



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, December 18, 2018
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-4 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on December 4, 2018.*



NEXT COMMITTEE MEETING DATE

January 10, 2019, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

- 1. REVISED REZONING CONSIDERATIONS FOR THE APPLICATION BY PIETRO NARDONE FOR REZONING OF THE WEST PORTIONS 7151, 7171, 7191, 7211, 7231, AND 7251 BRIDGE STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)" ZONE; AND TO REZONE THE EAST PORTION OF 7191 BRIDGE STREET FROM THE "SINGLE DETACHED (RS1/F)" ZONE TO THE "SINGLE DETACHED (RS2/C)" ZONE**

(File Ref. No. 12-8060-20-009796; RZ 16-732490) (REDMS No. 6004718)

PLN-9

See Page PLN-9 for full report

Designated Speakers: Wayne Craig and Jordan Rockerbie

STAFF RECOMMENDATION

- (1) *That Third Reading of Richmond Zoning Bylaw, 8500 Amendment Bylaw 9796 be rescinded; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (ZS14) – South McLennan (City Centre)” zone, and of the east portion of 7191 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (RS2/C)” zone, be forwarded to a Public Hearing to be held on January 21, 2019.*



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

(File Ref. No. 12-8060-20-009948; ZT 18-818765) (REDMS No. 6032125 v. 2)

PLN-47

See Page PLN-47 for full report

Designated Speakers: Wayne Craig and David Brownlee

STAFF RECOMMENDATION

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



3. **APPLICATION BY FARRELL ESTATES LTD. FOR A ZONING TEXT AMENDMENT TO THE INDUSTRIAL BUSINESS PARK (IB1) ZONE TO PERMIT VEHICLE SALE/RENTAL ON A PORTION OF THE PROPERTY AT 6260 GRAYBAR ROAD**

(File Ref. No. 12-8060-20-009977; ZT 18-841250) (REDMS No. 6050378 v. 3)

PLN-136

See Page PLN-136 for full report

Designated Speakers: Wayne Craig and Jessica Lee

STAFF RECOMMENDATION

Application by Farrell Estates Ltd. for a Zoning Text Amendment to the Industrial Business Park (IB1) Zone to Permit Vehicle Sale/Rental on a Portion of the Property at 6260 Graybar Road



4. **CANNABIS CULTIVATION IN THE AGRICULTURAL LAND RESERVE - COUNCIL REFERRAL RESPONSE**

(File Ref. No. 08-4430-03-10) (REDMS No. 6039195 v. 5)

PLN-150

See Page PLN-150 for full report

Designated Speaker: Barry Konkin

STAFF RECOMMENDATION

- (1) *That the “Cannabis Cultivation in the Agricultural Land Reserve – Council Referral Response” report dated December 3, 2018 from the Manager, Policy Planning be received for information and endorsed; and*
- (2) *That this report be forwarded along with Richmond City Council’s written request to the Provincial Government that:*
 - (a) *a moratorium on the cultivation of cannabis on farmland be established by the Provincial Government;*
 - (b) *cannabis be eliminated from the Farm Practices Protection (Right to Farm) Act; and*
 - (c) *local governments be permitted to determine whether or not cannabis should be grown on farmland within the municipality.*



5. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, December 4, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Carol Day
Councillor Harold Steves

Absent: Councillor Alexa Loo

Also Present: Councillor Michael Wolfe

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on November 20, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

December 18, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **RICHMOND FOOD SYSTEM ACTION TEAM**

(File Ref. No. 11-7200-01) (REDMS No. 5769288 v. 13)

Discussion ensued with regard to (i) the inclusion of representatives from the farming community and Richmond residents on the Action Team, (ii) opportunities for collaboration between the Action Team and the Richmond Agricultural Advisory Committee (AAC), and (iii) expansion of the Community Garden Program and encouraging the use of the garden plots to produce food.

In reply to queries from Committee, staff noted that the AAC primarily focuses on specific aspects of agriculture in Richmond; however staff can examine collaboration opportunities between the two groups. Also, staff noted that the Community Garden Program will expand with more plots in the coming year and will eventually include plots in the Garden City Lands.

Norm Goldstien, Richmond Resident, commented on food security and encouraged the City to establish attainable goals on the matter.

It was moved and seconded

That staff report titled "Richmond Food System Action Team," dated November 9, 2018, from the Director, Parks Services, be referred to staff to examine:

- (1) options to include representatives from the Richmond farming community and Richmond residents on the Richmond Food System Action Team;*
 - (2) opportunities for synergy and cooperation with the Richmond Agricultural Advisory Committee; and*
 - (3) the Richmond Food System Action Team's Terms of Reference to include measures that would encourage community food production;*
- and report back.*

CARRIED

Discussion ensued with regard to promoting community food production, and as a result, the following **referral motion** was introduced:

It was moved and seconded

That staff:

- (1) review how the Community Garden Program is managed and how garden plots are assigned in order to encourage food production in the plots;*

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- (2) *examine options to encourage development of bee hives; and*
 - (3) *options to develop additional community garden plots;*
- and report back.*

CARRIED

2. **HOUSING AGREEMENT BYLAW NO. 9916 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 4300, 4320, 4340 THOMPSON ROAD AND 4291, 4331, 4431 AND 4451 BOUNDARY ROAD (PARC THOMPSON PROJECT INC. (INC. NO. BC1058824))**

(File Ref. No. 08-4057-05) (REDMS No. 5934156 v. 3)

It was moved and seconded

That Housing Agreement (4300, 4320, 4340 Thompson Road and 4291, 4331, 4431 and 4451 Boundary Road) Bylaw No. 9916 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application RZ 15-713048.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY MARYEM AHBIB FOR REZONING AT 11111 AND 11113 SEAFIELD CRESCENT FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-009954; RZ 18-829101) (REDMS No. 5971198 v. 4)

Jessica Lee, Planning Technician, reviewed the application, noting that the proposed development will include two secondary suites and access to the lots is proposed to be through the existing rear lane.

Discussion ensued with regard to options to (i) relocate vehicle access to one of the subdivided lots to the front of the site, (ii) develop the proposed secondary suites as family-sized units, (iii) establish policy to standardize the size of secondary suites based on the size of the new house, and (iv) require development of secondary suites on duplex lots instead of a cash-in-lieu affordable housing contribution if an existing duplex included a secondary suite.

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In reply to queries, staff noted that (i) the applicant has not developed designs for the proposed homes, however Council may amend the application's Rezoning Considerations to require a minimum secondary suite size, (ii) staff can provide information on the number of duplex lots that could be subdivided, (iii) in terms of the City's Affordable Housing Strategy, single-family rezoning applications have the option to provide affordable housing contributions in the form of secondary suites or a cash-in-lieu contribution.

Maryem Ahbib, Applicant, commented on the site's dimensions and noted that the proposed homes have not been designed. She added that options for vehicle site access and secondary suite size can be discussed with the property owner.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9954, for the rezoning of 11111 and 11113 Seafield Crescent from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)" to facilitate the creation of two new single family lots, be introduced and given first reading.

CARRIED

Discussion ensued with regard to secondary suite requirements, and as a result, the following **referral motion** was introduced:

It was moved and seconded

That staff examine the minimum sizes of various secondary suites in any dwelling in the community and the possibility of increasing density where required.

CARRIED

4. APPLICATION BY 1137183 BC LTD. FOR REZONING AT 22551 WESTMINSTER HIGHWAY FROM "SINGLE DETACHED (RS1/F)" ZONE TO "TOWN HOUSING (ZT11) – HAMILTON" ZONE

(File Ref. No. 12-8060-20-009970; RZ 18-800159) (REDMS No. 6010265)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that the applicant is requesting a variance to develop all garages in a tandem configuration. He added that the Hamilton area is subject to a 3.5 metre flood construction level, and any habitable space must be elevated above 3.5 metres.

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It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9970, for the rezoning of 22551 Westminster Highway from "Single Detached (RS1/F)" to "Town Housing (ZT11) - Hamilton" to permit the development of seven three-storey townhouse units with vehicle access from 22571 Westminster Highway, be introduced and given First Reading.

CARRIED

5. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:39 p.m.).

CARRIED

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, December 4, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



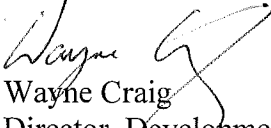
City of Richmond

Report to Committee

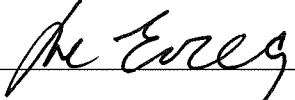
To: Planning Committee
From: Wayne Craig
Director, Development
Date: December 13, 2018
File: RZ 16-732490
Re: Revised Rezoning Considerations for the Application by Pietro Nardone for Rezoning of the West Portions 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) - South McLennan (City Centre)" Zone; and to Rezone the East Portion of 7191 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (RS2/C)" Zone

Staff Recommendation

1. That Third Reading of Richmond Zoning Bylaw, 8500 Amendment Bylaw 9796 be rescinded.
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) – South McLennan (City Centre)" zone, and of the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, be forwarded to a Public Hearing to be held on January 21, 2019.


Wayne Craig
Director, Development
(604-247-4654)

WC:jr
Att. 4

| REPORT CONCURRENCE | | |
|--------------------|-------------------------------------|---|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Transportation | <input checked="" type="checkbox"/> |  |

Staff Report

Origin

Pietro Nardone has requested to revise the rezoning considerations associated with Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (ZS14) – South McLennan (City Centre)” zone, and of the east portion of 7191 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (RS2/C)” zone, to remove the rezoning considerations requiring construction of a through-road from Sills Avenue to General Currie Road, and to modify additional considerations consequential to this change.

On January 15, 2018, Council granted first reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, to rezone the subject properties to permit subdivision to create 10 new single-family lots fronting an extension to Armstrong Street and six single-family lots fronting Bridge Street. Amendment Bylaw 9796 was subsequently granted second and third reading at the Public Hearing held on February 19, 2018. The original Staff Report to Council, dated January 3, 2018, is provided in Attachment A.

The applicant had agreed to design and construct a functional through-road between Sills Avenue and General Currie Road as a condition of final adoption of the rezoning bylaw, in conjunction with a second development to the south at 7320, 7340, and 7360 Ash Street (RZ 16-738953). The later development was endorsed by Council at the same Public Hearing on February 19, 2018, but has since been withdrawn. Therefore the applicant wishes to unlink the two rezoning applications and move forward without providing this through-road. In the interim condition, the applicant has agreed to provide a turnaround area for vehicles accessing the subject site until the through-road is constructed through redevelopment of the neighbouring properties. The proposed subdivision plan is provided in Attachment B, and the proposed vehicular access plan is provided in Attachment C.

The rezoning application cannot proceed to final adoption unless Council revises the original rezoning considerations. Staff recommend a new Public Hearing, as the proposed changes differ significantly from the public infrastructure presented to residents in the previous proposal.

Findings of Fact

Please refer to the original Staff Report dated January 3, 2018 (provided in Attachment A) for detailed information regarding the rezoning application.

Analysis

Original Proposal

The original proposal involved the construction of Armstrong Street from Sills Avenue through to General Currie Road, and was to be shared between this development and a second development to the south at 7320, 7340, and 7360 Ash Street (RZ 16-738953). In its interim

condition, Armstrong Street would provide for two-way vehicle traffic with sidewalk, curb, and gutter on one side (Attachment 3 to Attachment A). The applicant was required to negotiate with the owner of 7280 Ash Street to secure a 9.0 m wide road dedication to establish the connection between the two developments.

Proposed Changes

The application to the south has been withdrawn, preventing this applicant from fulfilling the requirement to construct a through-road. The applicant has made changes to the proposal to include an on-site turnaround for emergency and waste collection vehicles (Attachment C). There is no change to the number of proposed lots, the dimensions of the proposed lots, or the permitted density.

The turnaround area is proposed to be located on Proposed Lot 9, and will be secured through a Statutory Right-of-Way (SRW) for Public Rights-of-Passage (PROP). This requirement has been added to the rezoning considerations, and the design and construction of the turnaround area will be included in the Servicing Agreement. The turnaround area must be designed to:

- Not overlap with any residential driveway.
- Provide adequate space allowing three-point turning movements for emergency and waste collection vehicles.
- Clearly indicate its function as a public turnaround area, such as road pavement treatment and/or signage.

Staff support the proposed changes and note that the turnaround area will be temporary, and may only be removed at such a time that Armstrong Street is constructed as a functional through-road between Sills Avenue and General Currie Road. This requirement will be secured through a legal agreement on Title registered prior to final adoption of the rezoning bylaw.

Further extension and construction of Armstrong Street will occur through the rezoning and redevelopment of neighbouring properties, consistent with the McLennan South Sub-Area Plan.

Next Steps

In order to advance the application, the applicant has requested to revise the rezoning considerations to remove dependency on the application to the south. The revised rezoning considerations are provided in Attachment D. Several rezoning considerations are proposed to be changed, removed, or added as a result of the revised proposal, including:

- Removal of the requirement to secure road dedication from the owner of 7280 Ash Street;
- Removal of the requirement to construct the through-road, and replacement with a requirement to construct a vehicle turnaround area on site; and
- Removal of the requirement to combine the Servicing Agreement with the application to the south.

Additional details contained in the Servicing Agreement requirements have been updated to reflect the change of scope. No additional conditions from the previous rezoning considerations are proposed to change, other than those identified in this Staff Report and the revised rezoning considerations provided in Attachment D.

Staff will continue to work with the applicant through the Rezoning and Servicing Agreement processes on the functional design of Armstrong Street and the required turnaround area.

Public Hearing

Council granted Third Reading to the Bylaw associated with this application at the Public Hearing held on February 19, 2018. The development presented to the public at that time included the construction of a through-road from Sills Avenue to General Currie Road, which would have been built by the applicant through a Servicing Agreement in conjunction with the application that has since been withdrawn.

The revised proposal does not include construction of a through-road, which is a significant departure from the development considered at the February 19, 2018 Public Hearing. For this reason, staff recommend that Council rescind Third Reading of the Bylaw and forward the application to a new Public Hearing.

Should Council endorse the staff recommendation, the Bylaw will be forwarded to the Public Hearing to be held on January 21, 2019, 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*.

Conclusion

Pietro Nardone has requested to revise the rezoning considerations associated with the application to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (ZS14) – South McLennan (City Centre)” zone, and of the east portion of 7191 Bridge Street from the “Single Detached (RS1/F)” zone to the “Single Detached (RS2/C)” zone, to remove the rezoning considerations requiring construction of a through-street from Sills Avenue to General Currie Road, and to modify additional considerations consequential to this change.

Council granted Second and Third Reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, associated with the subject application, at the Public Hearing held on February 19, 2018. The applicant is unable to construct the through-road identified in the original rezoning considerations, but has worked with staff to make minor modifications to the proposal so that the development may function without through-road access.

On this basis, it is recommended that Council rescind Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, and forward the Bylaw to a Public Hearing to be held on January 21, 2019.



Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

Attachment A: Original Report to Council dated January 3, 2018
Attachment B: Proposed Subdivision Plan
Attachment C: Proposed Vehicular Access Plan
Attachment D: Revised Rezoning Considerations (Red-lined Version)



City of Richmond


ATTACHMENT A

Report to Committee Planning and Development Division

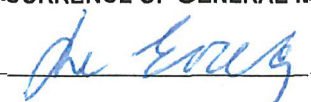
To: Planning Committee **Date:** January 3, 2018
From: Wayne Craig
Director, Development **File:** RZ 16-732490
Re: Application by Pietro Nardone to Rezone the West Portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (ZS14) - South McLennan (City Centre)" Zone; and to Rezone the East Portion of 7191 Bridge Street from the "Single Detached (RS1/F)" Zone to the "Single Detached (RS2/C)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, for the rezoning of the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone; and to rezone the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, be introduced and given first reading.

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

WC:jr
Att. 9

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

Staff Report

Origin

Pietro Nardone has applied to the City of Richmond for permission to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone, and to rezone the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to permit the properties to be subdivided to create six lots fronting Bridge Street and 10 new lots fronting an extension to Armstrong Street (Attachment 1). Each property contains an existing single-detached dwelling fronting Bridge Street, which will be retained. The proposed subdivision plan is included in Attachment 2.

This application is being considered concurrently with a rezoning application at 7320, 7340, and 7360 Ash Street (RZ 16-738953), located southwest of the subject properties. The required road works associated with both applications will facilitate the connection of Armstrong Street from Sills Avenue to General Currie Road, as shown in Attachment 3. Each application is dependent on the other for construction of the through road to provide access to the proposed subdivided lots. The required road works will be secured through a single Servicing Agreement for both applications, which the applicant must enter in to prior to final adoption of the rezoning bylaw.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Single-family dwellings on lots zoned "Single Detached (ZS15) - South McLennan (City Centre)", fronting Sills Avenue.
- To the South: A single-family dwelling on a lot zoned "Single Detached (RS1/F)", fronting Bridge Street.
- To the East: A single lot zoned "Single Detached (ZS14) - South McLennan (City Centre)", that is subject to a subdivision application currently under staff review, which would create seven single-family lots fronting Bridge Street (SD 16-726640).
- To the West: Single-family dwellings on lots zoned "Single Detached (RS1/F)", fronting Ash Street.

Related Policies & Studies**Official Community Plan/McLennan South Sub-Area Plan**

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential” (Attachment 5). The proposed rezoning and subdivision are consistent with this designation.

The City Centre Area – McLennan South Sub-Area Plan land use designation for the subject site is “Residential, Historic Single-Family” (Attachment 6). The Area Plan identifies minimum lot sizes on Bridge Street (min. 18.0 m frontage and 550 m² area) and on Armstrong Street (min. 11.3 m frontage and 320 m² area). The proposed rezoning and subdivision are generally consistent with the designation and policies contained in the Area Plan.

The McLennan South Sub-Area Plan identifies the development of a “ring road”, made up of Sills Avenue and Armstrong Street, connecting Sills Avenue to General Currie Road (Attachment 7). These new roads have been constructed incrementally through previous development applications, including portions of Sills Avenue to the north and Armstrong Street to the south. The proposed rezoning and subdivision are consistent with the identified road development, and will complete (along with RZ 16-738953) an interim north-south connecting Armstrong Street.

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.

