2–3 times per month) | <input type="checkbox"/> Other (please specify) _____ |

3. I travel to Steveston Village most often by:

- | | | | |
|---|---|----------------------------------|----------------------------------|
| <input type="checkbox"/> Vehicle as a Driver or Passenger | <input type="checkbox"/> Walking | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Scooter |
| <input type="checkbox"/> Transit | <input type="checkbox"/> Other (please specify) _____ | | |

4. I have the following comments on Options 1 through 3 for Bayview Street (Boards 4–6):

Option 1 (Board 4)

I think these features are important:

I think these features are **NOT** important:

Option 2 (Board 5)

I think these features are important:

I think these features are **NOT** important:

Option 3 (Board 6)

I think these features are important:

I think these features are **NOT** important:

5. I prefer the following streets cape vision for Bayview Street:

- | | | | | |
|---|-----------------------------------|-----------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Status Quo | <input type="checkbox"/> Option 1 | <input type="checkbox"/> Option 2 | <input type="checkbox"/> Option 3 | <input type="checkbox"/> Don't Know/Unsure |
| <input type="checkbox"/> Other (please specify) _____ | | | | |

6. I have the following comments on Options 1 and 2 for Chatham Street (Boards 8–9):

Option 1 (Board 8)

I think these features are important:

I think these features are **NOT** important:

Option 2 (Board 9)

I think these features are important:

I think these features are **NOT** important:

7. I prefer the following streetscape vision for Chatham Street:☐ Status Quo☐ Option 1☐ Option 2☐ Don't Know/Unsure☐ Other (please specify) _____**8. I have the following comments on Option 1 for Moncton Street (Board 11):**

Option 1 (Board 11)

I think these features are important:

I think these features are **NOT** important:

9. I prefer the following streetscape vision for Moncton Street:☐ Status Quo☐ Option 1☐ Don't Know/Unsure☐ Other (please specify) _____**10. I heard about this public engagement opportunity via (check all that apply):**☐ Newspaper ad (Richmond News)☐ LetsTalkRichmond.ca email sent to me☐ Poster in City facility☐ Twitter☐ News story in local newspaper☐ City of Richmond website (richmond.ca)☐ Word of mouth☐ FacebookPlease fill out the survey form and return it to the City by **Sunday, July 30, 2017.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 to the attention of Joan Caravan, Transportation Planner; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- Email it to the City of Richmond at joan.caravan@richmond.ca; or
- Fill it out online at the City's website and at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at this Public Open House.

Thank you for your participation



August 22, 2017

STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Terry Crowe, Manager, Policy Planning
 City of Richmond
 TCrowe@richmond.ca

Dear Mr. Crowe,

RE: STEVESTON AREA PLAN ("SAP")

Further to our meeting on July 26, 2017, the following are Steveston Harbour Authority's (SHA) comments regarding the SAP.

Density, Height, Exterior Finishes & Rooftop Structures

The SHA has no issues with the changes proposed by City staff. We do appreciate the City's efforts in clarifying the rules with respect to height.

Riverfront Walkway

While we generally do not oppose the proposal to complete the riverfront walkway spanning from Britannia Heritage Shipyards all the way to 3rd Avenue, we do have two concerns with the proposed drawings as they currently stand:

1. The proposed walkway around the Blue Canoe/Catch building would come too close to our public fish sales float, restricting berthage access to the entire northeast side of the dock. This float is extremely busy during certain parts of the year and losing area for moorage is not acceptable to us, particularly after having spent millions of dollars on the new floats in the past two years.
2. SHA is concerned with the walkway connecting directly to the sales float, as it increases liability for DFO with the increased public access. It also may be detrimental to the fishermen trying to make a living by selling their catch as increased foot traffic may deter potential customers from purchasing seafood on the float, which is the primary purpose of the float.

As such, we cannot support the walkway in its current proposed form but we do look forward to reviewing a revised drawing, as discussed at our meeting.

Chatham Street Parking Lot

We have several issues with the proposed use of the Chatham Street parking lot as a bus loop for Translink's operations:

1. This lot currently generates significant revenue for the SHA that is used to fund dredging of the Cannery Channel, building maintenance and other capital projects in the harbour.
2. The lot is important to the community of Steveston as the space is used to support community events.
3. SHA has medium-term plans to develop the lot and surrounding area to support the commercial fishing industry.

The SHA is not interested in a bus loop on any of our properties and we have reiterated this conclusion to Translink multiple times over the past several years.

Steveston Harbour Infrastructure - Heritage Resources

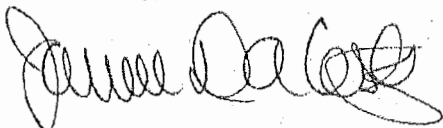
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

1. SHA's No. 1 Road pier, public fish sales float and 3rd Avenue floats have been all been included in your maps as "heritage resources" (page 3 of your PowerPoint presentation). As discussed at the meeting, none of SHA's infrastructure should be identified as heritage properties as it may impede the operation of the commercial fishing harbour. As you are aware the SHA exists solely to provide safety, security and service to the commercial fishing fleet.
2. The City is proposing future development on the waterfront (page 14 & 15 of the PowerPoint) which clearly include properties owned by SCH and managed by SHA. SHA in no way supports this objective as all property managed by the SHA will be used to support industry.

Please note that we have raised all of these issues with DFO and they are aware of these matters.