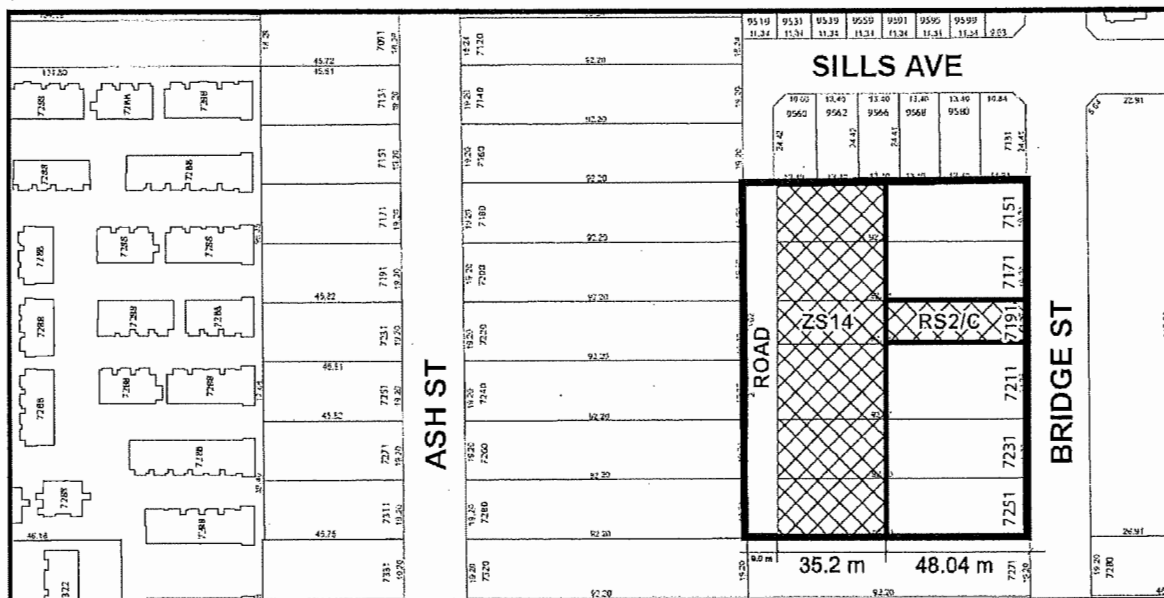
Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as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

Analysis**Proposed Rezoning and Subdivision**

The existing dwellings on each of the Bridge Street lots are proposed to be retained following subdivision. Based on the proposed subdivision, the applicant has provided a signed and sealed plan from a registered BC Land Surveyor confirming the existing buildings and resulting lots would be generally consistent with Richmond Zoning Bylaw 8500. Structures that do not comply with the regulations must be removed or relocated prior to approval of the subdivision.

The applicant proposes to rezone the west portions of the six subject properties to the "Single Detached (ZS14) - South McLennan (City Centre)" zone. The west portion of each lot would be subdivided, resulting in 10 new lots fronting an extension to Armstrong Street. Five of the six resulting lots to be retained fronting Bridge Street will meet the minimum 18 m width, 45 m depth, and 828 m² area requirements of the "Single Detached (RS1/F)" zone. The sixth lot, resulting from the subdivision of 7191 Bridge Street, has insufficient width and area to meet the "Single Detached (RS1/F)" lot size requirements. Altering the proposed subdivision plan to comply with the "Single Detached (RS1/F)" zone would require demolition of the existing dwelling on 7211 Bridge Street.

Therefore, the applicant proposes to rezone the east portion of 7191 Bridge Street to the "Single Detached (RS2/C)" zone, to allow the proposed subdivision. The portions of each property proposed to be rezoned are shown below. This proposal is generally consistent with the McLennan South Sub-Area Plan objective of retaining the existing character of single-family homes along Bridge Street.



Transportation and Site Access

Vehicle access to the ten new lots is proposed from individual driveways from Armstrong Street. Vehicle access to the six retained lots is proposed to be maintained from Bridge Street.

Prior to final adoption of the rezoning bylaw, the applicant must provide a 9.0 m wide road dedication along the entire rear property line, and submit a functional road plan demonstrating the interim and ultimate conditions of Armstrong Street to the satisfaction of the Director of Transportation.

Additionally, a 9.0 m wide road dedication along the entire rear property line of 7280 Ash Street (not included in either rezoning application) is required. The applicant has provided written confirmation from the property owner of 7280 Ash Street agreeing to this condition. The

required road and servicing works will be secured through a Servicing Agreement, which is required prior to final adoption of the rezoning bylaw.

Construction of Armstrong Street from Sills Avenue to General Currie Road is necessary to achieve functional vehicle circulation for two-way traffic and emergency access and egress. The required extension to Armstrong Street will be secured through the subject rezoning application and the proposed development to the south, at 7320/7340/7360 Ash Street (RZ 16-738953). Staff have determined that the Servicing Agreements for both applications should be combined, to ensure that the required road works are completed before construction of the new dwellings. Further, the applicant is required to enter into a legal agreement registered on Title of the proposed lots to ensure that all required off-site works (from Sills Avenue to General Currie Road) are completed prior to final Building Permit inspection granting occupancy.

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 53 bylaw-sized trees on the subject properties, and one bylaw-sized tree on a neighbouring property.

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

- Nine trees on the development site (Tag # 185, 189, 190, 191, 192, 702, 709, 710, and 711) are in good condition and proposed to be retained. Provide tree protection fencing as per Tree Protection Bylaw No. 8057.
- 11 trees comprising a hedgerow on the development site (Tag # 184) at 7151 Bridge Street are in good condition and should be retained. Tree retention measures will be further evaluated through the Servicing Agreement design review.
- Four trees comprising a hedgerow on the development site (Tag # 701) are in fair condition. These trees should be retained and protected.
- One tree located on a neighbouring property (Tag # 714) is in fair condition. These trees should be retained and protected.
- Seven trees on the development site (Tag # 703, 704, 705, 706, 707, 708, and 713) are in poor condition, and conflict with the proposed new dwellings. These trees should be removed and replaced.
- 24 Birch trees (Tag # BIR) on the development site are infected with Bronze Birch Borer, in poor condition, and conflict with the proposed new dwellings. These trees should be removed and replaced.
- 14 Birch trees (Tag # BIR) located in the required road dedication are infected with Bronze Birch Borer and in poor condition. No compensation or replacement is required for removal of these trees, as construction of the road is an Area Plan requirement.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

The City Parks Department has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two trees located on the shared property line with the City (Tag # 187 and 188) are in poor condition, conflict with the required street frontage upgrades, and should be removed.
- One tree located in the City-owned boulevard (Tag # 186) is in poor condition, conflicts with the required street frontage upgrades, and should be removed.
- Two trees in the City-owned boulevard (Tag # C3 and C4) are in good condition, but conflict with the required street frontage upgrades. These trees are to be relocated at developer's cost to a location chosen by Parks Department staff. The applicant must submit a survival security of \$2,600 (\$1,300/tree) prior to final adoption of the rezoning bylaw.

Tree Replacement

The applicant wishes to remove 31 trees located on the development site (Tag # 703-708, 713, and BIR). The 2:1 replacement ratio would require a total of 62 replacement trees. The applicant has agreed to plant a total of 30 replacement trees in the development. 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 |
|--------------------------|---|---|
| 2 | 11 cm | 6 m |
| 4 | 10 cm | 5.5 m |
| 8 | 8 cm | 4 m |
| 16 | 6 cm | 3.5 m |

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$16,000 to the City's Tree Compensation Fund in lieu of the remaining 32 trees that cannot be accommodated on the subject property after redevelopment.

The applicant wishes to remove three City-owned trees (Tag # 186-188). Prior to final adoption of the rezoning bylaw, the applicant must contribute \$3,900 to the City's Tree Compensation Fund, for the City to plant replacement trees at or near the development site.

Tree Protection

Nine trees (Tag # 185, 189-192, 702, and 709-711) and two hedgerows (Tag # 184 and 701) on the development site, and one tree (Tree # 714) on a neighbouring property 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 8). 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 to the City of a \$67,600 Tree Survival Security for the on-site trees to be retained, and the two City-owned trees to be relocated.
- Prior to any demolition or construction on the properties, 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 City's Affordable Housing Strategy for single-family rezoning applications received prior to July 18, 2017, requires a secondary suite or coach house on 100% of new lots created; a 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 \$2.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$2.00/ft² of the total buildable area of the development.

The applicant proposes to provide a secondary suite in the dwellings constructed on each of the 10 new lots, and a \$50,733.51 cash-in-lieu contribution for the six retained lots fronting Bridge Street. This proposal is generally consistent with the intent of the Affordable Housing Strategy, and has been reviewed by the Affordable Housing Coordinator.

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until a secondary suite is constructed in the dwelling on each of the 10 new lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of road works, engineering infrastructure, and frontage improvements, as described in Attachment 9.

The developer for the subject application is responsible for the required road works, engineering infrastructure and frontage improvements along Bridge Street, the portion of Armstrong Street along the subject site's frontage, and 50% of the portion of Armstrong Street within the road dedication at 7280 Ash Street. The remaining requirements to complete the connection of Armstrong Street from Sills Avenue to General Currie Road will be the responsibility of the developer for RZ 16-738953. Required works include, but are not limited to, the following:

- Armstrong Street: Block retaining wall with barrier fencing on the east property line of the neighbouring Ash Street lots; asphalt road to accommodate two-way traffic; concrete curb and gutter, landscaped boulevard with street lights, and concrete sidewalk at the new property line of the Armstrong Street lots.
- Bridge Street: Road widening, concrete curb and gutter, landscaped boulevard with street lights, and concrete sidewalk at the property line, to match the existing condition at 7131 Bridge Street.

Due to the road width of Armstrong Street in the interim condition, the ultimate frontage works may be deferred until the neighbouring properties redevelop and additional road width is acquired. The applicant is required to provide a cash-in-lieu contribution for the construction of the ultimate condition to be completed as the adjacent lots develop. The cash-in-lieu contribution will be determined through the Servicing Agreement design review process.

At Subdivision stage, the applicant is required to pay Property Taxes, Development Cost Charges, School Site Acquisition Charge, and Address Assignment Fees.

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated Operating Budget Impact (OBI) for the ongoing maintenance of these assets is \$6,000.00. This will be considered as part of the 2019 Operating budget.

Conclusion

The purpose of this application is to rezone the west portions of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (ZS14) - South McLennan (City Centre)" zone, and the east portion of 7191 Bridge Street from the "Single Detached (RS1/F)" zone to the "Single Detached (RS2/C)" zone, to permit the properties to be subdivided to create six lots fronting Bridge Street and 10 new lots fronting an extension of Armstrong Street.

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

The list of rezoning considerations is included in Attachment 9, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9796 be introduced and given first reading.



Jordan Rockerbie
Planning Technician
(604-276-4092)

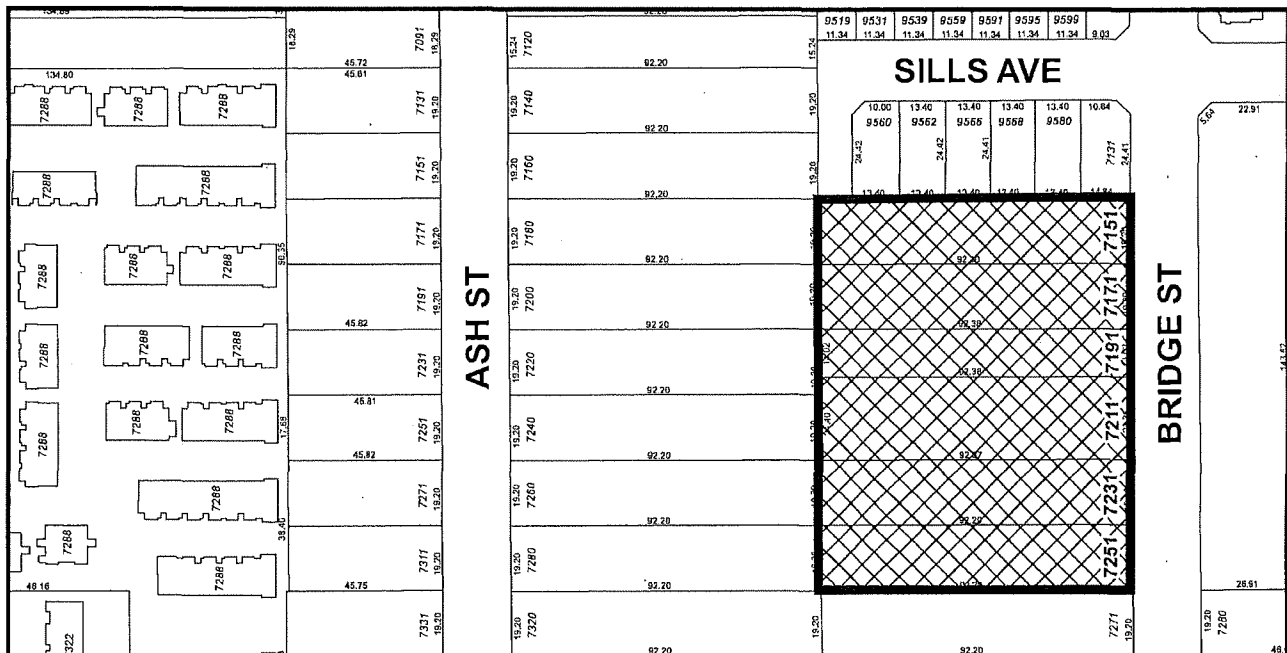
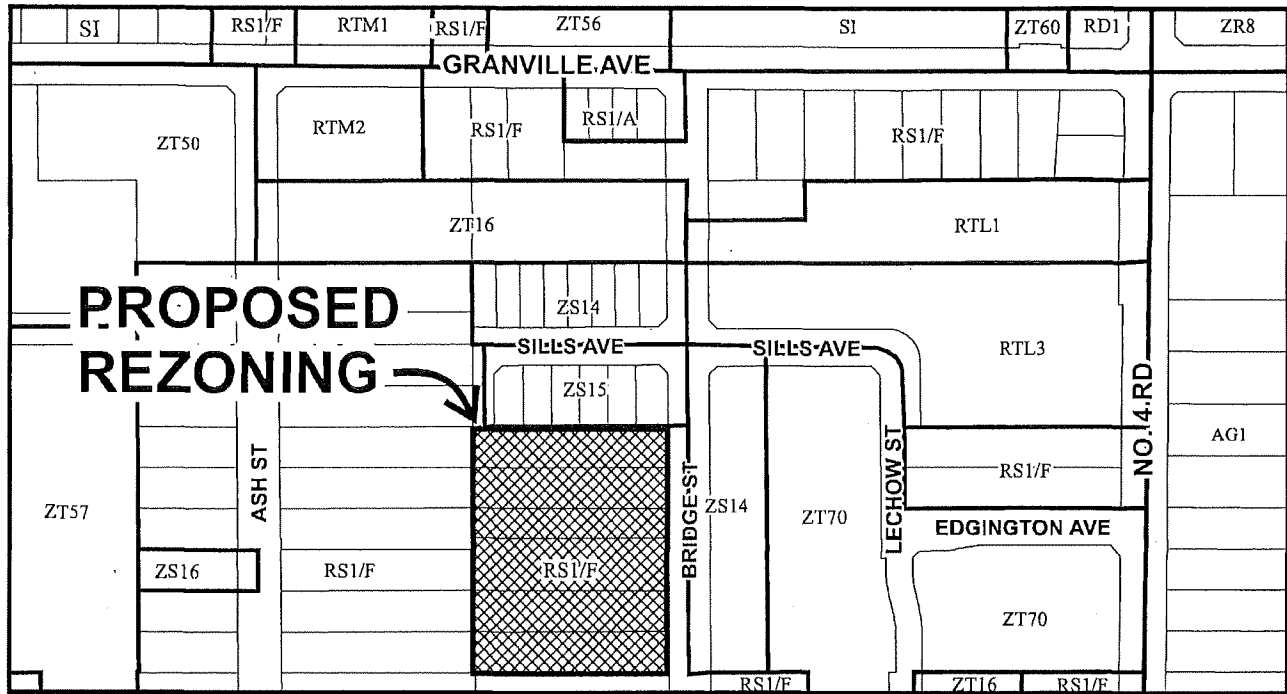
JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Conceptual Development Plan
- Attachment 4: Development Application Data Sheet
- Attachment 5: Official Community Plan Land Use Map
- Attachment 6: McLennan South Sub-Area Plan Land Use Map
- Attachment 7: McLennan South Sub-Area Plan Circulation Map
- Attachment 8: Tree Retention Plan
- Attachment 9: Rezoning Considerations



City of Richmond

ATTACHMENT 1



RZ 16-732490

Original Date: 06/07/16

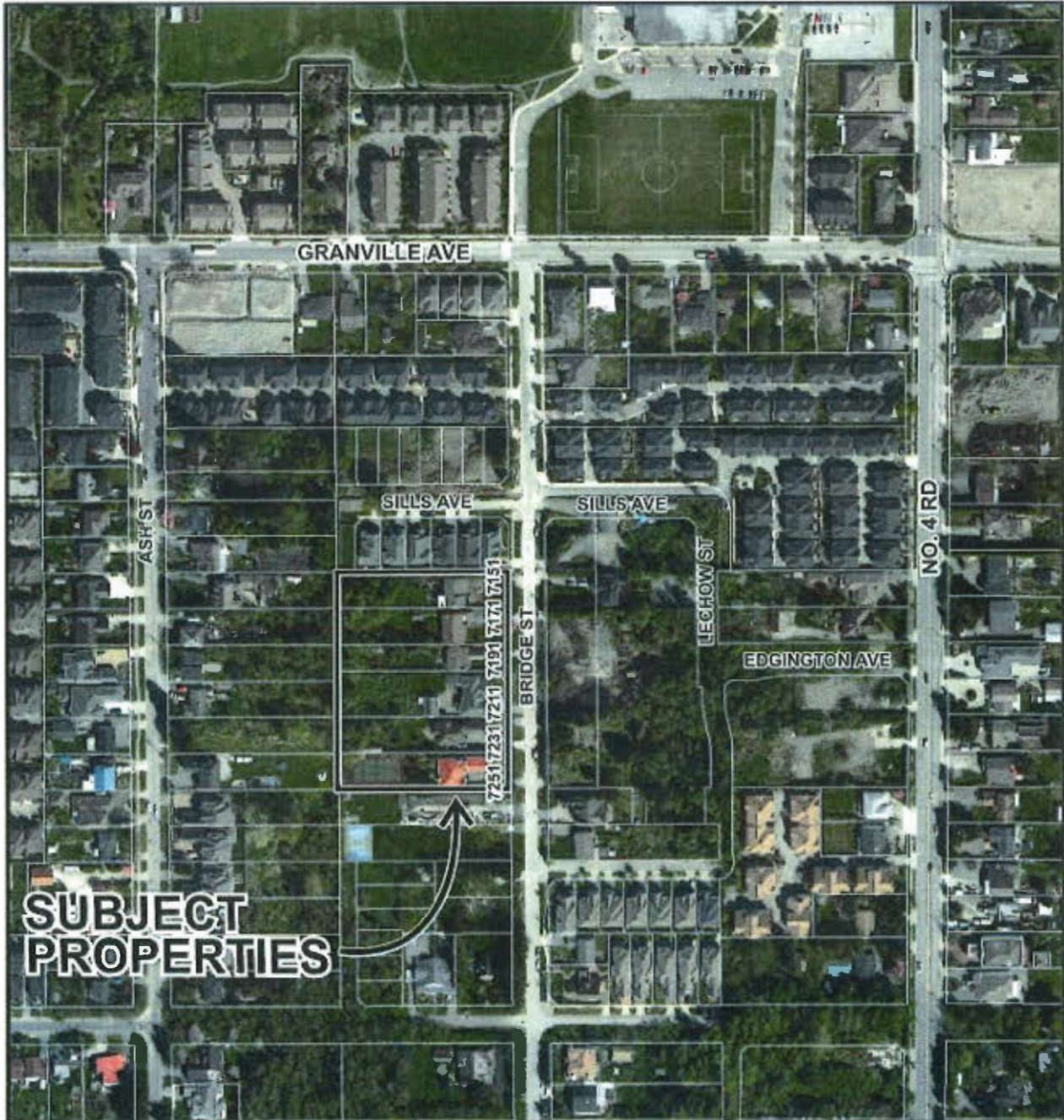
Revision Date: 12/12/17

Note: Dimensions are in METRES

PLN - 123
PLN - 23



City of
Richmond



RZ 16-732490

Original Date: 06/07/16

Revision Date: 12/08/17

Note: Dimensions are in METRES


PLN - 124
PLN - 24

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

#7231 BRIDGE STREET. (N. 1/2 LOT 14)
RICHMOND, B.C.
P.O. 903-735-443

#7191 BRIDGE STREET, (LOT 107)
ROCKWOLD, B.C.
P.O. BOX-871-387

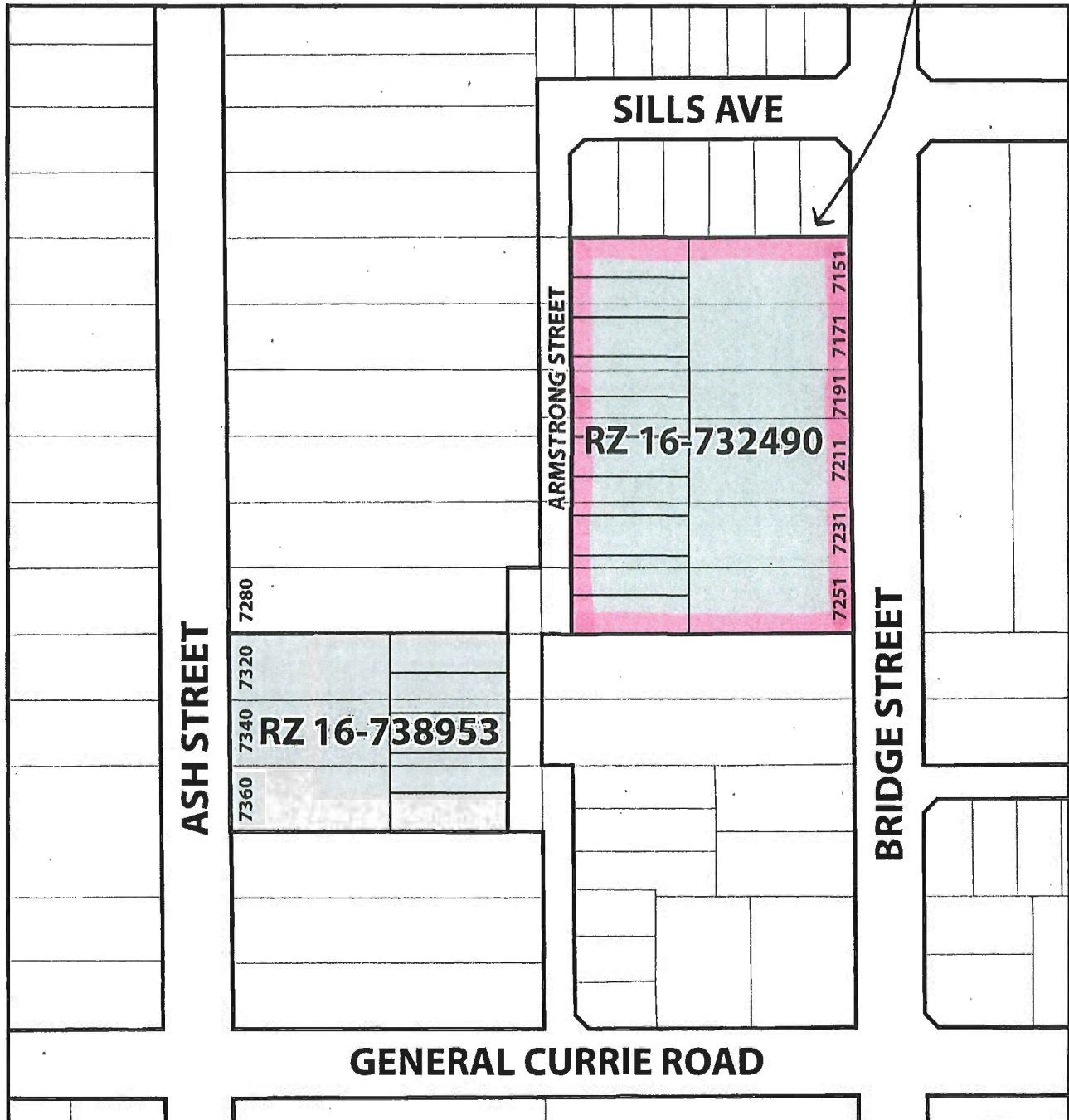
CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.


JOHNSON C. TAM, B.C.L.S.
OCTOBER 7th, 2015.



City of
Richmond

SUBJECT PROPERTIES



**Interim Road Network for
RZ 16-732490 and RZ 16-738953**

Original Date: 12/12/17

Revision Date:

Note: Dimensions are in METRES

PLN - 126
PLN - 26



City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 16-732490

Attachment 4

Address: 7151/7171/7191/7211/7231/7251 Bridge Street

Applicant: Pietro Nardone

Planning Area(s): City Centre – McLennan South

| | Existing | Proposed |
|-----------------------------------|--|---|
| Owner: | Chang Liang Su Nu Wu Calvin Clare Radom Maryann Radom Rohitendra Rajnesh Lal Rudy Stiegelmar David Shu Sum Yu Monica Mei Sheung Yu Allan James McBurney Sandra Teresa McBurney | To be determined |
| Site Size (m²): | 7151 Bridge Street: 1,790 m ² 7171 Bridge Street: 1,790 m ² 7191 Bridge Street: 1,292 m ² 7211 Bridge Street: 2,247 m ² 7231 Bridge Street: 1,790 m ² 7251 Bridge Street: 1,790 m ² | 7151 Bridge Street: 922 m ² 7171 Bridge Street: 922 m ² 7191 Bridge Street: 674 m ² 7211 Bridge Street: 1,171 m ² 7231 Bridge Street: 922 m ² 7251 Bridge Street: 922 m ² Lots 1-10: 405 m ² |
| Land Uses: | 6 single-family dwellings | 16 single-family dwellings |
| OCP Designation: | Neighbourhood Residential | No change |
| Area Plan Designation: | Residential, Historic Single-Family | No change |
| Zoning: | Single Detached (RS1/F) | 7151, 7171, 7211, 7231, 7251 Bridge Street: No change 7191 Bridge Street: Single Detached (RS2/C) Lots 1-10: Single Detached (ZS14) - South McLennan (City Centre) |

| On East Portion of 7191 Bridge Street | Bylaw Requirement Single Detached (RS2/C) | Proposed | Variance |
|--|--|--|----------------|
| Floor Area Ratio: | Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ² | Max. 0.55 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. 318.33 m ² (3,426.42 ft ²) | 257.8 m ² (2,774.9 ft ²) | none permitted |

| On East Portion of 7191 Bridge Street | Bylaw Requirement Single Detached (RS2/C) | Proposed | Variance |
|---------------------------------------|--|---|----------|
| Lot Coverage (% of lot area): | Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25% | Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25% | none |
| Lot Size: | Min. 360 m ² | 674 m ² | none |
| Lot Dimensions (m): | Width: Min. 13.5 m Depth: Min. 24.0 m | Width: 14.02 m Depth: 48.04 m | none |
| Setbacks (m): | Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m | Front: 6.0 m Side: 1.2 m Rear: 9.26 m for up to 60% of principal dwelling, 10.7 m for remainder | none |
| Height (m): | Max. 9.0 m | Max. 9.0 m | none |

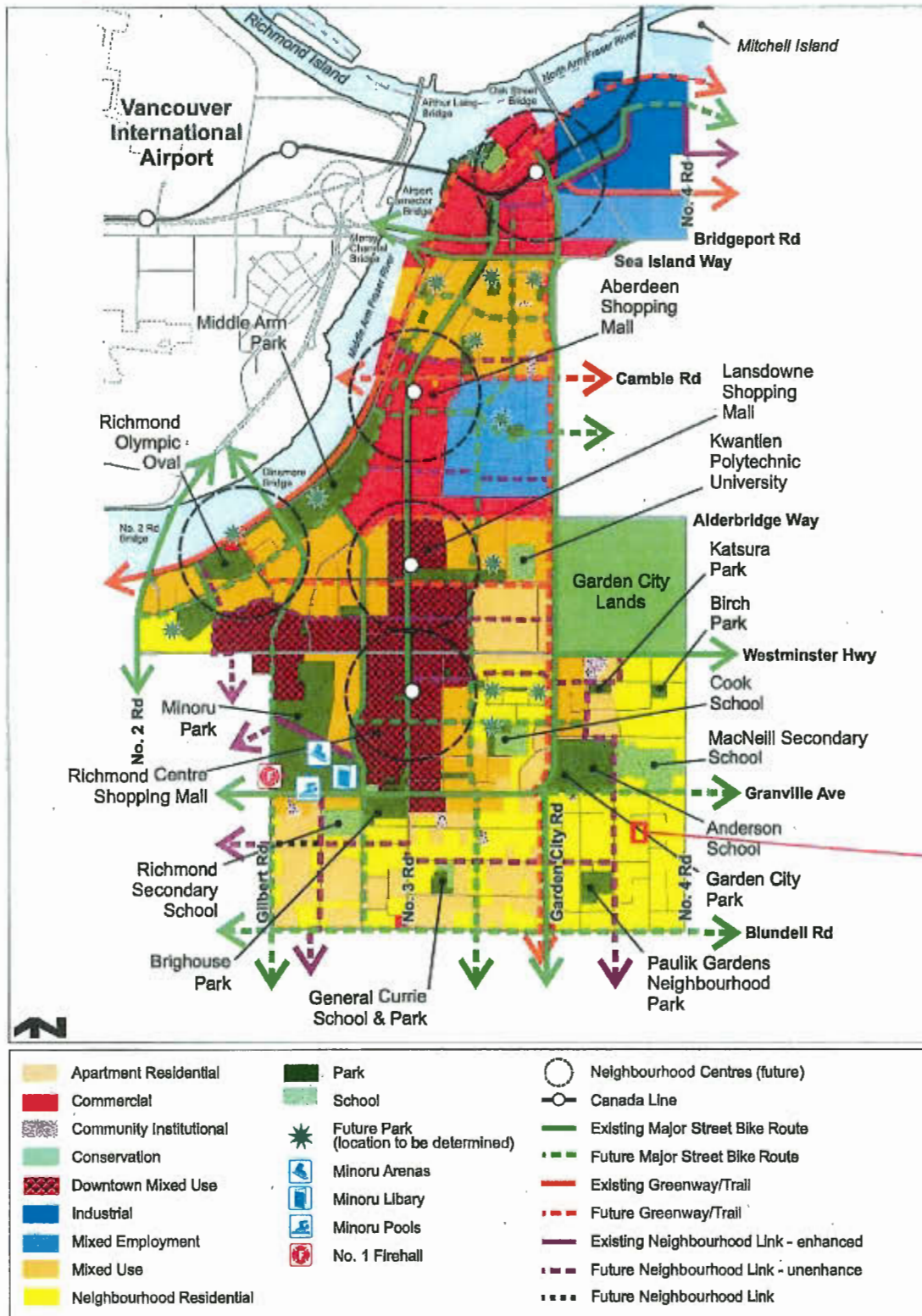
| On Proposed Lots 1-10 | Bylaw Requirement Single Detached (ZS14) - South McLennan (City Centre) | Proposed | Variance |
|--|--|--|----------------|
| Floor Area Ratio: | Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ² | Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ² | none permitted |
| Buildable Floor Area (m ²):* | Max. 222.75 m ² (2,397 ft ²) | Max. 222.75 m ² (2,397 ft ²) | none permitted |
| Lot Coverage (% of lot area): | Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25% | Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 25% | none |
| Lot Size: | Min. 320 m ² | 405 m ² | none |
| Lot Dimensions (m): | Width: Min. 11.3 m Depth: Min. 24.0 m | Width: 11.52 m Depth: 35.2 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 or other exemptions contained in the Zoning Bylaw; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



10. City Centre



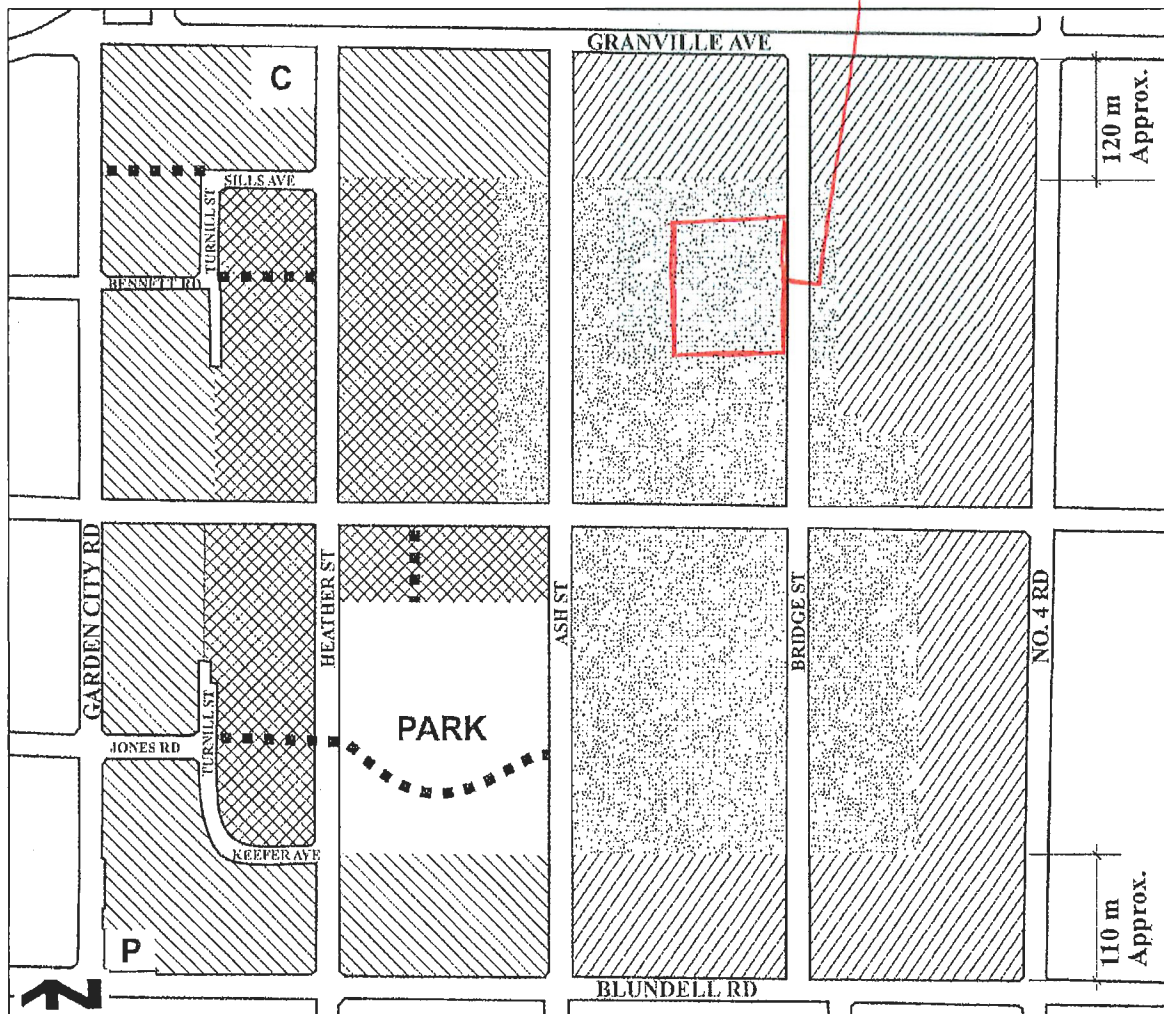
SUBJECT
PROPERTIES

City of Richmond

Land Use Map

Bylaw 9106
2015/09/14

SUBJECT PROPERTIES



Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/37 ft. min. frontage and 320 m²/3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

C Church

P Neighbourhood Pub

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

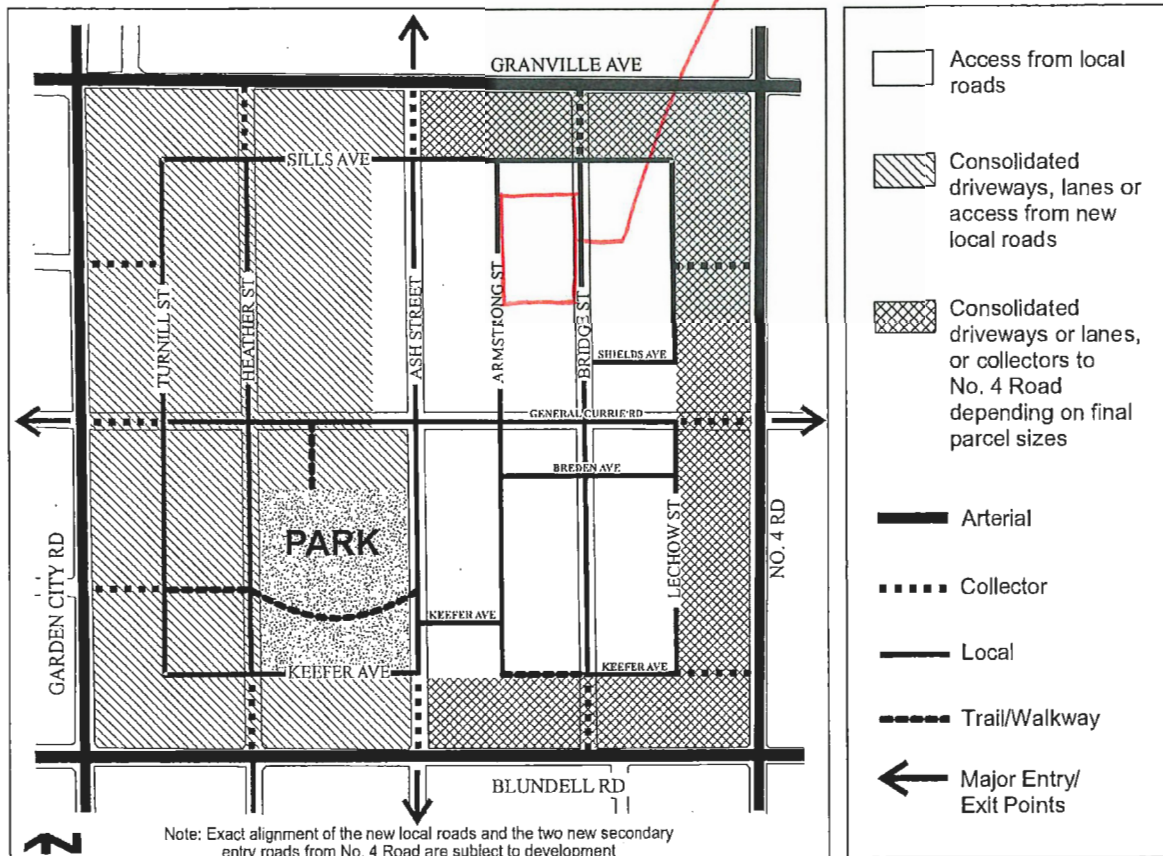
City of Richmond

- l) Encourage cycling as a means of travel by calming automobile traffic within McLennan South and supporting the City Centre policies and programs for bicycles.