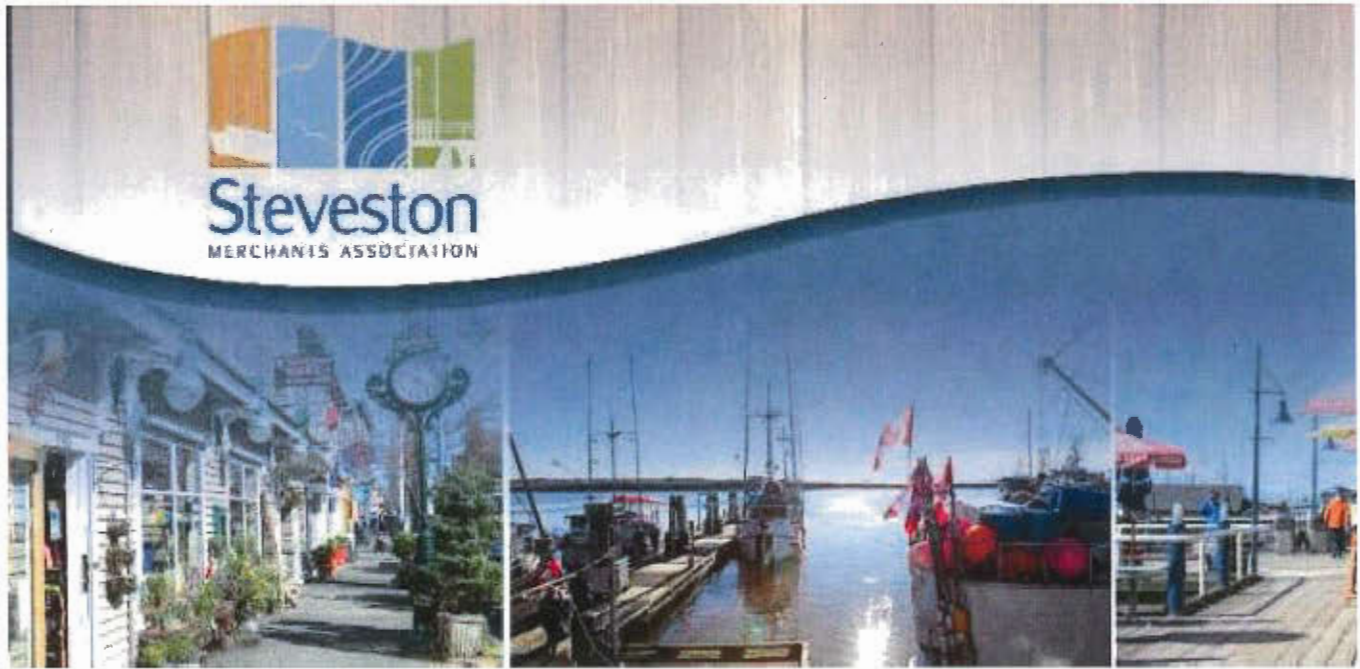
If you have any questions please feel free to contact me at 604-272-5539 or via email at jaime@stevestonharbour.com.

Yours truly,



Jaime Da Costa, General Manager
Steveston Harbour Authority

CC: Robert Kiesman, Board Chairman
Tina Atva, Senior Planning Coordinator
Donna Chan, Manager, Transportation Planning
Sonali Hingorani, Transportation Engineer
Helen Cain, Heritage Planner



Constant Contact Survey Results

Survey Name: Steveston Streetscape Survey

Response Status: Partial & Completed

Filter: None

9/26/2017 7:56 AM PDT




One Way Traffic Idea: This option is not on the proposal by the city but we want to know if you are interested in considering this.

Plan one-way traffic on
 Moncton Street (heading west) and Bayview Street (heading east) creating a loop. This would allow
 for substantially wider side
 walks, benches/tables for
 sitting, natural greenery, separate bike lane on
 Bayview Street connecting dyke path to Onni Development.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea	<div></div>	<div></div>	13	81.2 %
No, not interested in this idea	<div></div>	<div></div>	3	18.7 %
Other	<div></div>	<div></div>	0	0.0 %
Totals			16	100%

BAYVIEW STREET

Option 1: Enhanced Pedestrian Realm on North Side Only Maintain location of north and south curbs. Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side. Add benches, pedestrian lighting and landscaping on the north side. Pedestrian realm on south side remains unchanged. Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side).

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			7	53.8 %
No, keep Bayview Street as it is			4	30.7 %
Other			1	7.6 %
Totals			13	100%

BAYVIEW STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides. Maintain location of north curb. Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1. Remove on-street parking on south side and move south curb to the north by 2.5 metres. Widen pedestrian realm up to 4.75 metres on the south side. Add benches, pedestrian lighting and landscaping on the north and south sides.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			2	12.5 %
No, not interested in this idea			8	50.0 %
Other			0	0.0 %
No Response(s)			6	37.5 %
Totals			16	100%

BAYVIEW STREET




Option 3: Enhanced Pedestrian Realm on North and South Sides plus

Continuous Bikeway. Move north curb to the north by 1.5 metres and widen pedestrian realm up to 6.0 metres on north side. Remove on-street parking on south side and move south curb to the north by 1.0 metres. Widen pedestrian realm up to 3.25 metres on the south side. Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility. Add benches, pedestrian lighting and landscaping on the north and south sides.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			4	25.0 %
Other			0	0.0 %
No Response(s)			1	6.2 %
		Totals	16	100%

CHATHAM STREET

Option 1: Enhanced Pedestrian Realm on North and South Sides. Maintain location of north and south curbs. Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side. Add benches, pedestrian lighting and landscaping on the north and south sides. Maintain total of existing 23 parallel parking spaces. As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			3	18.7 %
No, not interested in this idea			9	56.2 %
Other			0	0.0 %
No Response(s)			4	25.0 %
		Totals	16	100%

CHATHAM STREET

Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths. Move north and south curbs into the roadway by 1.25 metres each. Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side. Add benches, pedestrian lighting and landscaping on the north and south sides. Delineate off-street cycling path on north and south sides. Maintain total of existing 23 parallel parking spaces. As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			8	50.0 %
No, not interested in this idea			7	43.7 %
Other			0	0.0 %
No Response(s)			1	6.2 %
		Totals	16	100%

MONCTON STREET

Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings. Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues. Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues. Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street. Maintain location of north and south curbs. Maintain total of existing 46 parallel parking spaces.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			3	18.7 %
Other			1	6.2 %
No Response(s)			1	6.2 %
		Totals	16	100%

There was a survey out this summer regarding Land Use Density and Building Heights in the Village Core; Design Guidelines for Exterior Cladding and Window Treatments; Design Guidelines for Rooftop Structures; Design Vision for the Riverfront Precinct; On-Site Parking Requirements. This is an extensive survey. Please read this link and reply directly to the city if you have feedback to be included in their report.Steveston Area Plan Update

1 Response(s)



Oris Consulting Ltd
12235 No 1 Rd,
Richmond, BC
V7E 1T6

July 28, 2017

City of Richmond
6911 No. 3 Rd
Richmond, BC
V6Y 2C1

RE: Steveston Area Update Plan

Dear Sir or Madam,

We have reviewed the proposed changes to the Steveston Area Plan and for the most part think they will be a great addition to the current guidelines. We have made a few notes below on a couple of areas we believe should be looked at in further details.