Circulation Map

Bylaw 8803
2011/10/17

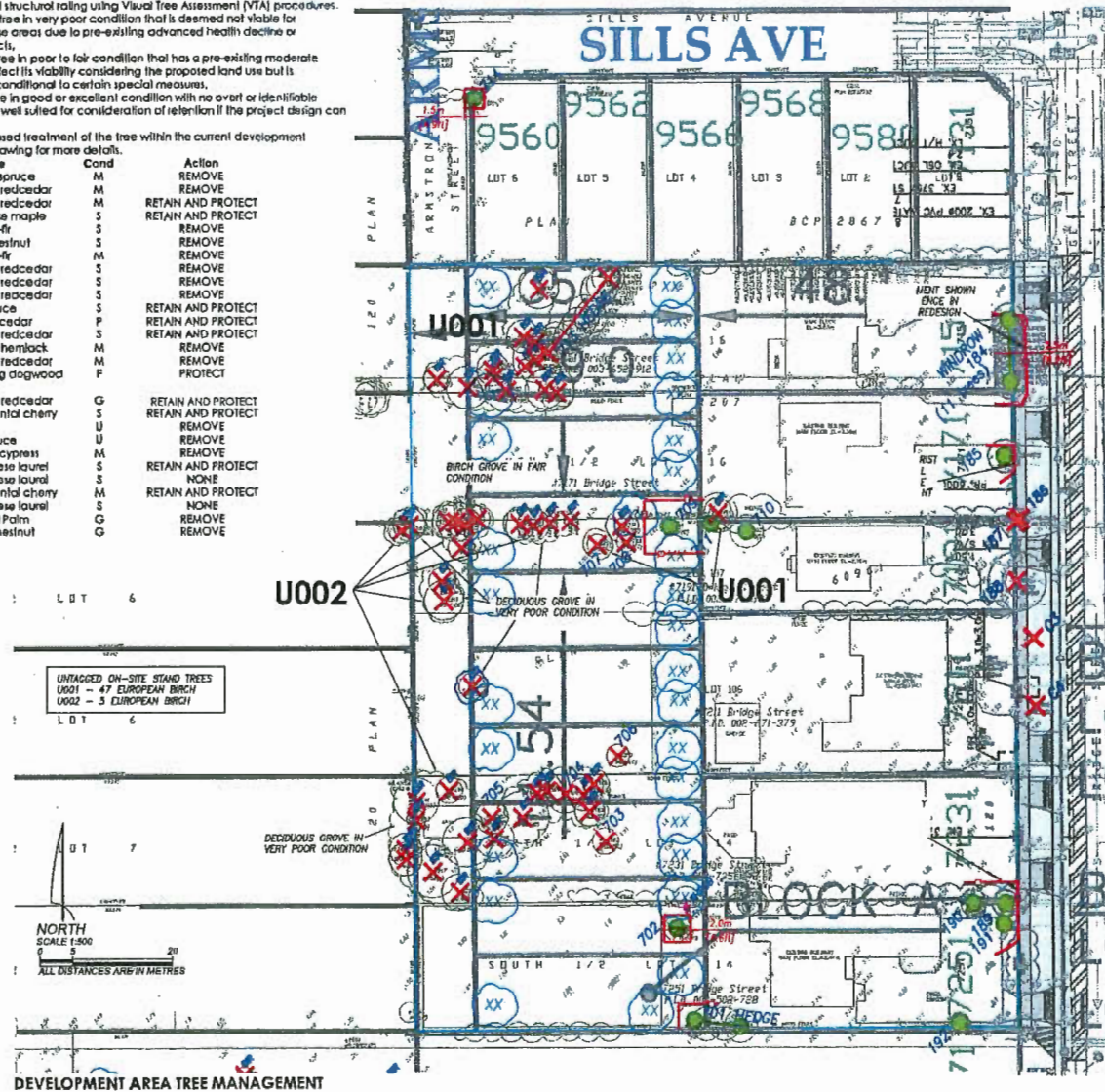
SUBJECT PROPERTIES



TREE INVENTORY AND ASSESSMENT LIST:

- Tag # denotes the tag affixed to the tree for reference in report and on drawings.
- Dbh denotes the diameter of the trunk measured at 1.4 m above grade or on prior arborescent standards (i.e. for small trees).
- Cond denotes health and structural rating using Visual Tree Assessment (VTA) procedures.
- U denotes Unsuitable = a tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.
- M denotes Marginal = a tree in poor to fair condition that has a pre-existing moderate rated defect that may affect its viability considering the proposed land use but is considered for retention conditional to certain special measures.
- S denotes Suitable = a tree in good or excellent condition with no overt or identifiable significant defects, and is well suited for consideration of retention if the project design can accommodate it.
- Action denotes the proposed treatment of the tree within the current development design. See report and drawing for more details.

| Tag # | Dbh (cm) | Tree Type | Cond | Action |
|-------|-----------|-------------------|------|--------------------|
| 679 | 24 | Norway spruce | M | REMOVE |
| 700 | 50 | Western redcedar | M | REMOVE |
| 701 | 46-58 | Western redcedar | M | RETAIN AND PROTECT |
| 702 | 23 | Japanese maple | S | RETAIN AND PROTECT |
| 703 | 31 | Douglas-fir | S | REMOVE |
| 704 | 21 | Horse chestnut | S | REMOVE |
| 705 | 22 | Douglas-fir | M | REMOVE |
| 706 | 25 | Western redcedar | S | REMOVE |
| 707 | 34 | Western redcedar | S | REMOVE |
| 708 | 33 | Western redcedar | S | REMOVE |
| 709 | 35 | Blue spruce | S | RETAIN AND PROTECT |
| 710 | 43 | Decid. cedar | P | RETAIN AND PROTECT |
| 711 | 30 | Western redcedar | S | RETAIN AND PROTECT |
| 712 | 68 | Western hemlock | M | REMOVE |
| 713 | 20-40 | Western redcedar | M | REMOVE |
| 714 | 18 | Flowering dogwood | F | PROTECT |
| 184 | 43-53 | Western redcedar | G | RETAIN AND PROTECT |
| 185 | 41 | Ornamental cherry | S | RETAIN AND PROTECT |
| 186 | 11, 9, 10 | Rowan | U | REMOVE |
| 187 | 24 | Blue spruce | U | REMOVE |
| 188 | 52, 58 | Savaria cypress | M | REMOVE |
| 189 | 31 | Portuguese laurel | S | RETAIN AND PROTECT |
| 190 | 26, 24 | Portuguese laurel | S | NONE |
| 191 | 25 | Ornamental cherry | M | RETAIN AND PROTECT |
| 192 | 16 | Portuguese laurel | S | NONE |
| C3 | 1.5M Ht. | Windmill Palm | G | REMOVE |
| C4 | 7 | Horse chestnut | G | REMOVE |

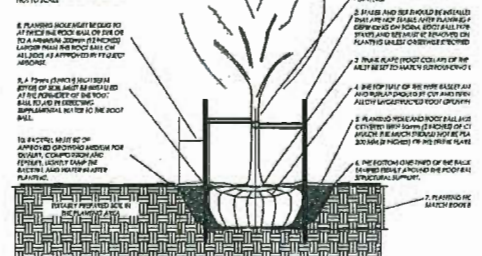
**SUGGESTED PLANT LIST: REPLACEMENT TREES**

Please use botanical name when ordering.
Current arborescent best management practices and BCSEA/BCMA standards apply to quality, root ball, health, form, handling, planting, growing and establishment care.

| CODE | QTY | Size | BOTANICAL NAME | COMMON NAME |
|---|--------|---------------------------|-------------------------------|-------------|
| BROADLEAF - SMALL TO MEDIUM SCALE: | | | | |
| ACA | 60m C | Acacia salicifolia | Field maple | |
| AG | 60m C | Acer glabrum | Paperbark maple | |
| ARB | 60m C | Acer rubrum 'Brilliant' | Red maple | |
| ARS | 60m C | Acer rubrum 'Red Sunset' | Red Sunset maple | |
| DI | 60m C | Davidia involuta | Dove tree | |
| FSD | 60m C | Fagus sylvatica 'Dawson' | Dawson beech | |
| FSP | 60m C | Fagus sylvatica 'Pendula' | Weeping European beech | |
| MSD | 3.5m H | Magnolia soulangiana | Southern magnolia | |
| SP | 60m C | Stewartia pseudocornellia | Japanese Stewartia | |
| AP | 60m C | Acer palmatum | Japanese maple | |
| AU | 60m C | Arbutus unedo | Strawberry tree | |
| CC | 3.5m H | Cercis canadensis | Redbud | |
| MSR | 60m C | Magnolia grandiflora | Southern magnolia (evergreen) | |
| MSL | 60m C | Magnolia stellata | Star magnolia | |
| PSAR | 60m C | Prunus sargentii 'Yancho' | Sargent cherry | |
| PY | 60m C | Prunus yedoensis | Yoshino cherry | |
| SJ | 60m C | Styrax japonica | Japanese snowbell | |
| EVERGREEN - SMALL SCALE: | | | | |
| APC | 3.5m H | Abies procera 'Classica' | Noble fir | |
| PPO | 3.5m H | Picea omorika | Serbian spruce | |

TREE PLANTING GUIDELINES:

- CONSTRUCTION SITES**
The location of construction sites should be determined by the project manager in consultation with the local authority. The location of construction sites should be determined by the project manager in consultation with the local authority.
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TREE PLANTING DETAIL



Address: 7151, 7171, 7191, 7211, 7231, & 7251 Bridge Street

File No.: RZ 16-732490

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, the developer is required to complete the following:

1. 9.0 m wide road dedication along the entire rear property lines of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street. The applicant is responsible for securing 50% of the required 9.0 m wide road dedication on the east property line of 7280 Ash Street.
2. Submission of a Landscape Security in the amount of \$15,000 (\$500/tree) to ensure that a total of 30 replacement trees are planted and maintained in the development. **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

| No. of Replacement Trees | Minimum Caliper of Deciduous Tree | Minimum Height of Coniferous Tree |
|--------------------------|-----------------------------------|-----------------------------------|
| 2 | 11 cm | 6 m |
| 4 | 10 cm | 5.5 m |
| 8 | 8 cm | 4 m |
| 16 | 6 cm | 3.5 m |

3. City acceptance of the developer's offer to voluntarily contribute \$19,900 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. 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.
5. Submission of a Tree Survival Security to the City in the amount of \$67,600 for the nine trees and two hedge rows to be retained, and the two City-owned trees to be relocated.
6. Registration of a flood indemnity covenant on Title.
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 each of the ten future lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$50,733.51) to the City's Affordable Housing Reserve Fund for the six lots on Bridge Street.
9. Submission of functional road plans for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.
10. Registration of a legal agreement on Title to ensure prior to final building inspection granting occupancy all required off-site works (from Sills Avenue to General Currie) are completed.
11. Enter into a Servicing Agreement* for the design and construction of the required site servicing and off-site improvements, to be combined with the requirements for RZ 16-738953. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 150 L/s of water available at a 20 psi residual at the Bridge Street frontage, and 274 L/s of water available at a 20 psi residual at the Armstrong Street 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.
 - Install 10 new water service connections, one for each new lot, complete with meter and meter box.
 - Retain the existing water service connections along the Bridge Street frontage.
 - Install approximately 200 m of new 200 mm water main in the extension of Armstrong Street from Sills Avenue to tie in to the existing water main fronting 7368 Armstrong Street, complete with fire hydrants to meet City spacing requirements.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement design.
 - Upgrade the approximately 120 m of existing 375 mm storm sewer along the development's Bridge Street frontage to 600 mm, and reconnect all existing leads.
 - Install approximately 200 m of new 600 mm storm sewer in the extension of Armstrong Street from the existing storm sewer in Sills Avenue to tie in to the existing storm sewer fronting 7368 Armstrong Street.
 - Confirm all service connections currently in use by the lots along Bridge Street. The connections not in use shall be capped at the main and their inspection chambers removed.
 - Provide, at no cost to the City, two 3.0 x 3.0 m statutory right-of-ways for the existing storm inspection chambers STIC53528 and STIC43442 on the Bridge Street frontage of 7211 Bridge Street.
 - Install 10 new storm service connections, one for each lot and complete with inspection chambers, off of the proposed storm main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Install approximately 200 m of new 200 mm sanitary sewer in the extension of Armstrong Street from the existing sanitary sewer in Sills Avenue to tie in to the existing sanitary sewer fronting 7368 Armstrong Street.
 - Install 10 new sanitary service connections, one for each lot and complete with inspection chambers, off of the proposed sanitary main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
 - Retain the existing sanitary service connections serving the properties on the Bridge Street frontage of the development site.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Provide a 9.0m-wide road dedication along the entire west property line of the development site, and along the entire east property lines of 7280 Ash Street, and construct a functional road complete with asphalt pavement, sidewalk, boulevard, curb and gutter, lighting, and drainage, connecting Sills Avenue to the north to the developed portion of Armstrong Street to the south.
 - 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 pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To underground private utility poles, overhead distribution lines, and overhead service lines and poles along the entire Bridge Street frontage, including the overhead service lines serving the single family lots with existing buildings to remain on Bridge Street. This will require underground conduits and aboveground structures to be placed in private property within the existing single family lots, and the clearance poles and overhead service lines removed.
 - 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, as described below.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - Assess the street lighting levels along all road frontages and upgrade to Richmond standards as required.
 - Construct an extension of Armstrong Street to access the new lots, which includes, but may not be limited to:
 - Submission of a functional road plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation. All interim works to be constructed, including interim concrete curbs, required to delineate a smooth road alignment and vehicular wheel path movement for northbound and southbound traffic around the undeveloped lots. This will also require interim frontage works and driveway locations. Through the ultimate design, the reconstruction and reinstatement of all final works will be required.
 - Ultimate condition to provide 11.2 m pavement width, minimum 0.15 m wide concrete curb and gutter, minimum 1.5 m wide landscaped/treed boulevard, and a minimum 1.5 m wide concrete sidewalk at the property line.
 - The ultimate curb alignment is to match that set by redevelopment south of General Currie Road.
 - Frontage works to extend from Sills Avenue to General Currie Road.
 - Complete improvements on Bridge Street including, but not limited to:
 - Road widening, 0.15 m concrete curb and gutter, min. 1.5 m wide landscaped/treed boulevard behind curb and min. 1.5 m wide concrete sidewalk at the property line; to match improvements to the north at 7131 Bridge Street, and taper back to existing condition to the south.

- All utility pole or other infrastructure conflicts to be relocated at Developer's cost.
- Locate driveways so as to conform to Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Interim and ultimate driveway designs may be required.
- Provide a cash-in-lieu contribution to the City, for all of the ultimate condition off-site works to be deferred to accommodate functional two-way traffic in the interim condition, for the City to complete the construction of the ultimate condition when the adjacent lots develop. The cash-in-lieu contribution amount will be determined through the Servicing Agreement* design review process and will be based on the submission of a functional plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.

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.

Prior to Building 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.
2. Prior to removal of any off-site trees, the applicant must obtain written permission from the adjacent property owner. If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
3. 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.
4. 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. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application.

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.

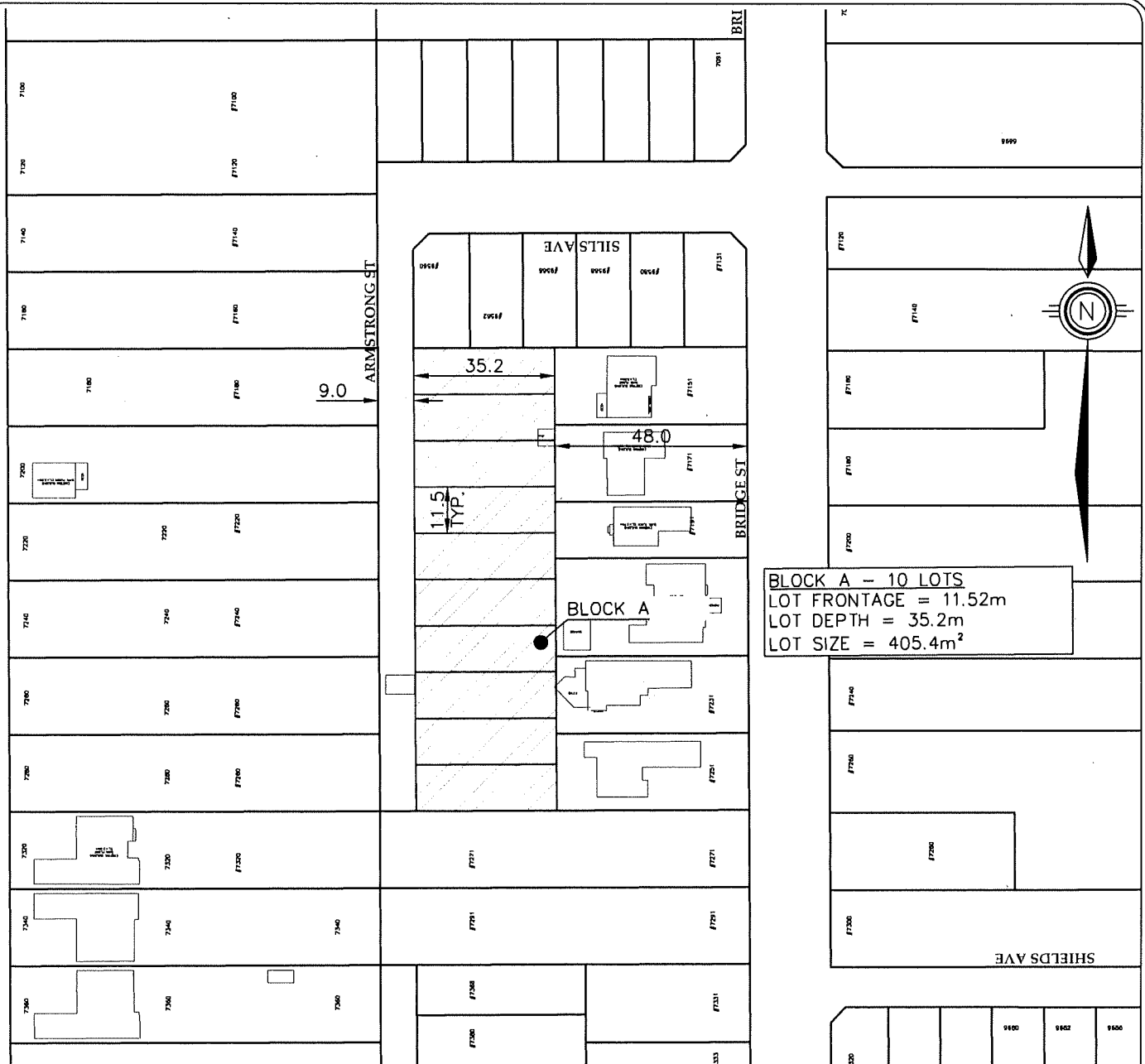
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The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall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



PLAN
SCALE: 1:1500

CoreConcept
 CONSULTING LTD.