Rooftop decks Steveston Area Plan

In reference to the proposed updated Steveston Area plan, Oris believes that providing guidelines around the height of rooftop hatches, along with stair and elevator access is a positive step towards greater clarity and should be introduced.

Our concerns, however, are around the implementation of this. The Steveston Area plan considers that sites within the township that are designated as 3-storeys within the plan, have a maximum height of 12m. Given that the frontage along these streets must include commercial uses the minimum height of the first storey is 14-16' floor to floor. With 2 stories of residential on top of this at 10' floor to floor, the building will be a minimum height of 11m to the rooftop.

As these sites are built to the property lines to provide the required parking and commercial space, no room for outdoor space for residential owners can be provided at grade. We believe outdoor living space is essential to residents living in the village.

Recent changes in the building code are shifting towards making rooftop hatches for individual unit owner's unachievable, leaving common stairs and elevators as the only options. We also believe these rooftop areas should be made accessible to all owners, including those with mobility issues. Given the minimum height requirements for buildings from floor to floor this will ensure that most new developments will be looking for a height exemption, as to achieve the elevator access will cause the height of the building to be at 13-14m in a localized area. We believe that by allowing this doesn't detract from what Steveston Village owners and visitors are looking for. The suggestion to set these decks and rooftop access points back from the building edge by 1m is an excellent way to help limit overlook and should be implemented.

We understand that as each site develops this will be a localized condition and will need to be reviewed as such. We request that the requirement within the report for these items to not be seen within 90m be

modified for development within 90m of the dyke. It isn't possible to achieve given that the access stairs or elevator access cannot fit within the zoning height limit of 12m and the elevated grade on the dyke opens sightlines that are not available from the street grade. We would suggest that the sightlines be taken from the street level grade that prevails through most of the village.

Secondly, we believe the addition of more exterior finish types will help to provide more variety in the township and create a richer more vibrant village. Metal windows for the store fronts of buildings will provide an appearance consistent with the historical character of the area. However, we feel that vinyl windows should not be prohibited for the residential levels as long as they can be made to fit in with the Steveston Village vision. Wood are historically more accurate, however they need greater maintenance for the homeowner and isn't something that should be mandated. Properly detailed vinyl windows appear identical to wood windows viewed from the ground to the second floor.

Kind Regards,

Nathan Curran

Oris Consulting Ltd



Health Protection Environmental Health

#325 - 8100 Granville Avenue
Richmond, BC V6Y 3T6
Tel: (604) 233-3147 Fax: (604) 233-3175

July 28, 2017

Joan Caravan
Transportation Planner
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Ms. Caravan:

RE: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. It is well documented that a community's built environment, defined as the human-made surroundings that provide the setting for human activity, can have a significant influence on the physical and mental health of its residents.

Proposed streetscape visions for were reviewed by Vancouver Coastal Health - Richmond Health Protection's Healthy Built Environment Team. Please consider our support for the following visions:

- *Bayview Street: Option 3*
- *Chatham Street: Option 2*

These visions prioritize safety and promote active transportation such as walking and biking. The proposed streetscapes increase perception of safety, offer attractive features such as benches and landscaping, which encourage use of active transportation. Active transportation has been shown to improve social connectivity, physical activity, mental health and quality of life. Furthermore, by making active transportation the more convenient and safe choice in the area, the reduction of car traffic will provide additional benefits of reduced traffic noise and improved ambient air quality.

Vancouver Coastal Health looks forward to reviewing future documents associated with the project. If you have any further questions or comments, please contact me at 604-233-3106 or via email at elden.chan@vch.ca

Sincerely,

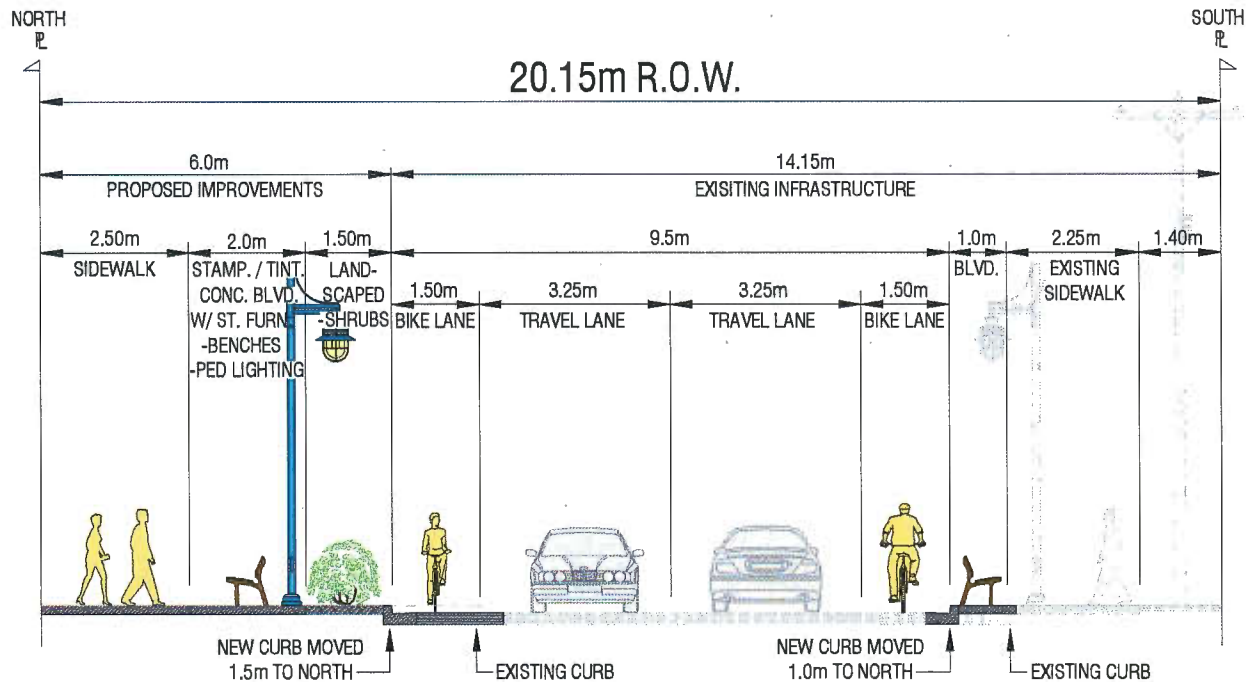
Elden Chan
Environmental Health Officer | Healthy Built Environment
Vancouver Coastal Health

CC: Dalton Cross, Senior Environmental Health Officer

Envh0115449

PLN - 258

Typical Cross-Section of Recommended Streetscape Design for Bayview Street



RECOMMENDED ULTIMATE CROSS-SECTION

BAYVIEW STREET

THIRD AVENUE TO NO 1 ROAD

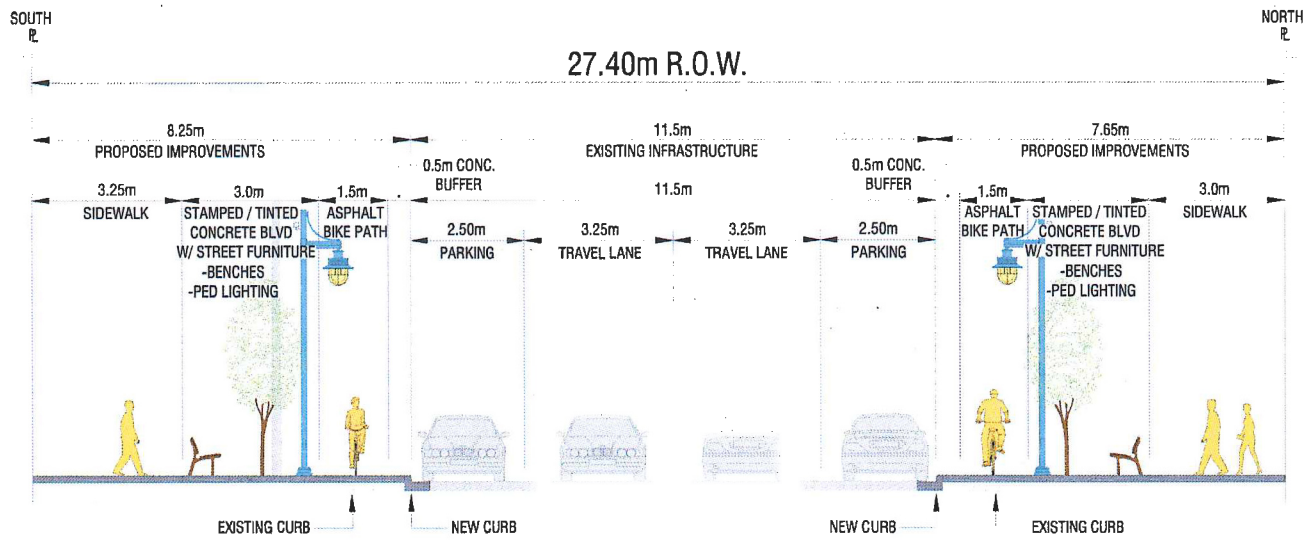
Plan View of Recommended Streetscape Design for Bayview Street