#220-2639 Viking Way, Richmond, BC, V6V 3B7
www.coreconceptconsulting.com

tel : 604.249.5040
 fax : 604.249.5041

SUTTON GROUP

Core Concept Consulting Project No. 14046
 DWG. 1 OF 1

PLN - 38

**MCLENNAN SOUTH
 SUBDIVISION**

7151-7251 BRIDGE STREET
 7320-7360 ASH STREET

SCALE: 1 : 1500

DATE: NOV 2015

SHT No.: 1 OF 1





Address: 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street

File No.: RZ 16-732490

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9796, the developer is required to complete the following:

1. 9.0 m wide road dedication along the entire rear property lines of 7151, 7171, 7191, 7211, 7231, and 7251 Bridge Street. ~~The applicant is responsible for securing 50% of the required 9.0 m wide road dedication on the east property line of 7280 Ash Street.~~

2. Submission of a Landscape Security in the amount of \$15,000 (\$500/tree) to ensure that a total of 30 replacement trees are planted and maintained in the development. **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

| No. of Replacement Trees | Minimum Caliper of Deciduous Tree | Minimum Height of Coniferous Tree |
|--------------------------|-----------------------------------|-----------------------------------|
| 2 | 11 cm | 6 m |
| 4 | 10 cm | 5.5 m |
| 8 | 8 cm | 4 m |
| 16 | 6 cm | 3.5 m |

3. City acceptance of the developer's offer to voluntarily contribute \$19,900 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
4. 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.
5. Submission of a Tree Survival Security to the City in the amount of \$67,600 for the nine trees and two hedge rows to be retained, and the two City-owned trees to be relocated.
6. Registration of a flood indemnity covenant on Title.
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 each of the ten future lots on Armstrong Street, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family developments (i.e. \$50,733.51) to the City's Affordable Housing Reserve Fund for the six lots on Bridge Street.
9. Submission of functional road plans for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation.
10. ~~Registration of a legal agreement on Title to ensure prior to final building inspection granting occupancy all required off-site works (from Sills Avenue to General Currie) are completed. Registration of a legal agreement on Title to ensure that the temporary vehicle turnaround is constructed, and that it cannot be removed until Armstrong Street is constructed as a functional through-road between Sills Avenue and General Currie Road.~~
11. Enter into a Servicing Agreement* for the design and construction of the required site servicing and off-site improvements, ~~to be combined with the requirements for RZ 16-738953.~~ Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 150 L/s of water available at a 20 psi residual at the Bridge Street frontage, and 274 L/s of water available at a 20 psi residual at the Armstrong Street 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.
 - Install 10 new water service connections, one for each new lot, complete with meter and meter box.
 - Retain the existing water service connections along the Bridge Street frontage.
 - Install approximately 200 145 m of new 200 mm water main in the extension of Armstrong Street from Sills Avenue to ~~tie in to the existing watermain fronting 7368 Armstrong Street, complete with fire hydrants to meet City spacing requirements~~ the south property line of the development site, complete with a blowoff at the dead end and fire hydrants to meet City spacing requirements.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the Servicing Agreement design.
 - Upgrade the approximately 120 m of existing 375 mm storm sewer along the development's Bridge Street frontage to 600 mm, and reconnect all existing leads.
 - Install approximately 200 145 m of new 600 mm storm sewer in the extension of Armstrong Street from the existing storm sewer in Sills Avenue to tie in to the ~~existing storm sewer fronting 7368 Armstrong Street~~ south property line of the development site.
 - Confirm all service connections currently in use by the lots along Bridge Street. The connections not in use shall be capped at the main and their inspection chambers removed.
 - Provide, at no cost to the City, two ~~3.0 x 3.0~~ 2.0 x 2.0 m statutory right-of-ways for the existing storm inspection chambers STIC53528 and STIC43442 on the Bridge Street frontage of 7211 Bridge Street.
 - Install 10 new storm service connections, one for each lot and complete with inspection chambers, off of the proposed storm main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Install approximately 200 145 m of new 200 mm sanitary sewer in the extension of Armstrong Street from the existing sanitary sewer in Sills Avenue to ~~tie in to the existing sanitary sewer fronting 7368 Armstrong Street~~ the south property line of the development site.
 - Install 10 new sanitary service connections, one for each lot and complete with inspection chambers, off of the proposed sanitary main in the extension of Armstrong Street. Where possible, a single service connection and inspection chamber with dual service leads shall be installed at the adjoining property line of two lots.
 - Retain the existing sanitary service connections serving the properties on the Bridge Street frontage of the development site.
- At Developer's cost, the City is to:
 - Perform all tie-ins of the proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Provide a 9.0m-wide road dedication along the entire west property line of the development site, and along the entire east property lines of 7280 Ash Street, and construct a functional road complete with asphalt pavement, sidewalk, boulevard, curb and gutter, lighting, and drainage, connecting Sills Avenue to the north to the developed portion of Armstrong Street to the south.
 - Provide, as required, any additional utility rights-of-way and public rights-of-passage needed to accommodate a proposed LPT on Armstrong Street. The LPT should be located so that it does not restrict pedestrian movement.
 - Provide, at no cost to the City, a Statutory Right of Way for Public Rights of Passage across the area to be used as a temporary on-site vehicle turnaround. The works are to be designed, constructed, and maintained by the Developer, including, but not limited to:
 - Curb, boulevard, and sidewalk crossings; surface treatment; perimeter fencing; lighting; signage; below-ground support to accommodate use by emergency and waste service vehicles; and any other requirements identified by staff during the Servicing Agreement design review process.
 - 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 pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - To underground private utility poles, overhead distribution lines, and overhead service lines and poles along the entire Bridge Street frontage, including the overhead service lines serving the single family lots with existing buildings to remain on Bridge Street. This will require underground conduits and aboveground structures to be placed in private property within the existing single family lots, and the clearance poles and overhead service lines removed.
 - 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, as described below.
 - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the Servicing Agreement drawings, and registered prior to Servicing Agreement design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
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 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - Assess the street lighting levels along all road frontages and upgrade to Richmond standards as required.
 - Construct an extension of Armstrong Street to access the new lots, which includes, but may not be limited to:
 - Submission of a functional road plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation. All interim works to be constructed, including interim ~~concrete~~ curbs, required to delineate a smooth road alignment and vehicular wheel path movement for northbound and southbound traffic around the undeveloped lots. This will also require interim frontage works and driveway locations. Materials to be determined

through the SA design review process. Through the ultimate design, the reconstruction and reinstatement of all final works will be required.

- Ultimate condition to provide 11.2 m pavement width, minimum 0.15 m wide concrete curb and gutter, minimum 1.5 m wide landscaped/treed boulevard, and a minimum 1.5 m wide concrete sidewalk at the property line.
- The ultimate curb alignment is to match that set by redevelopment south of General Currie Road.
- ~~Frontage works to extend from Sills Avenue to General Currie Road.~~
- Complete improvements on Bridge Street including, but not limited to:
 - Road widening, 0.15 m concrete curb and gutter, min. 1.5 m wide landscaped/treed boulevard behind curb and min. 1.5 m wide concrete sidewalk at the property line; to match improvements to the north at 7131 Bridge Street, and taper back to existing condition to the south.
 - All utility pole or other infrastructure conflicts to be relocated at Developer's cost.
- Locate driveways so as to conform to Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Interim and ultimate driveway designs may be required.
- Provide a cash-in-lieu contribution to the City, for all of the ultimate condition off-site works to be deferred to accommodate functional two-way traffic in the interim condition, for the City to complete the construction of the ultimate condition when the adjacent lots develop. The cash-in-lieu contribution amount will be determined through the Servicing Agreement* design review process and will be based on the submission of a functional plan for the interim and ultimate conditions of Armstrong Street, to the satisfaction of the Director of Transportation and Director of Engineering.

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.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application.
2. Modify as required the Statutory Right-of-Way agreement for the temporary vehicle turnaround to burden only Proposed Lot 9, or whichever proposed new lot the turnaround is located on as determined through the Servicing Agreement process.

Prior to Building 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.
2. Prior to removal of any off-site trees, the applicant must obtain written permission from the adjacent property owner. If permission to remove the trees is not granted, the trees should be protected as per City of Richmond Tree Protection Information Bulletin TREE-03.
3. 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.
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- * This requires a separate application.
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- 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 9796 (RZ 16-732490)
7151/7171/7191/7211/7231/7251 Bridge Street**

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 **"SINGLE DETACHED (ZS14) - SOUTH MCLENNAN (CITY CENTRE)"**.

That area shown as "BLOCK A" cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9796".

2. 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 **"SINGLE DETACHED (RS2/C)"**.

That area shown as "BLOCK B" cross-hatched on "Schedule A attached to and forming part of Bylaw No. 9796".

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9796"**.

FIRST READING

JAN 15 2018

A PUBLIC HEARING WAS HELD ON

FEB 19 2018

SECOND READING

FEB 19 2018

THIRD READING

FEB 19 2018

OTHER CONDITIONS SATISFIED

ADOPTED

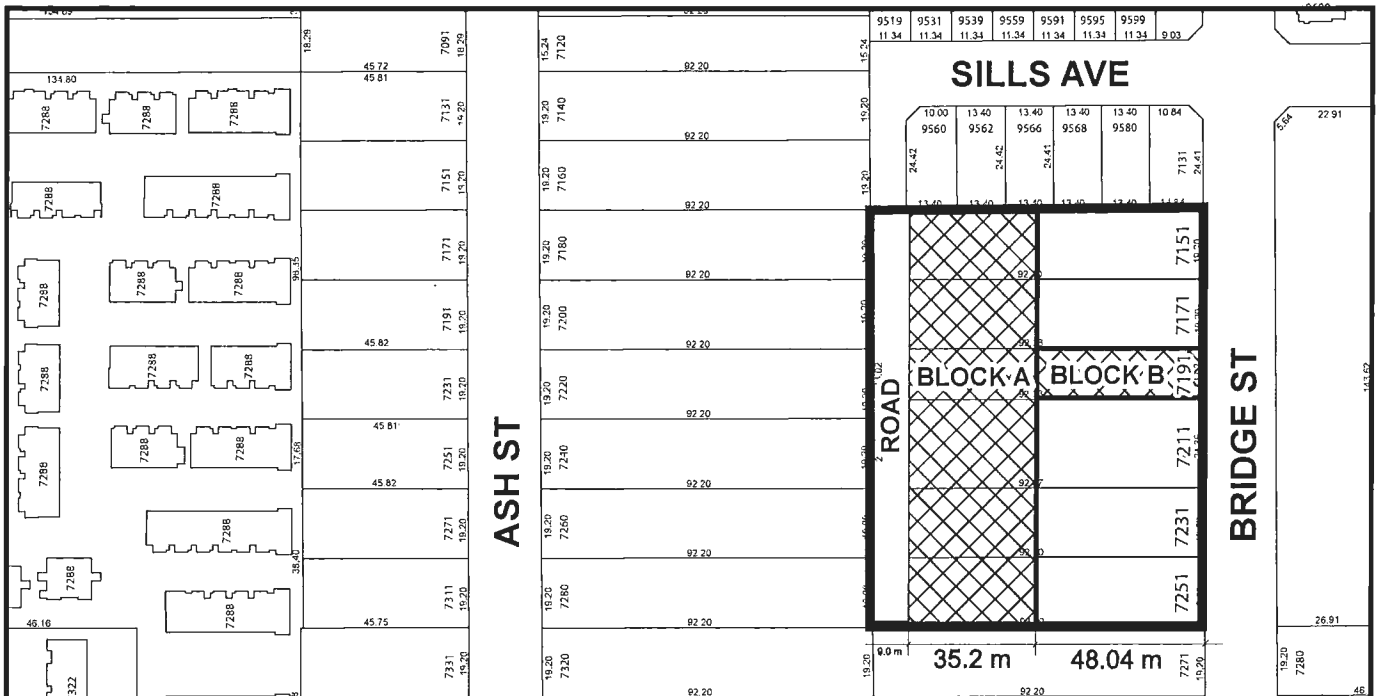
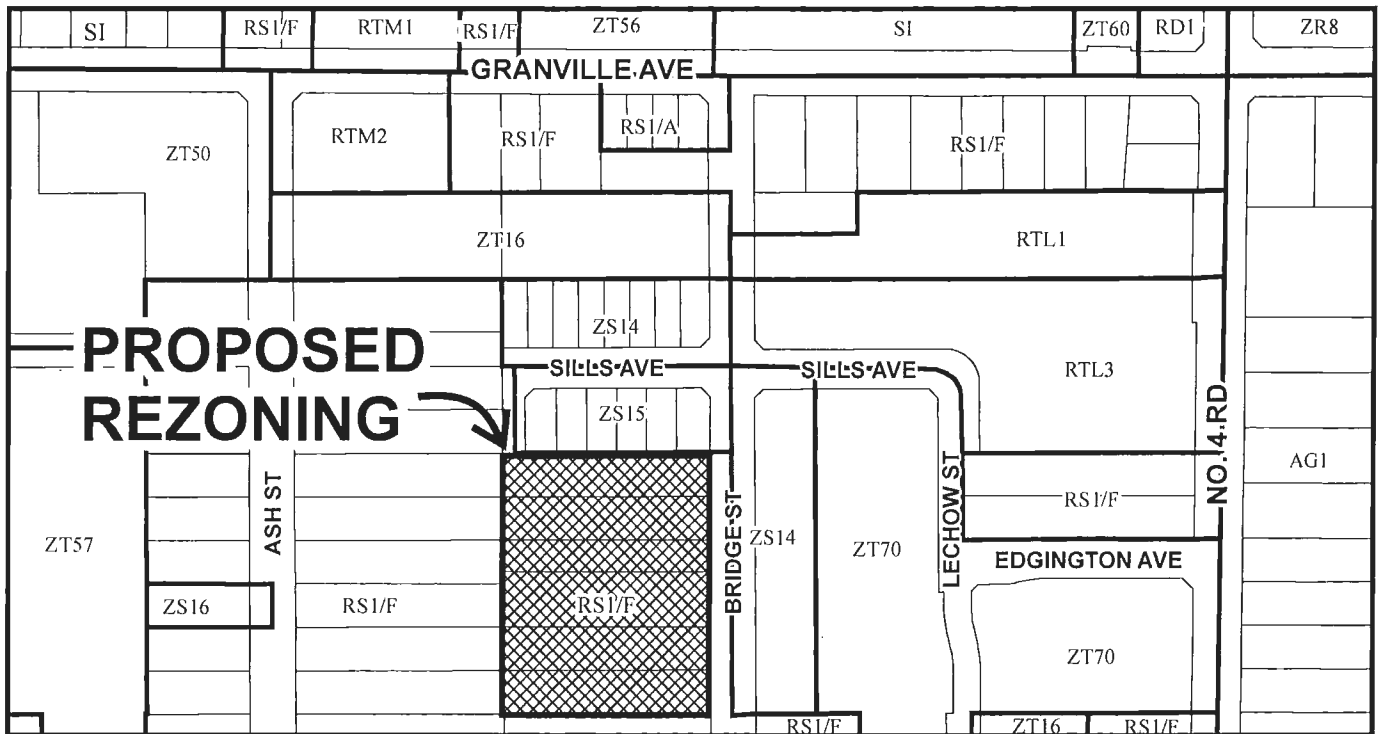


MAYOR

CORPORATE OFFICER



City of
Richmond



RZ 16-732490

Original Date: 06/07/16

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

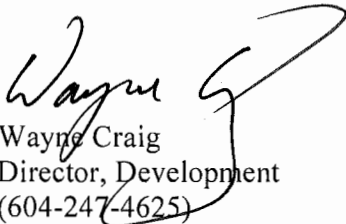
To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 11, 2018
File: ZT 18-818765

Re: Application by Christopher Bozyk Architects for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place.

Staff Recommendation

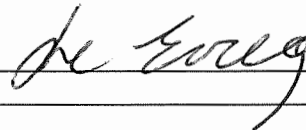
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.


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

WC:dcb
Att. 5

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

A previous staff report was reviewed by Council at the meeting on November 13, 2018, and the application was referred back to staff. Council’s referral motion was as follows:

“That the application by Christopher Bozyk Architects for a Zoning Text Amendment to the “Vehicle Sales (CV)” Zone to Increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be referred back to staff to examine options to:
(1) incorporate rooftop solar panels; and
(2) reduce building height;
and report back.”

In response to Council’s referral, the applicant worked with staff resulting in a number of revisions to their proposal including the addition of rooftop solar panels, reduction to the proposed building height, agreeing not to enclose the parkade and to monitor and address bird strike concerns. These proposed modifications and comments provided by the applicant are outlined in the subsequent text. A revised plan set and other supporting materials are incorporated into this submission.

To minimize repetition, the sections listed below have not been included in this report as their content remains unaffected by the proposed modifications to the design. Please refer to the original report from the Director, Development dated October 30, 2018 (in Attachment E), for details on the following topics:

- Location Maps
- Surrounding Development Analysis
- Official Community Plan/East Cambie Area Plan Policies
- Agricultural Land Reserve (ALR) Buffer Zone
- Floodplain Management Implementation Strategy
- Aircraft Noise Sensitive Development Policy
- Ministry of Transportation and Infrastructure (MOTI) Approval
- Ministry of Environment (MOE) Approval
- Existing Legal Encumbrances
- Transportation Analysis
- Tree Retention and Replacement
- Public Art Contributions
- Site Servicing and Frontage Improvements
- Development Permit Review
- Financial Impact or Economic Impact

Findings of Fact

A revised Development Application Data Sheet providing details about the development proposal is provided in Attachment A. The applicant's revised conceptual development plans are provided in Attachment B.

Applicant Response

The applicant's responses to Council's November 13, 2018, referral motion and related discussion are provided below. Staff's assessment on each issue is provided immediately following the applicant's comments.