Bayview Street: Timing of Implementation of Recommended Streetscape Improvements

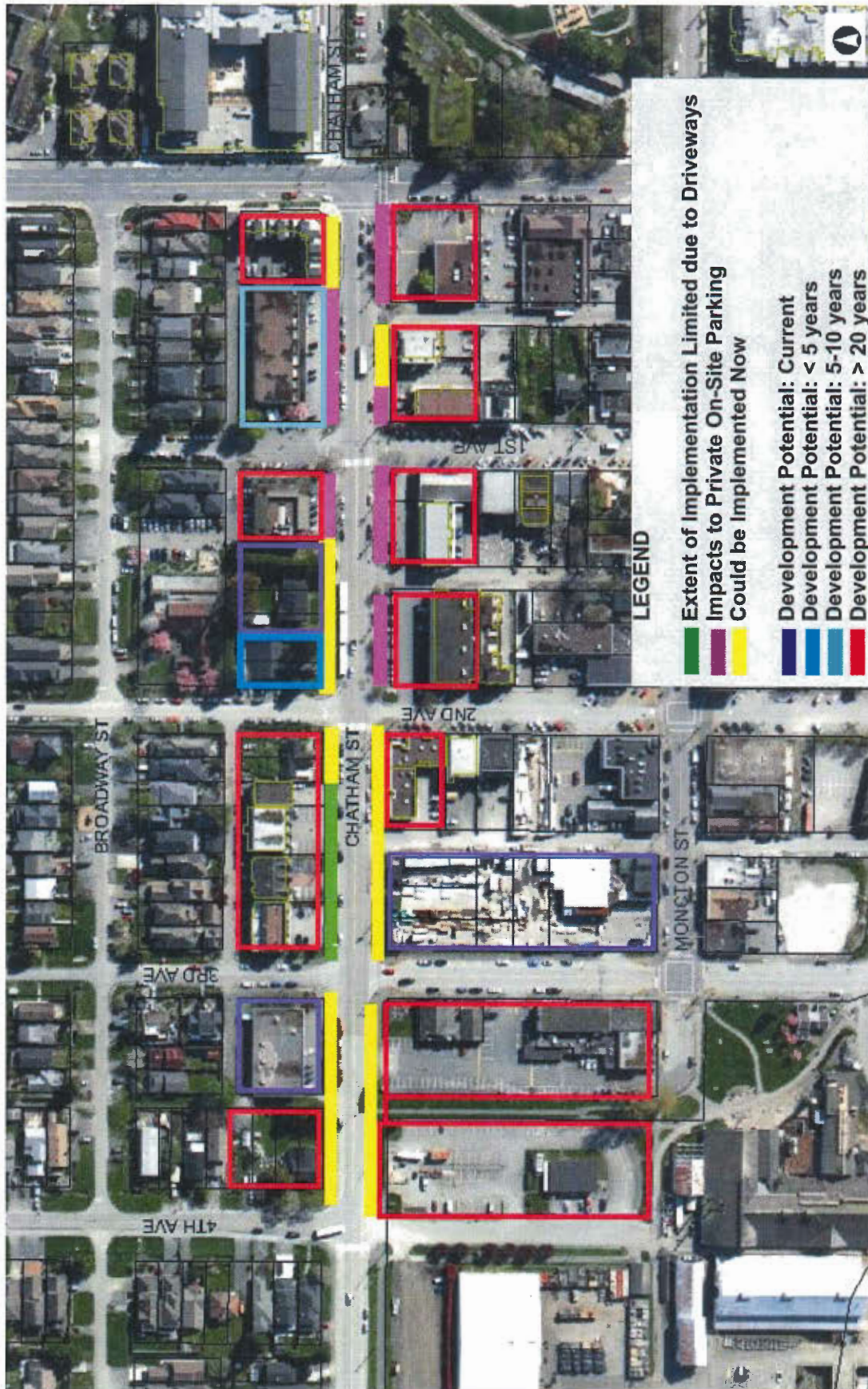


Typical Cross-Section of Recommended Streetscape Design for Chatham Street



RECOMMENDED ULTIMATE CROSS-SECTION CHATHAM STREET FOURTH AVENUE TO NO 1 ROAD

Chatham Street: Timing of Implementation of Recommended Streetscape Improvements





Moncton Street: Recommended Modification of Curb Bulges

Note: The rendering does not include the recommended addition of bollards to provide pedestrian protection, which will be included as part of the detailed design of the improvements.



Moncton Street: Recommended Textured Concrete Boulevard



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9775
Steveston Area Plan (Schedule 2.4)**

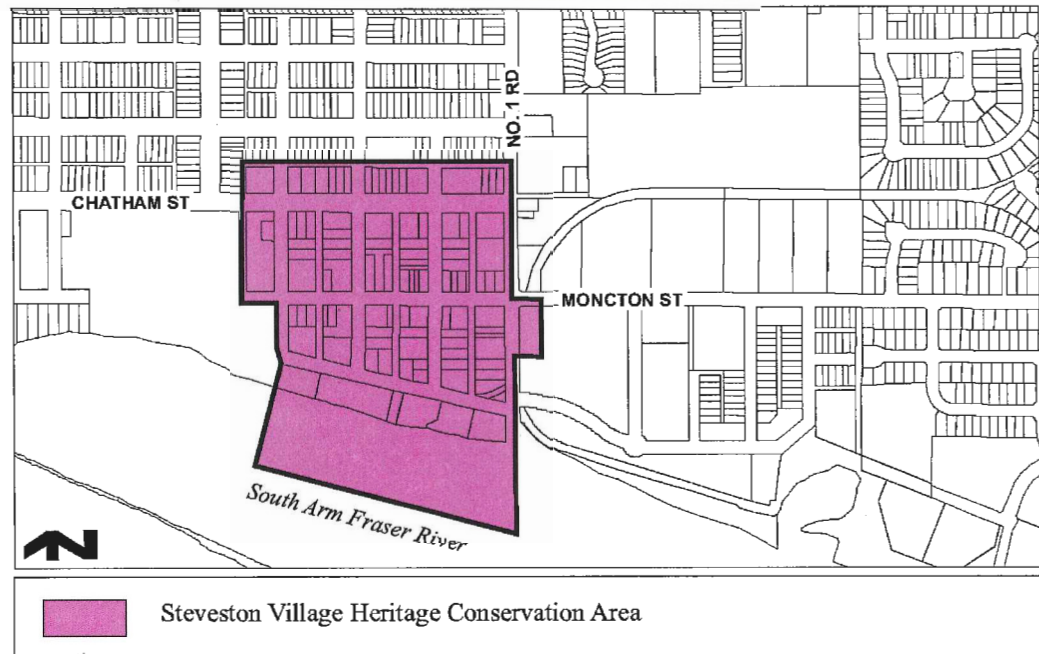
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing and replacing and/or adding text and accompanying diagrams to various sections of the Steveston Area Plan (Schedule 2.4) as follows:
 - i) Adding the following text into Section 3.2.3 Steveston Village Node:
 - “h) Promote public access to the waterfront between 3rd Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.
 - i) Work toward uninterrupted connectivity along the waterfront between 3rd Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces.”
 - ii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Planning Area:
 - “k) To assist in achieving heritage conservation, consider utilizing a variety of regulatory and financial incentives through the applicable development application requirements (i.e., rezoning, development permit and/or heritage alteration permit), including but not limited to new zones, reduced parking, loading and unloading requirements, density bonusing and density transfer as well as consider using a variety of legal tools (i.e., heritage revitalization agreements, heritage covenants, phased development agreements).
 - Note: Supporting policies and guidelines are contained in the Heritage (Section 4.0), Transportation (Section 5.0), Natural and Human Environment (Section 6.0) and Development Permit Guidelines (Section 9.0) in the Steveston Area Plan.”
 - iii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Village Node:
 - “l) Along Moncton Street the maximum building height shall be two-storeys and 9 m in height to ensure the size and scale of Moncton Street development is consistent with the village node.”

- iv) Adding the following text into Section 5.0 Transportation and accompanying diagram:

“Objective 6: Consider on-site parking reduction opportunities to help achieve the City’s heritage conservation and management objectives for the Steveston Village Heritage Conservation Area, in recognition that Steveston Village (Core and Riverfront Areas) is a complete and compact community well serviced by public transit offering a wide range of services to residents, visitors and employees.

Steveston Village Heritage Conservation Area Map



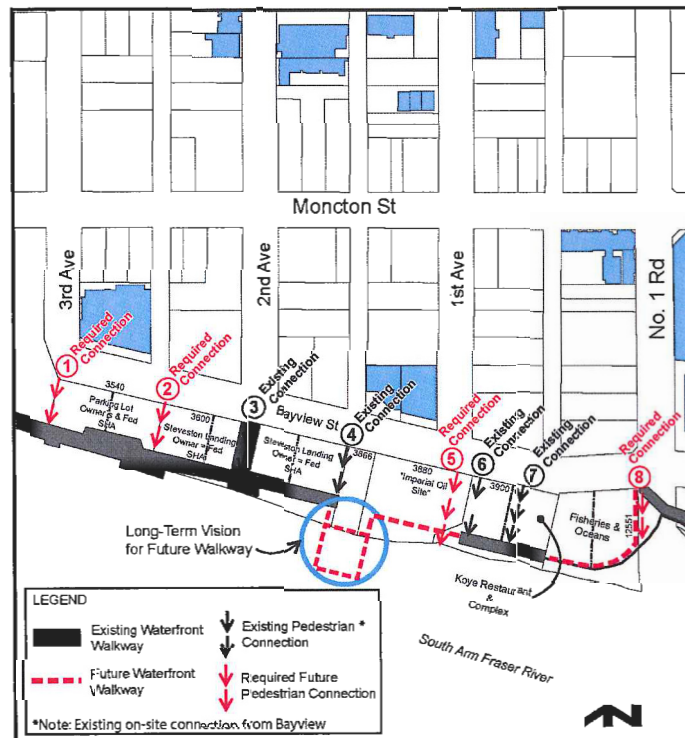
Policies:

- a) Consideration of parking reductions to be assessed through the applicable required development application.
- b) For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered.
- c) For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered.
- d) Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared.”

- v) Adding the following text into Section 6.0 Natural & Human Environment and accompanying diagrams:

“Objective 6: Work toward public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road through pathways that connect Bayview Street to the water’s edge, and completion of a continuous boardwalk.

Existing and Future Riverfront Walkways and Connections

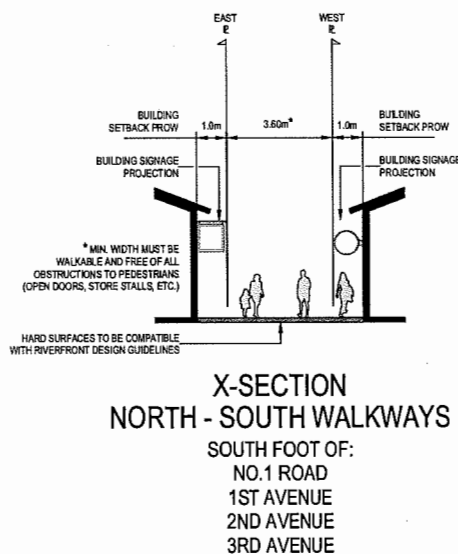


Policies:

- a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.
- Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings
 - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines

- A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
- Accessible hard surfaces with materials compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.
- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Road Ends

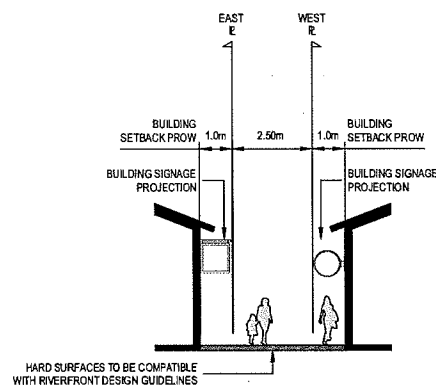


- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
 - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings
 - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines
 - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not

limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.
- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

Pedestrian Connections at Lane Ends

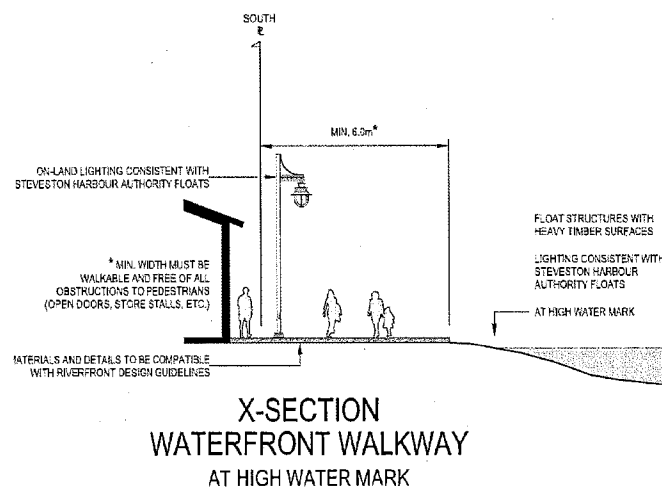


X-SECTION
NORTH - SOUTH WALKWAYS
 SOUTH FOOT OF LANE ENDS BETWEEN:
 NO.1 ROAD & 1ST AVENUE
 1ST AVENUE & 2ND AVENUE
 2ND AVENUE & 3RD AVENUE

- b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.
 - Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width.
 - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
 - Float structures with heavy timber surfaces.

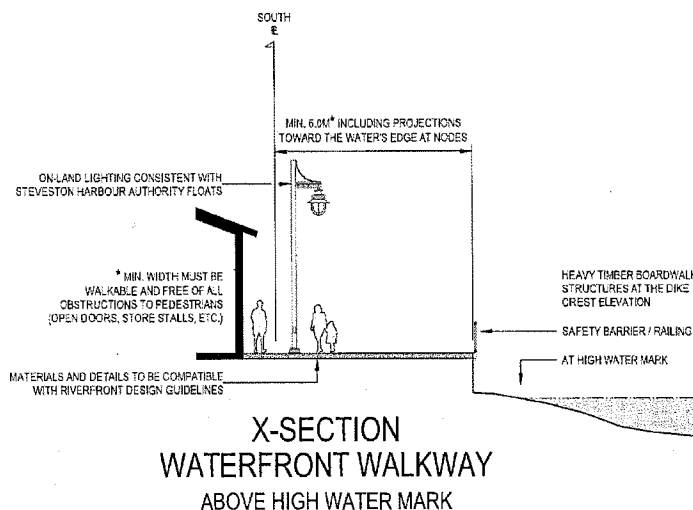
- Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
- Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

Waterfront Walkway at High Water Mark



- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width including projections toward the water's edge at nodes (i.e. both street end and lane end connections).
 - Heavy timber boardwalk structures at the dike crest elevation.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
 - Lighting, seating and other site furnishings, as appropriate, at nodes.
 - Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