1. Rooftop Solar Panels

Applicant Response: The applicant has modified the plans to accommodate approximately 107 solar panels in a 207.6 m² (2,235 ft²) of the building's lower rooftop level. The proposed location is shown highlighted in red in the Conceptual Development Plans in Attachment B on the plan labeled DP.007.

The solar panels are anticipated to have a maximum output of approximately 38.52 kW. The applicant has advised that *"the power generated would be connected to a grid tie inverter and connected to the building distribution system. The energy produced will help offset the power required for the parking lot lighting."*

With respect to placing solar panels on the south façade of the building, the applicant has commented that *"we found that this may contribute to glare which was an issue brought up at the Advisory Design Panel Meeting and have been since advised that it may also affect birds impacting the building. An alternative location was found on the [second storey] rooftop which will be effective year round although somewhat reduced in winter months."*

Staff Comment: The Zoning Text Amendment Considerations (see Attachment D) have been amended to include a requirement for the registration of a legal agreement on Title prior to bylaw adoption. The agreement will contain provisions that the solar panels will be installed to the satisfaction of the Director of Building Approvals, maintained for the life of the building and will not be removed without City approval.

2. Building Height Reduction

Applicant's Response: The applicant has investigated reducing the building's parapet height as well as reductions to the overall building height while retaining the two additional parkade floors. The property owner has also provided additional comment on their request for the two parkade floors.

Regarding the parapet height, the revised plan submission incorporates a reduction of the parapet by 0.71 m (2.33 ft.). As amended, the proposed parapet will be approximately 1.07 m (3.5 ft.) above the roof deck conforming to the BC Building Code requirements.

The applicant also revised the parkade plans to minimize the floor to floor heights in the proposed parkade addition from the original values of 2.75 m (level 4 to 5) and 2.89 m (level 3 to 4) to 2.64 m for both. Both the elevator overrun and the stair enclosure heights have been reduced by 0.51 m. Their revised plans have reduced the height of the roof deck by 0.36 m (1.18 ft.) and reduced both the stair tower and the elevator overrun by 0.51 m (1.67 ft.).

The applicant notes that the height reduction *“had to take into account drainage and plumbing falls, the slope of slabs and the provision of a dry sprinkler which requires a fall in the pipes. The dry system is required as this [is] not a heated space. The sprinkler system itself required 12 in. clearance below the [underside] of the roof/floor slab.”* Collectively, these technical requirements limit the amount of height reductions possible between the parkade floors.

The property owner, (OpenRoad) has provided the following background context information as their primary reasons for requiring the two additional parkade levels:

“As Toyota is a quality product at an accessible price point, car volumes and turnover are very high. It expected that between 350-400 cars will be sold here every month. The current showroom was designed to handle a fraction of this amount.

OpenRoad currently rent[s] land at two separate sites in Richmond; totaling 3.5 acres (152,000 ft²) for Toyota alone. They are forecast to require more in the future. The additional parkade along with the spaces already granted will eliminate this need and free up valuable [industrial] land which is acknowledged to be at a premium Richmond. The additional investment of this parkade will also eliminate the need for OpenRoad to rent this land. It is very difficult to find additional land if and when it is required.

There are also the logistics of transferring cars to and from these compounds to the showroom which creates unnecessary congestion for the city, extra emissions, and which cause logistical and time issues for OpenRoad.

If we are unable to build both additional parkade levels it will still necessitate renting land elsewhere. It will continue the current inefficient logistical situation at Toyota, described above, which is the reason a new showroom with larger inventory on site is required to begin with”.

Staff Comment: Regarding parapet height, section 3.3.1.18 of the BC Building Code requires a guard no less than 1.070 m (3.5 ft.) high to be provided around any roof to which access is provided for purposes other than maintenance. The revised parapet height, as shown in the attached plans, is now at the minimum height required by the BC Building Code and cannot be reduced further. Building Approval staff have advised that, to date, no equivalency proposals have been accepted for this code requirement since this is a safety issue.

The revised building heights, incorporating the proposed reductions, are included in the revised Conceptual Development Plans (Attachment B). The variances needed to accommodate these heights are listed in the “Variances Requested” section of this report.

3. Shadow Impact Analysis

Applicant’s Response: The applicant has provided a shadow study based on the reduced building height (see Attachment B-Plan DP.024). More detailed shadow diagrams for those periods where the shadows will extend to the Nature Park have been provided (see Attachment B – Plans DP.025 to DP.028).

Staff Comment: The primary building on the Toyota site is approximately 42.5m (139.4 ft.) to the east of the Richmond Nature Park. Based on the submitted shadow diagrams, shading of the periphery of the park will occur at several times through the year, limited to early morning hours. The diagrams indicate the duration of the shadowing to be typically short (on the order of an hour after sunrise at the extremes).

4. Future Enclosure of the Parkade

Applicant’s Response: *“OpenRoad are fully committed to providing humane measures preventing birds nesting in the building. It has been suggested that OpenRoad may try to enclose the building at a later date to prevent this; however it would require mechanical ventilation which is not something we wish to pursue. It would also require City and Council approval through the Development Permit process.”*

Staff Comment: The Zoning Text Amendment Considerations have been modified to include a requirement for the registration of an agreement on title ensuring that the parkade will not be enclosed unless the owner has successfully obtained a Development Permit issued by Council approving the enclosure and has also successfully obtained a Building Permit for the work.

5. Ornithologist Assessment

The applicant has submitted a report prepared by an ornithologist with CSR Environmental (report dated November 29, 2018 – see Attachment C) that undertakes a specific assessment of the Toyota building in terms of potential avian strike risk and mitigation options.

The report’s findings indicate that the proposed parkade addition does not pose a collision risk to birds because no glass or reflective material has been proposed in the addition.

Staff Comment: The applicant has agreed to engage a qualified environmental professional (QEP) to monitor the building for a year and to implement visual markers to the exterior of the glass at the lower levels should the QEP make that determination in the course of the monitoring.

The applicant has also indicated that no “up-lights” will be used in the project and that landscaping over 30 cm will be removed from within 10 m of the building.

The Zoning Text Amendment Considerations have been modified to include a requirement for the submission of a contract with a qualified environmental professional to monitor the facility for a minimum of 12 months post construction and to submit a report with recommendations and mitigation measures to the satisfaction of the Director, Development at the end of the monitoring period. The contract is to include the frequency of visits and an overview of how the findings will be presented.

Staff will review the landscaping plan through the Development Permit review to ensure that landscaping used within 10 m of the building will be no more than the recommended 30 cm in height.

Variances Requested

Based on the revised concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height. The table below shows the variances being requested and compares them to the applicant's previous variance request.

| Area Affected | Previous Variance (m) | Revised Variance (m) |
|------------------------|------------------------------|-----------------------------|
| Parkade Rooftop Height | 15.46 (rounded to 15.5) | 15.1 |
| Parapet Height | 16.88 (rounded to 16.9) | 16.17 (rounded to 16.2) |
| Stair Tower | 18.51 (rounded to 18.6) | 18.0 |
| Elevator Over-Run | 20.39 (rounded to 20.4) | 19.88 (rounded to 19.9) |

The variances requested reflect the overall reduction in height of between 0.36 m (1.2 ft. - roof deck) and 0.71 m (2.33 ft. - parapet) from the original submission reviewed by Council on November 13, 2018. The reduced parapet height would meet the Building Code minimum height of 1.07 m (3.5 ft.). The elevator and stair projections are cloud outlined in Attachment B on plan DP.009.

Development Permit Review

As noted earlier, this development is subject to a Development Permit review wherein further design development could occur. Through that process staff will be monitoring and verifying a number of elements as outlined in the previous report from the Director of Development (Attachment E). As a result of the modifications proposed, staff will also:

- Confirming building elevations and variances;
- Reviewing landscape modifications – particularly within 10 m of the building;
- Review the site lighting scheme including any use of “up-lighting”;
- Inclusion of any implementable avian mitigation measures.

Conclusion

Christopher Bozyk Architects Ltd. has applied for permission to amend the zoning district "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

In response to the Council referral on November 13, 2018, the applicant modified their submission by adding rooftop solar panels, reducing the overall building height and agreeing not to enclose the parkade. The applicant has also engaged an ornithologist to assess the overall building clarifying areas of concern and providing recommendations for minimizing bird strikes at the building. The applicant has committed to engaging a qualified environmental professional to monitor avian strikes with the building and to implementing the ornithologist's recommendations for visual marking of the glass along the west and northwest side of the building if required.

Based on the applicant's responses to Council's referral it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9948 for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.



David Brownlee
Planner 2
(604-276-4200)

DCB:blg

- Attachment A: Revised Development Application Data Sheet
- Attachment B: Revised Conceptual Development Plans
- Attachment C: Report by CSR Environmental
- Attachment D: Revised Zoning Text Amendment Considerations
- Attachment E: Original Report from the Director of Development, dated October 30, 2018

Attachment A: Revised Development Application Data Sheet



City of Richmond

Development Application Data Sheet

Development Applications Department

ZT 18-818765

Attachment A

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects

Planning Area(s): East Cambie

| | Existing | Proposed |
|-----------------------------------|---|--|
| Owner: | Multiland Pacific Holdings | Same |
| Site Size (m²): | 15,924 m ² (171,404.51 ft ²) | Same |
| Land Uses: | Auto Dealership And Service | Same |
| OCP Designation: | Commercial | Same |
| Area Plan Designation: | Commercial | Same |
| Zoning: | Vehicle Sales (CV) | Vehicle Sales (CV) with increased FAR to 0.82 at 13100 Smallwood Place |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|--|--|--|
| Floor Area Ratio: | 0.7 FAR | 0.82 FAR | None permitted |
| Buildable Floor Area (m ²):* | 11,146.8 m ² (119,983.2 ft ²) | 12,996.3 m ² (139,891 ft ²) | None permitted |
| Lot Coverage (% of lot area): | Building: Max. 50% | Building: Max. 38% | None |
| Setback Front - North | Min 3.0 m | 16.0 m | None |
| Setback Side – East | Min 3.0 m | 20.38 m | None |
| Setback Side - West | Min 3.0 m | 22.5 m Main Building 3.0 m Car Wash Building | None |
| Setback Rear - South | Min 3.0 m | 10.63 m Main Building 3.0 m Garbage Enclosure | None |
| Height (m): | Max building height: 12.0 m with variance to 15.44 m at elevator overrun, stairway structures, storage and screened equipment as approved under DP 16-741123 | Increased parkade rooftop height at 15.1 m, a parapet height of 16.17 m, a stair tower of 18.0 m and an elevator over-run of 19.88 m | Variance to be considered as part of DP18-818762 |
| Off-street Parking Spaces – Staff and Visitor | 281 | 296 | None |
| Off-street Parking Spaces – Vehicle Inventory: | N/A | 279 | None |

Other: _____

PLN - 55

Attachment B: Revised Conceptual Development Plans



PLN - 57

OpenRoad Toyota Richmond

PROJECT NUMBER: 1100719

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PLOT DATE: 11/02/2019 02:26 AM

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EAST ELEVATION

SCALE:

DATE: 2018.11.23

DP-001



OpenRoad Toyota Richmond

PROJECT NUMBER: 14007

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NORTH WEST ELEVATION

SCALE:

DATE: 2018-11-23



PLN - 59

OpenRoad Toyota Richmond

PROJECT NUMBER: 11007
CHRISTOPHER ROY ARCHITECTS LTD

ARCHITECTS
405-571 ALEXANDER STREET, VANCOUVER, BC V6C 2K1
TEL: 604.681.1000 FAX: 604.681.1001

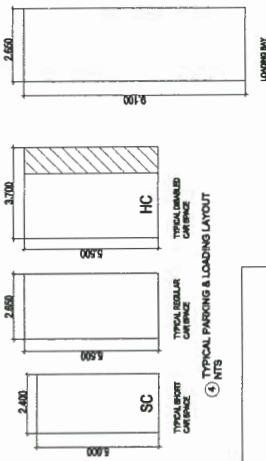
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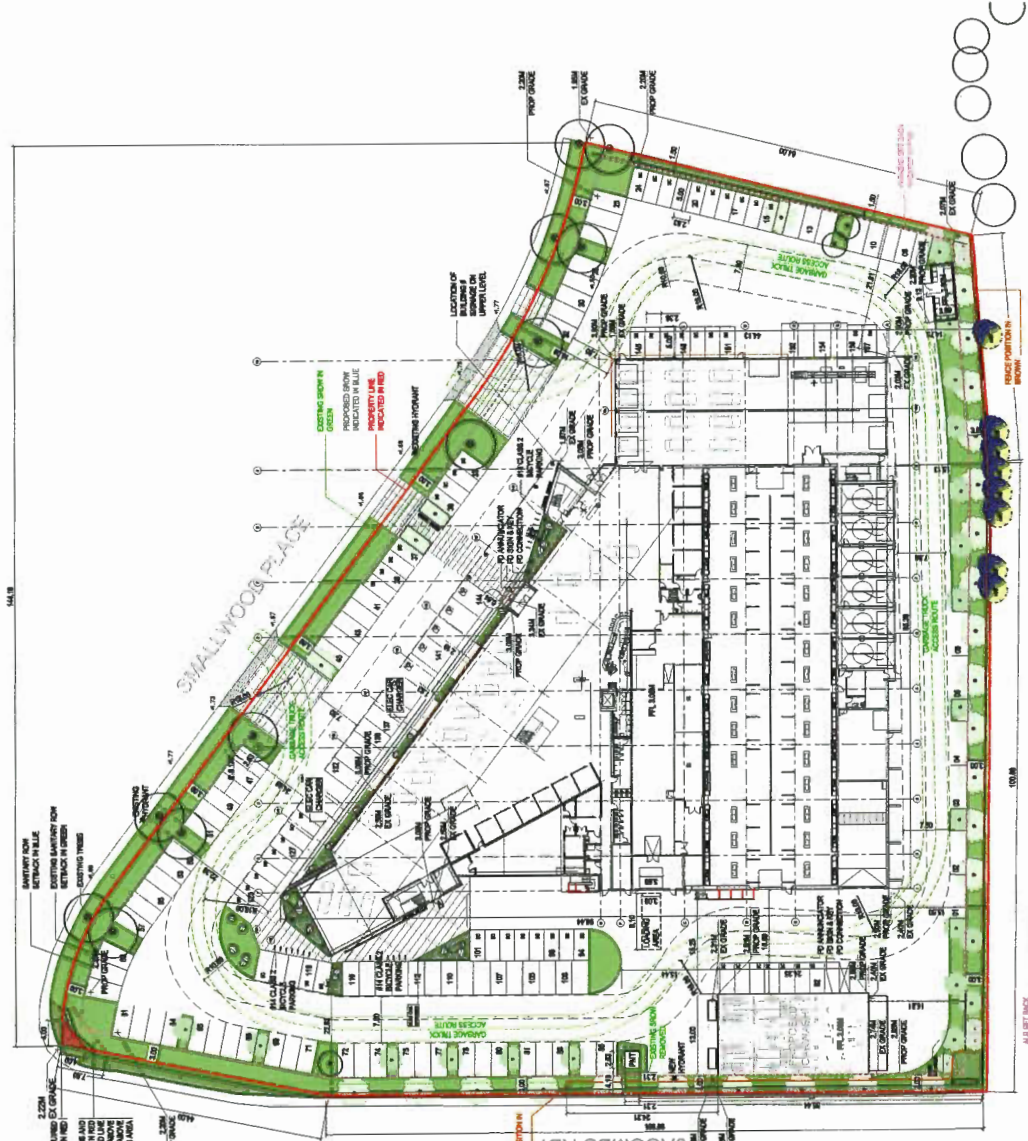
VIEW FROM WESTMINSTER HIGHWAY

SCALE:
DATE: 2018.11.23

DP-003



| | |
|-----------------------------|--|
| PROPERTY STATISTICS: | PROJECT NAME: OPENROAD TOYOTA SHOWROOM LEGAL ADDRESS: 16555 JACOMBS RD, RICHMOND BC V6V 1W8 LOT ADDRESS: LOT 7 SEC 5 BLK 1 N 65TH PL, NWFRS875 DISTRICT PLAN SP772489 OWNER: CITY OF RICHMOND USE: CAR SHOWROOM LOT AREA: 15,024 M ² FLOOR AREA: MAIN FLOOR: 5,635.510 M ² 2ND FLOOR: 4,523.110 M ² 3RD FLOOR: 3,323.110 M ² 4TH FLOOR: 317.831 M ² 5TH FLOOR: 317.831 M ² TOTAL: 10,813.404 M ² LOT COVERAGE: 72.04% MAIN FLOOR: 5,635.510 M ² GARAGE ENCL: 35,500 M ² CAR WASH: 315,330 M ² % TOTAL: 37.77% PAVE: 0.8781 % LANDSCAPE: 9.14% (145.8 M ²) SETBACKS: NORTH: 16.0M EAST: 20.38M WEST: 22.5M - CARWASH 3.0M BIKE PARKING: 36 CLASS 1, 36 CLASS 2 VEHICULAR PARKING SPACES: 157 WITHIN BUILDING (STAFF & INVENTORY): 208 TOTAL PARKING PROVIDED: 365 REQUIRED: 295 LOADING SPACES: 4 REQUIRED, 1 PROVIDED, VARIANCE PER PREVIOUS DP APP |
| BUILDING HEIGHT: | FINISHED FLOOR LEVEL: 2.68 M - grade ROOF TOP STAIR CASE: 13.00 M from grade AT ELEVATOR OVERLIFT ONLY: 15.44 M from grade REVISED PARAPET: 19.05 M - grade REVISOR ELEVATOR OVERLIFT: 19.05 M - actual * Services height variance required over existing zoning of 12.00m |



PLN 160

OpenRoad Toyota Richmond

SITE PLAN
DP 18-818762

PLAN #1
DP0.04

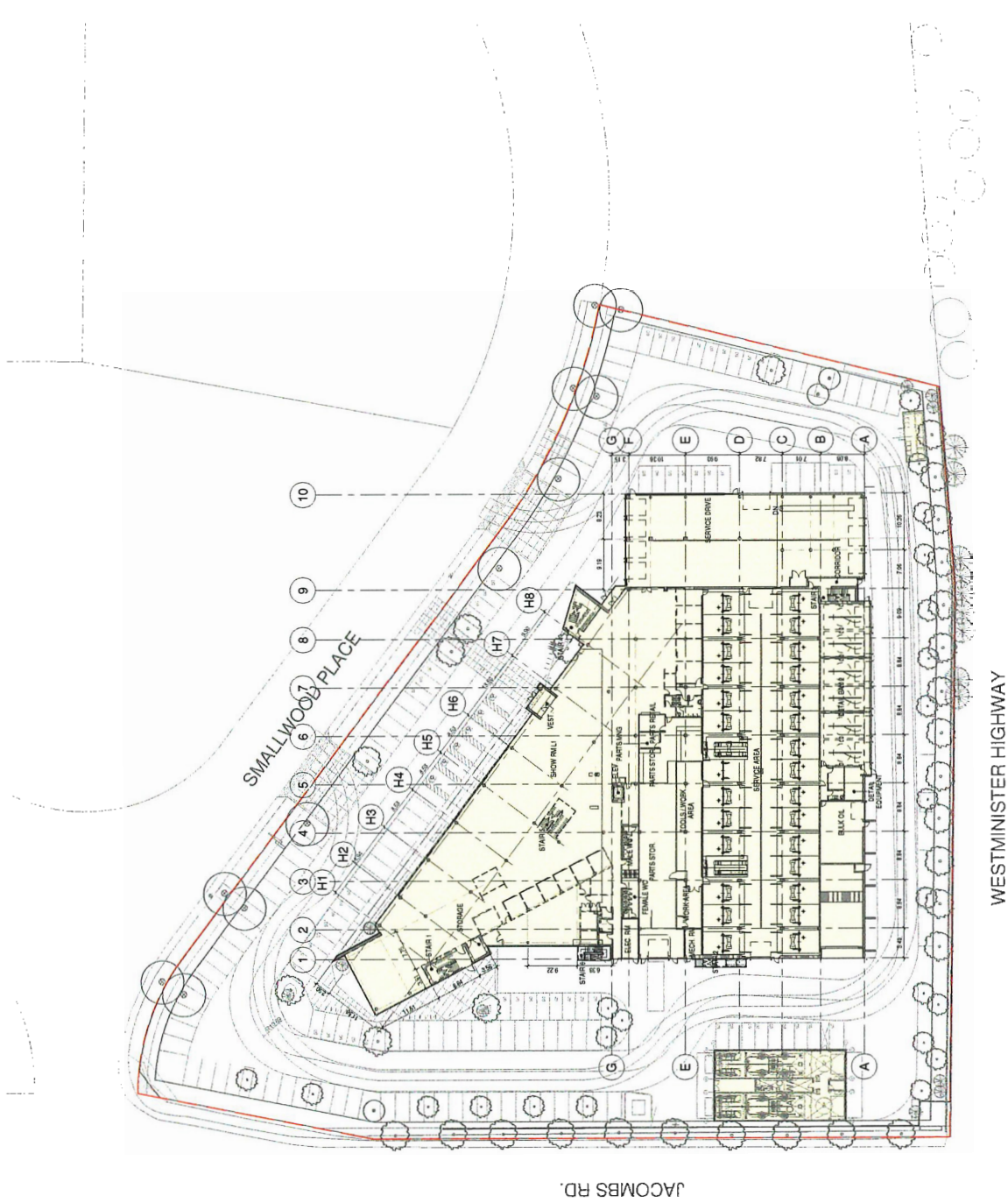
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| 4 | 18.09.26 | BUILD FOR DP ASSESSMENT |
| 5 | 18.09.27 | BUILD FOR DP ASSESSMENT |
| 6 | 18.09.28 | BUILD FOR DP ASSESSMENT |
| 7 | 18.09.29 | BUILD FOR DP ASSESSMENT |
| 8 | 18.09.30 | BUILD FOR DP ASSESSMENT |
| 9 | 18.10.01 | BUILD FOR DP ASSESSMENT |
| 10 | 18.10.02 | BUILD FOR DP ASSESSMENT |

OpenRoad Auto 6
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OpenRoad Toyota Richmond
DP 18-818762
13108 SMALL WOOD PLACE, RICHMOND, BC
LEVEL 1

SCALE: 1" = 30'-0"
PROJECT NUMBER: 18-818762
DATE: 2018-11-25
DRAWN BY: ZHANG

PLAN #1A
DP-005



1 GROUND FLOOR PLAN
1" = 30'-0"

| NO. | DATE | DESCRIPTION |
|-----|----------|------------------------|
| 4 | 18 11 25 | ISSUED FOR DP |
| 3 | 18 11 06 | ISSUED FOR DP |
| 2 | 18 09 25 | ISSUED FOR DP AMENMENT |
| 1 | 18 04 11 | ISSUED FOR DP AMENMENT |

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OpenRoad Toyota Richmond

DP 18-818762

123100 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 2

| | | |
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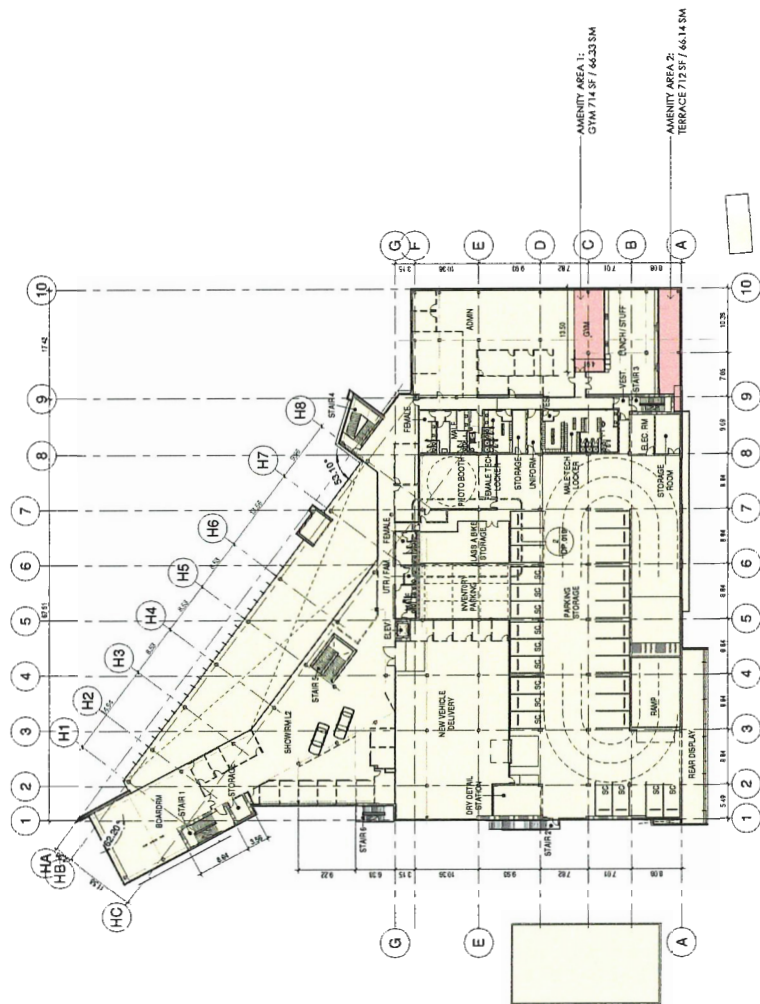
PLAN #1B

ע

\$100,000

| Year | Number of cases | Percentage of cases |
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| 1991 | 15 | 15.0 |
| 1992 | 20 | 20.0 |
| 1993 | 25 | 25.0 |
| 1994 | 30 | 30.0 |
| 1995 | 35 | 35.0 |
| 1996 | 40 | 40.0 |
| 1997 | 45 | 45.0 |
| 1998 | 50 | 50.0 |
| 1999 | 55 | 55.0 |
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| 2001 | 65 | 65.0 |
| 2002 | 70 | 70.0 |
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| 2005 | 85 | 85.0 |
| 2006 | 90 | 90.0 |
| 2007 | 95 | 95.0 |
| 2008 | 100 | 100.0 |
| 2009 | 105 | 105.0 |
| 2010 | 110 | 110.0 |
| 2011 | 115 | 115.0 |
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| 2093 | 525 | 525.0 |
| 2094 | 530 | 530.0 |
| 2095 | 535 | 535.0 |
| 2096 | 540 | 540.0 |
| 2097 | 545 | 545.0 |
| 2098 | 550 | 550.0 |
| 2099 | 555 | 555.0 |
| 2100 | | |

1 SECOND FLOOR PLAN
1" = 30'-0"



| | | |
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| 8 | 18.11.20 | 09:00-12:00 PM |
| 9 | 18.11.20 | 09:00-12:00 PM |
| 10 | 18.11.20 | 09:00-12:00 PM |

DESIGNER: BOZYK ARCHITECTS LTD
PROJECT: OPENROAD AUTOGRAPH
LOCATION: 13100 SMALL WOOD PLACE, RICHMOND, BC
DATE: 18.11.20
SCALE: 1"=20'-0"

OpenRoad Toyota Richmond
DP 18-818762
13100 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

PLAN #1D
DP.008

SCALE: 1"=20'-0"

DATE: 18.11.20

PROJECT: OPENROAD

LOCATION: 13100 SMALL WOOD PLACE, RICHMOND, BC

DATE: 18.11.20

SCALE: 1"=20'-0"

PROJECT: OPENROAD

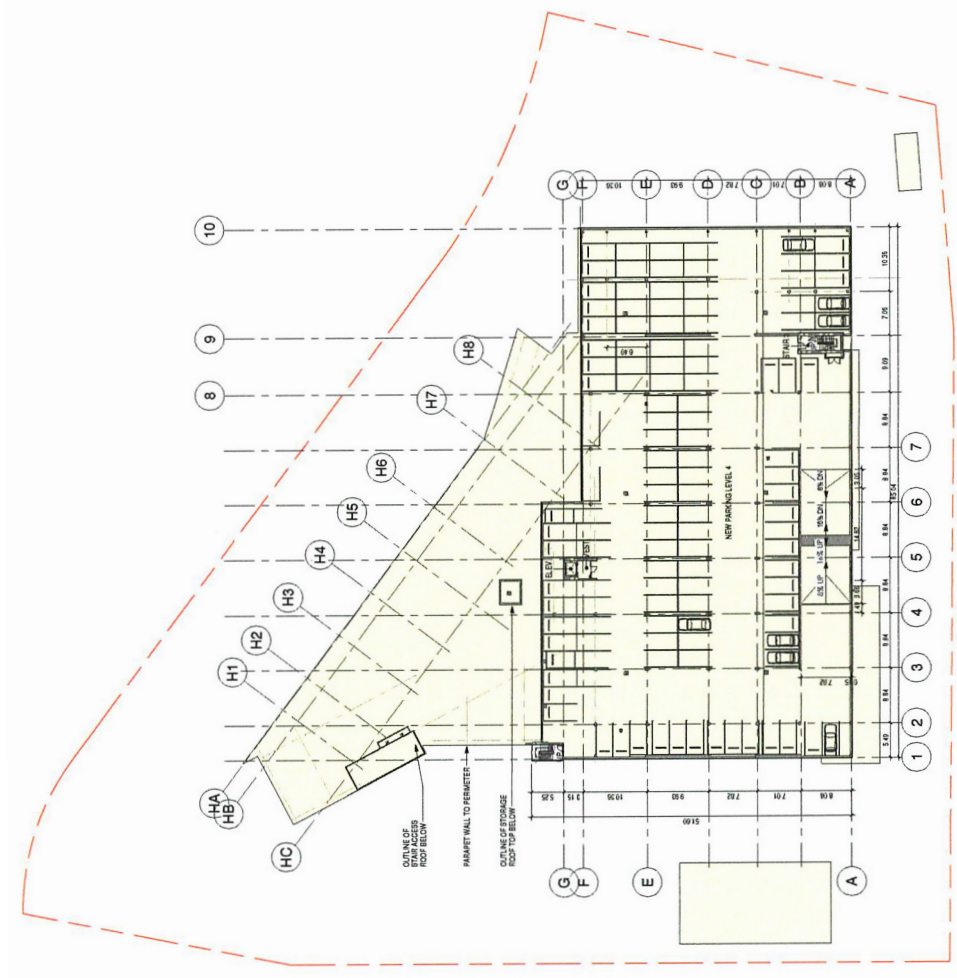
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DATE: 18.11.20

SCALE: 1"=20'-0"

PROJECT: OPENROAD

LOCATION: 13100 SMALL WOOD PLACE, RICHMOND, BC



1 ADDITIONAL PARKING LEVEL 1
1"=20'-0"

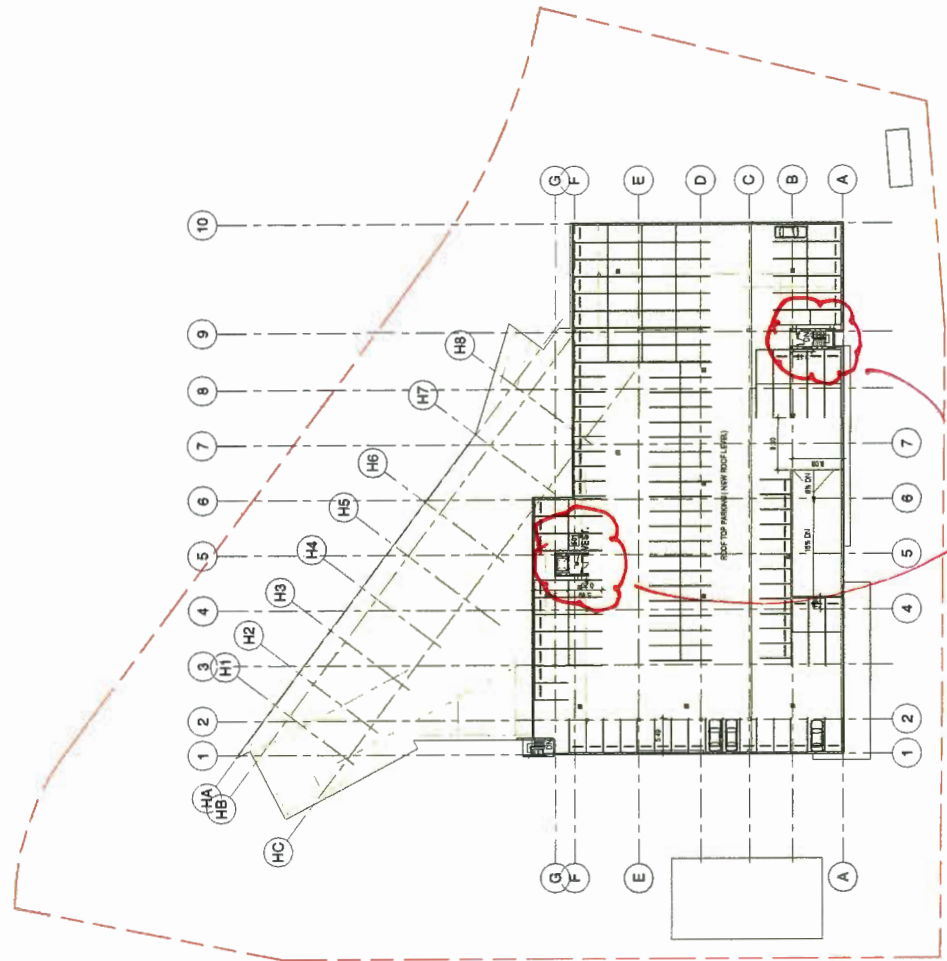
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| 9 | 18.11.20 | ISSUED FOR DP |
| 10 | 18.11.20 | ISSUED FOR DP |

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OpenRoad Toyota Richmond
DP 18-818762
13183 SMALL WOOD PLACE, RICHMOND BC
LEVEL 5

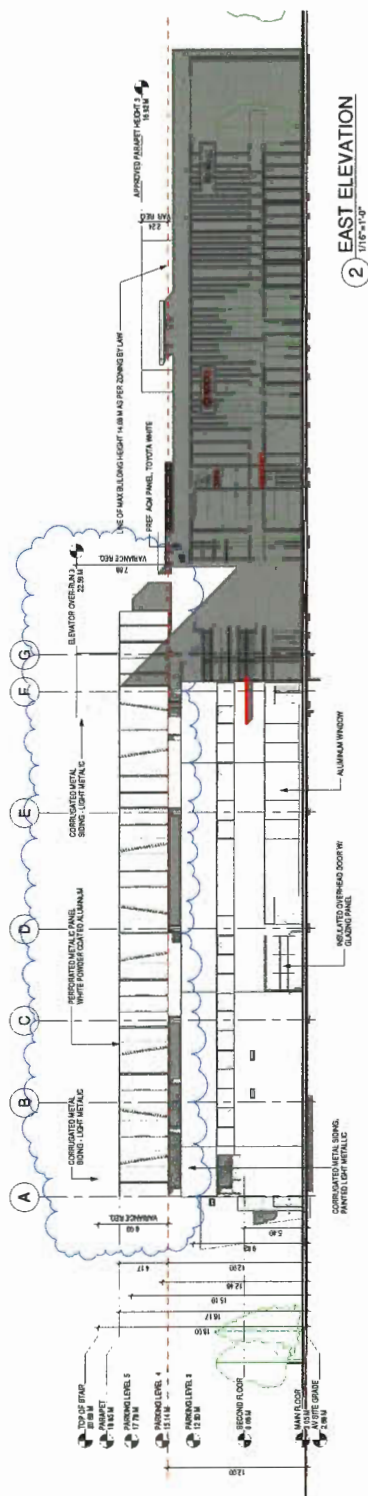
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DATE: 2018-11-20
PROJECT NUMBER: 20450

PLAN #1E
DP-009



Projections

1 ADDITIONAL PARKING LEVEL 2
1"=30'-0"



EAST ELEVATION

| REVISION | DATE | DESCRIPTION |
|---|------|-------------|
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OpenRoad Toyota Richmond

DP 18-818762

13100 SMALL WOOD PLACE, RICHMOND, BC

ELEVATIONS AND SECTIONS

SCALE UNIT OF 1000

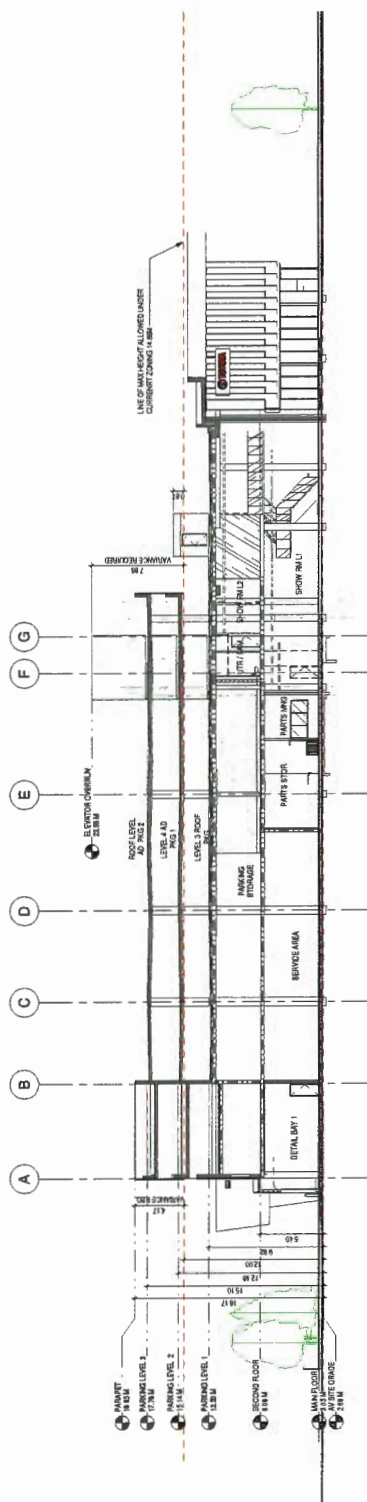
SCALE UNIT OF 100

SCALE UNIT OF 100

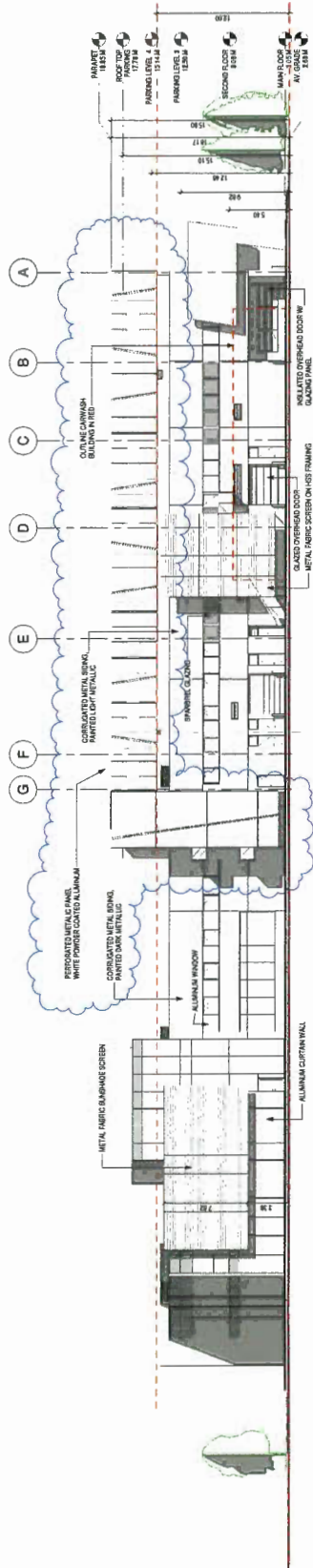
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DP.010

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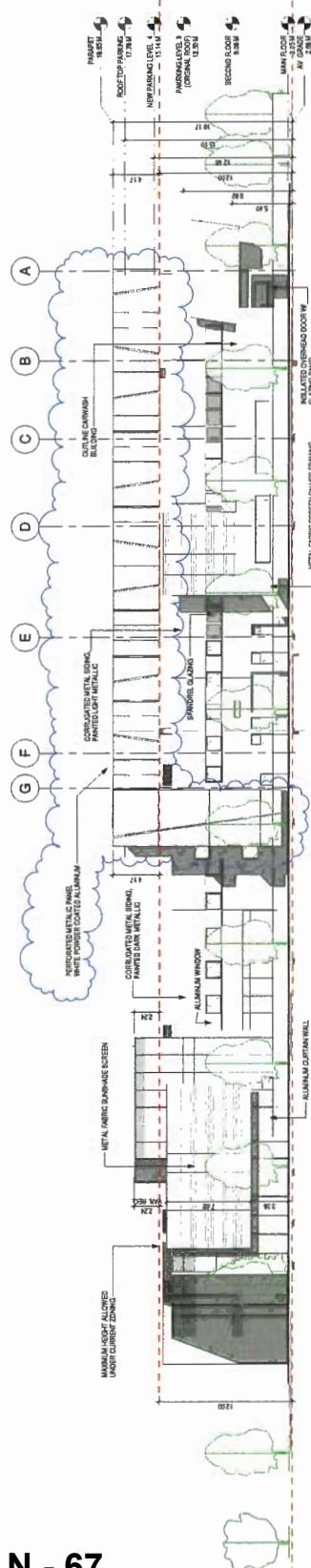


SECTION A-A



2 WEST ELEVATION
1/16" = 1'-0"

PLN - 67



1 WEST ELEVATION
1/16" = 1'-0"

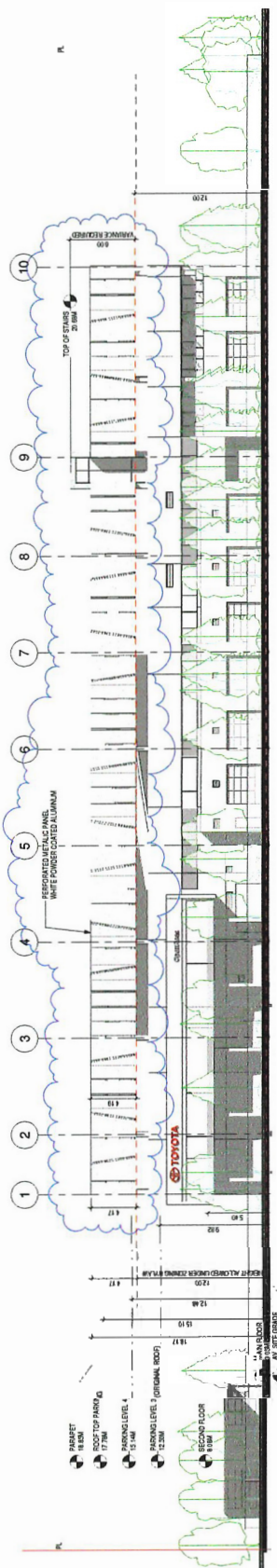
OpenRoad Toyota Richmond

DP 18-818762

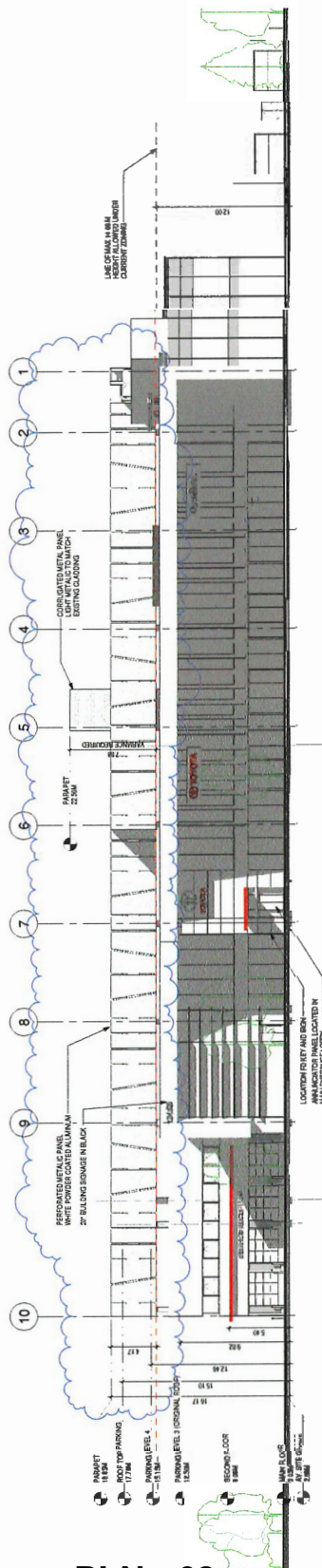
1188 SMALL WOOD PLAZA, RICHMOND, BC
JACOMBS ROAD
ELEVATION

SCALE: 1/16" = 1'-0"
DATE: 2018.09.11.12
DRAWN BY: JACOMBS
PROJECT NUMBER: 20407

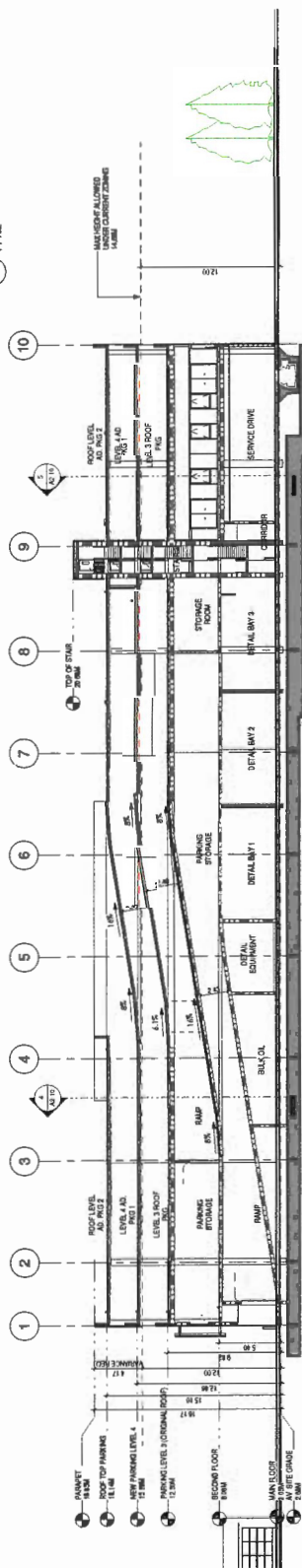
PLAN #5
DP.011



3 SOUTH ELEVATION
1:192



2 NORTH ELEVATION 1:100



1 SECTION THROUGH RAMP 1:100

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| 4 | 18.11.23 | ISSUED FOR DP |
| 5 | 18.11.18 | ISSUED FOR DP |
| 2 | 18.09.25 | ISSUED FOR DP AMENDMENT |
| 1 | 18.04.11 | ISSUED FOR DP AMENDMENT |

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dition dimensions that have precedents over several dimensions. Contractors that verify and be responsible for all dimensions and conditions in the job, that request clarification of errors, discrepancies, or doubtful information contained in

...responsible for any resulting improper work and the cost of rectification.

OpenRoad Toyota Richmond

DP 18-818762

13100 SMALL WOOD PLACE, RICHMOND, BC
ELEVATIONS AND

ELEVATIONS AND SECTIONS

| | | |
|----------------|----------------|----------|
| SCALE 1:100 | DATE 2010-1-23 | DRAWN BY |
| PROJECT NUMBER | | 214007 |

PLAN #6

CONCEPT

DEF. 012

| Full Name | Reg. No. | Reg. Date | Reg. Fee | Reg. Status |
|---------------|----------|------------|----------|-------------|
| John Doe | 12345 | 2023-01-15 | \$50.00 | Active |
| Jane Smith | 67890 | 2023-02-01 | \$50.00 | Active |
| Bob Johnson | 11111 | 2023-03-10 | \$50.00 | Active |
| Alice Brown | 22222 | 2023-04-05 | \$50.00 | Active |
| Charlie Davis | 33333 | 2023-05-20 | \$50.00 | Active |
| Eve White | 44444 | 2023-06-15 | \$50.00 | Active |
| Frank Black | 55555 | 2023-07-01 | \$50.00 | Active |
| Grace Green | 66666 | 2023-08-10 | \$50.00 | Active |
| Henry Hill | 77777 | 2023-09-05 | \$50.00 | Active |
| Ivy King | 88888 | 2023-10-20 | \$50.00 | Active |
| Jack Lee | 99999 | 2023-11-15 | \$50.00 | Active |
| Karen Miller | 00000 | 2023-12-01 | \$50.00 | Active |

PLN - 68

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| 10 | 10.11.20 | REVISED FOR DP |
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| 99 | 10.11.20 | REVISED FOR DP |
| 100 | 10.11.20 | REVISED FOR DP |

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OpenRoad Toyota Richmond
DP 18-818762
1000 SMALL WOOD PLACE, RICHMOND, BC
PARKING PLAN LEVEL 1

SCALE: AS SHOWN DATE: 2018-11-23 DRAWN BY: JACOB WILSON

PLAN #2A
DP.018

| CAR PARKING CALCULATION | | | | |
|-------------------------|-----------------|-----------------|-----------------|----------------|
| LEVEL | SALES OFFICE | SHOP | INVENTORY | STORAGE |
| 1 | 24,162.42 sq ft | 20,167.42 sq ft | - | 4,141.02 sq ft |
| 2 | 24,162.42 sq ft | 20,167.42 sq ft | 2,303.25 sq ft | 123.74 sq ft |
| 3 | - | - | 8,301.15 sq ft | 502.27 sq ft |
| 4 | - | - | 34,148.42 sq ft | - |
| 5 | - | - | 108.75 sq ft | - |
| 6 | - | - | 17,257.25 sq ft | - |
| 7 | - | - | 212.32 sq ft | - |
| 8 | - | - | - | - |
| 9 | - | - | - | - |
| 10 | - | - | - | - |
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NET AREA: 1,000,000 sq ft
GROSS AREA: 1,000,000 sq ft
TOTAL: 1,000,000 sq ft

157 SURFACE PARKING SPACES PROVIDED
97 STANDARD
4 DISABLED ACCESS PARKING
57 SMALL CAR

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

SMALL CAR SPACES: 57
STANDARD SPACES: 97
DISABLED ACCESS PARKING: 4

157 SURFACE PARKING SPACES PROVIDED

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

SMALL CAR SPACES: 57
STANDARD SPACES: 97
DISABLED ACCESS PARKING: 4

157 SURFACE PARKING SPACES PROVIDED

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

SMALL CAR SPACES: 57
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SMALL CAR SPACES: 57
STANDARD SPACES: 97
DISABLED ACCESS PARKING: 4

157 SURFACE PARKING SPACES PROVIDED

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

SMALL CAR SPACES: 57
STANDARD SPACES: 97
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157 SURFACE PARKING SPACES PROVIDED

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

SMALL CAR SPACES: 57
STANDARD SPACES: 97
DISABLED ACCESS PARKING: 4

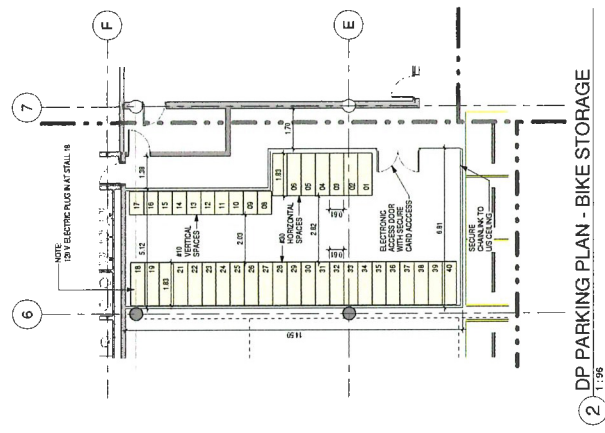
157 SURFACE PARKING SPACES PROVIDED

NOTE: ALL SURFACE PARKING CAN BE USED BY ALL VEHICLES AVAILABLE

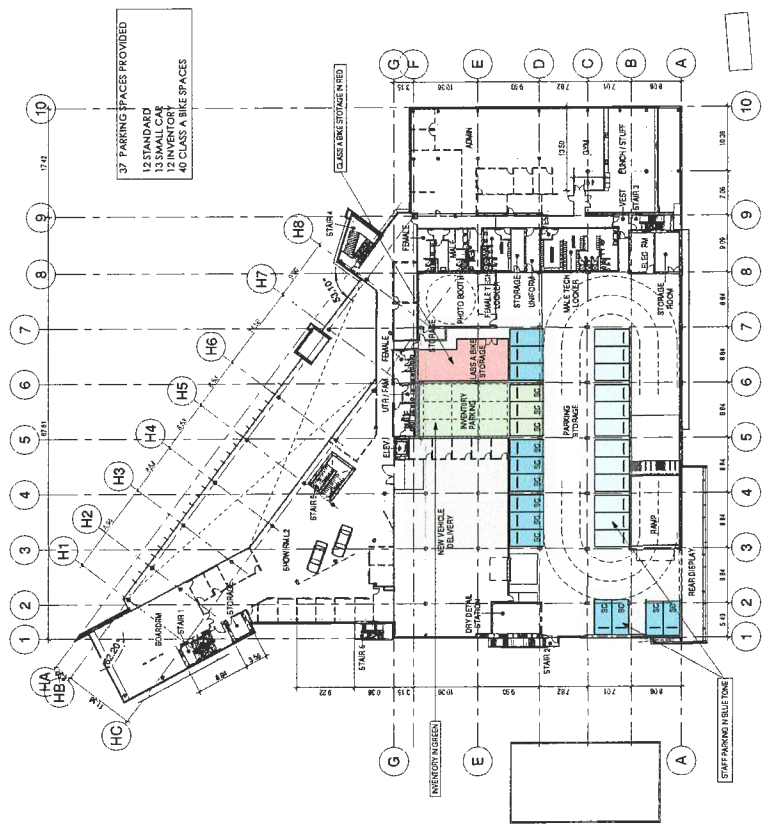
SMALL CAR SPACES: 57
STANDARD SPACES: 97
DISABLED ACCESS PARKING: 4

157 SURFACE PARKING SPACES PROVIDED

| PARKING ANALYSIS | | | | | |
|------------------|--------------|-------|---------|-------|-------|
| | STAFF/ MOTOR | | MONTHLY | | TOTAL |
| | STD | SMALL | STD | SMALL | |
| LEVEL 1 | 94 | 157 | | | 251 |
| LEVEL 2 | 12 | 25 | 12 | 12 | 41 |
| LEVEL 3 | 40 | 3 | | | 43 |
| LEVEL 4 | 2 | 21 | 32 | 3 | 58 |
| LEVEL 5 | | | 94 | 157 | 251 |
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2 DP PARKING PLAN - BIKE STORAGE
1:96



1 SECOND FLOOR PLAN
1" = 32'-0"

| NO. | DATE | DESCRIPTION |
|-----|----------|---------------|
| 1 | 10.11.10 | DESIGN FOR DP |
| 2 | 10.11.10 | DESIGN FOR DP |
| 3 | 10.11.10 | DESIGN FOR DP |
| 4 | 10.11.10 | DESIGN FOR DP |
| 5 | 10.11.10 | DESIGN FOR DP |
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| 39 | 10.11.10 | DESIGN FOR DP |
| 40 | 10.11.10 | DESIGN FOR DP |

DESIGNER: Christopher Bozyk Architects Ltd.
PROJECT: OpenRoad Auto 6R
LOCATION: 414-414 Lindsay Street, Vancouver, BC
DATE: 10.11.10
SCALE: 1" = 32'-0"

OpenRoad Toyota Richmond
DP 18-818762
1008 SMALL WOOD PLAZA, RICHMOND, BC
PARKING PLAN LEVEL 2

SCALE: As Issued
DATE: 2016-11-27
PROJECT NUMBER: 2007

PLAN #2B
DP.019

| | | |
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| 12 | 18.11.19 | REVISED PER DP |
| 11 | 18.11.19 | REVISED PER DP |
| 10 | 18.11.19 | REVISED PER DP |
| 09 | 18.11.19 | REVISED PER DP |
| 08 | 18.11.19 | REVISED PER DP |
| 07 | 18.11.19 | REVISED PER DP |
| 06 | 18.11.19 | REVISED PER DP |
| 05 | 18.11.19 | REVISED PER DP |
| 04 | 18.11.19 | REVISED PER DP |
| 03 | 18.11.19 | REVISED PER DP |
| 02 | 18.11.19 | REVISED PER DP |
| 01 | 18.11.19 | REVISED PER DP |

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OpenRoad Toyota Richmond