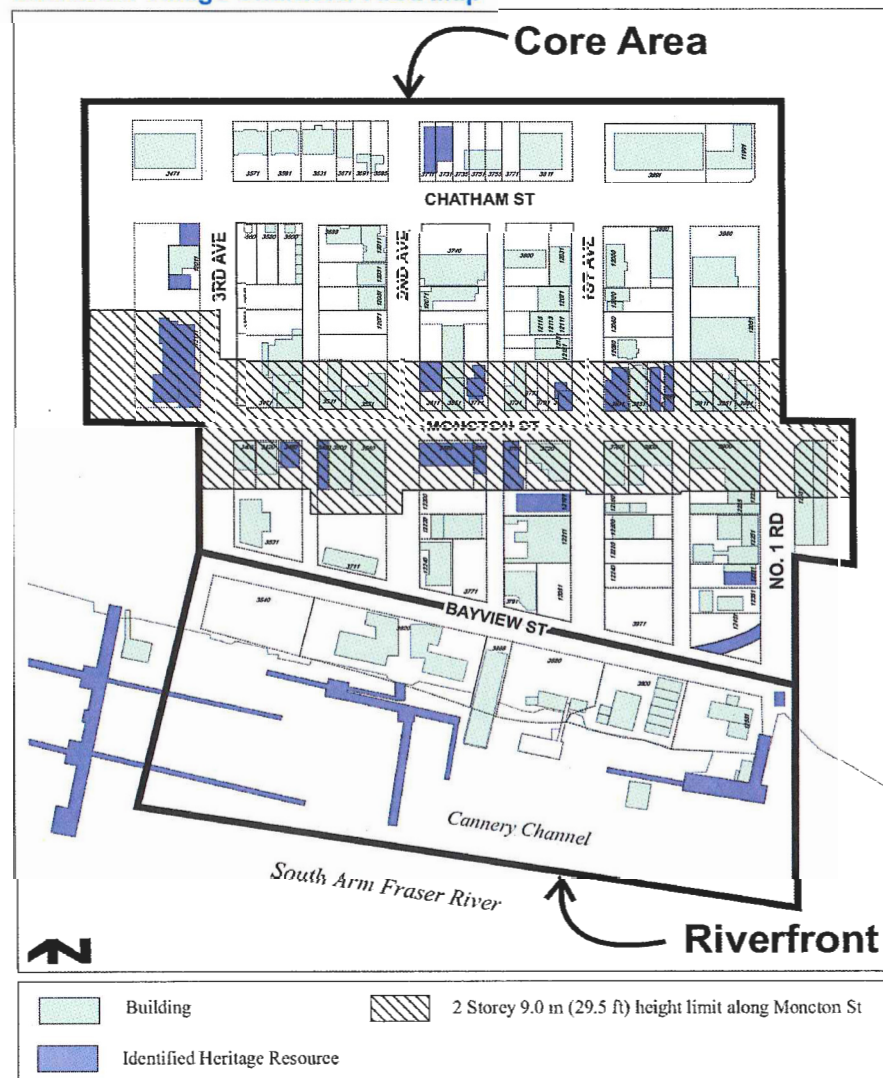
Waterfront Walkway Above High Water Mark



- c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:
- Piers at the south foot of No. 1 Road and 3rd Avenue:
 - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.
 - Add seating and other site furnishings in accessible locations (e.g. pier ends) to further enable people to observe harbour activities.
 - Floats:
 - Extend the length of publicly accessible floats.
 - Increase the number of connections from the land side.
 - Parking lot at 3rd Avenue:
 - Dedicate a pedestrian route to the waterfront boardwalk and pier.
 - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.
- d) In scenarios where waterfront walkways deadend as an interim condition, ensure developments provide suitable universally accessible on-site connections from these points to Bayview Street.

- e) Developers through rezoning, development permit and/or heritage alteration permit applications shall be required to provide their portion of the continuous, universally accessible, riverfront walkway through:
- Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements.
 - Design and construction of the riverfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan.”
- vi) In Section 9.3 Additional Development Permit Guidelines: Character Area Guidelines, repeal and replace the Steveston Village Character Area Map as follows:

Steveston Village Character Area Map



- vii) Inserting the following text to Section 9.3.2.1 Steveston Village General Guidelines: Shifts in Scale:
- “e) Existing elevations in the Village Core (at Moncton Street and 3rd Avenue), measured at 1.4 m GSC (Geodetic Survey Datum of Canada) is a historic feature in the Steveston Village Character Area to be retained:
- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.
 - For properties in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.”
- viii) Repeal and replace the following text in Section 9.3.2.1 Steveston Village General Guidelines: Roofscapes, Exterior Walls, and Finishes as follows:
- “g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special heritage character of the two sub-areas, the use of metal exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick.”
- ix) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Massing and Height) as follows:
- “a) Reinforce a continuous commercial storefront streetwall with harmonious height of buildings, parapets, canopies and fascias. Building height should typically be no more than three storeys and may be varied to provide visual interest to the streetscape roofline (e.g., stepping from two to three-storey, except along Moncton Street where building heights are to be limited at two storeys.
- g) Make use of roofs as outdoor living spaces except for the roof decks with 3.0 m of the street property line; use the 3.0 m zone as a water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.2 m above roof deck level.

- i) Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.
- j) To encourage use of roof top decks as outdoor living spaces and architecturally integrate individual and communal rooftop deck access points into the building, such structures are not permitted unless all of the following criteria are met:
 - For individual unit roof top deck access:
 - Hatch access points (i.e., also known as pop-ups) should not exceed 1.83 m in height, as measured from the roof deck and be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.
 - Evaluate individual roof top deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.
 - For communal (i.e., resident shared) roof top deck amenities:
 - Stair structures should not exceed 3.17 m in height for access as measured from the roof deck. Elevator lifts to facilitate accessibility to rooftop decks may require additional height to accommodate mechanical equipment, which would be reviewed as part of the required development application.
 - Stair and elevator structures should be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.
 - Evaluate communal rooftop deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.
- k) On Bayview Street (north side), to achieve a suitable transition in built form moving north from Bayview Street to Moncton Street:
 - For the north 50% of any lot depth, a density of 1.2 F.A.R. and 3 storeys maximum building height (containing a parkade structure and two storeys above) is supported.
 - For the south 50% of any lot depth (nearest to Bayview Street which is the dyke) a density of 1.2 F.A.R. and 2 storeys building height as viewed

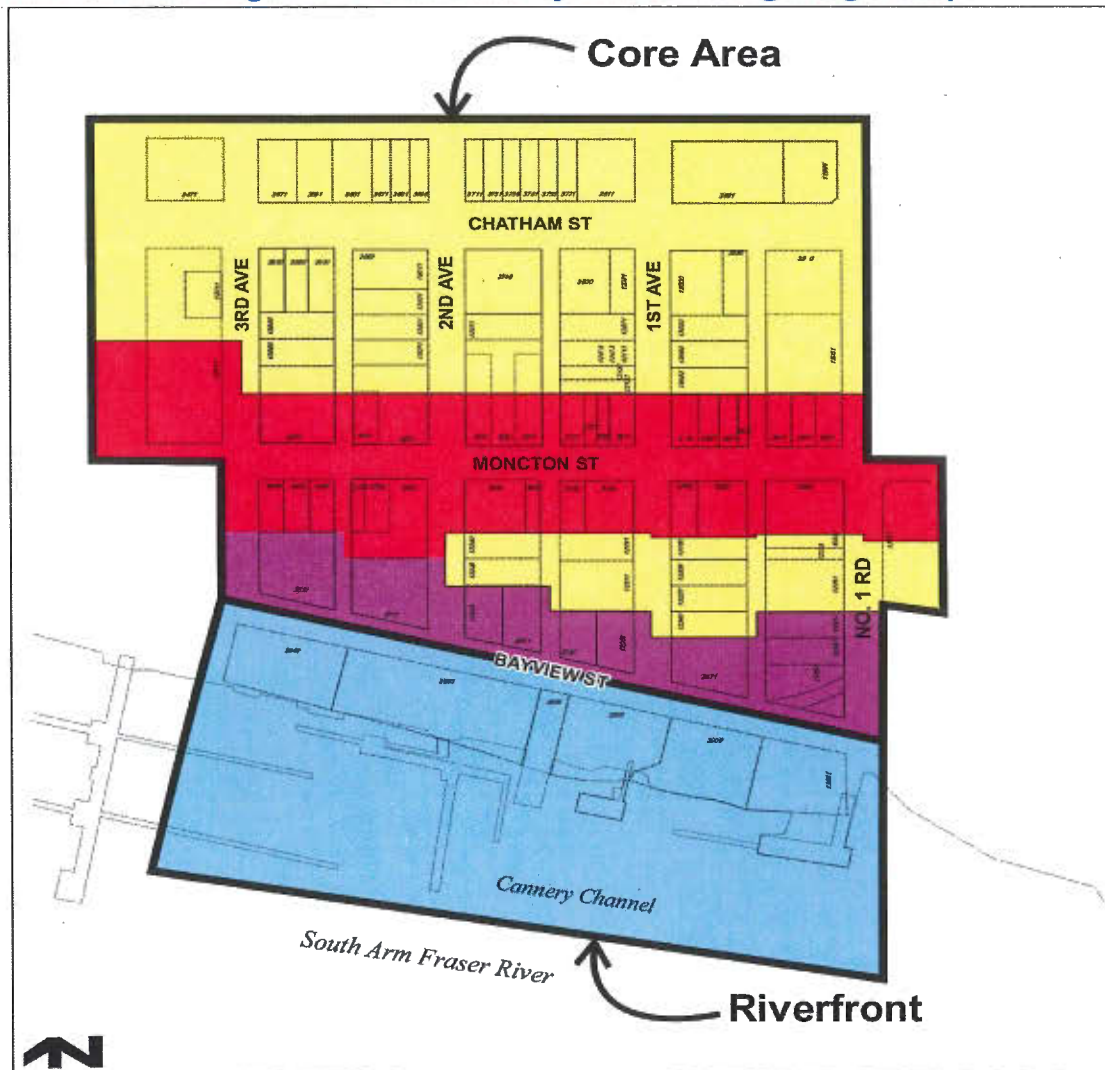
from Bayview Street is supported as the parkade structure below the two storeys will predominantly be concealed by the grade difference.”

- x) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Architectural Elements) as follows:
 - “b) High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150 mm wide by 19 mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building’s brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted, except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building.
 - c) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Exclusively vinyl framed windows are not permitted. Imitation divided lights should be avoided.
 - l) Roof top deck barrier railings are to be simple in design and consist primarily of transparent glazed panels at a minimum height that complies with British Columbia Building Code requirements but also mitigates their visibility from the street or from neighbouring roof top deck areas.”
- xi) Insert the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Settlement Patterns) and renumber clauses accordingly:
 - “b) Retain the existing large lot configuration along the Riverfront Area to accommodate a mix of large ‘cannery-like’ buildings and smaller buildings in accordance with the Steveston Village Riverfront Area guidelines.”
- xii) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Massing and Height) as follows:
 - “a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. Flat roofs are not permitted.”

- xiii) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Architectural Elements) as follows:
- “a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of symmetrical hip, feature roofs, and dormers.
 - e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where french balconies and similar features are encouraged. Roof decks are not permitted.
 - m) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Application of exclusively vinyl framed windows in buildings is not supported. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building.”

- xiv) Repeal and replace the Steveston Village Land Use Density and Building Height Map as follows:

Steveston Village Land Use Density and Building Height Map



	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m *
Core Area, Bayview Street (North)	1.2	3**	Varies due to grade elevation difference north of Bayview Street
Moncton Street **	1.2	2	9 m *
Riverfront Area	1.6	3	20 m GSC ***

* Maximum building height may increase where needed to improve the interface with adjacent existing buildings and streetscape, but may not exceed the maximum storeys.

** Three storey building height for buildings along the north side of Bayview Street shall include two storeys over a parkade structure.

*** Maximum building height may not exceed the height of the Gulf of Georgia Cannery, which is approximately 22 meters GSC.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by LE
_____	APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER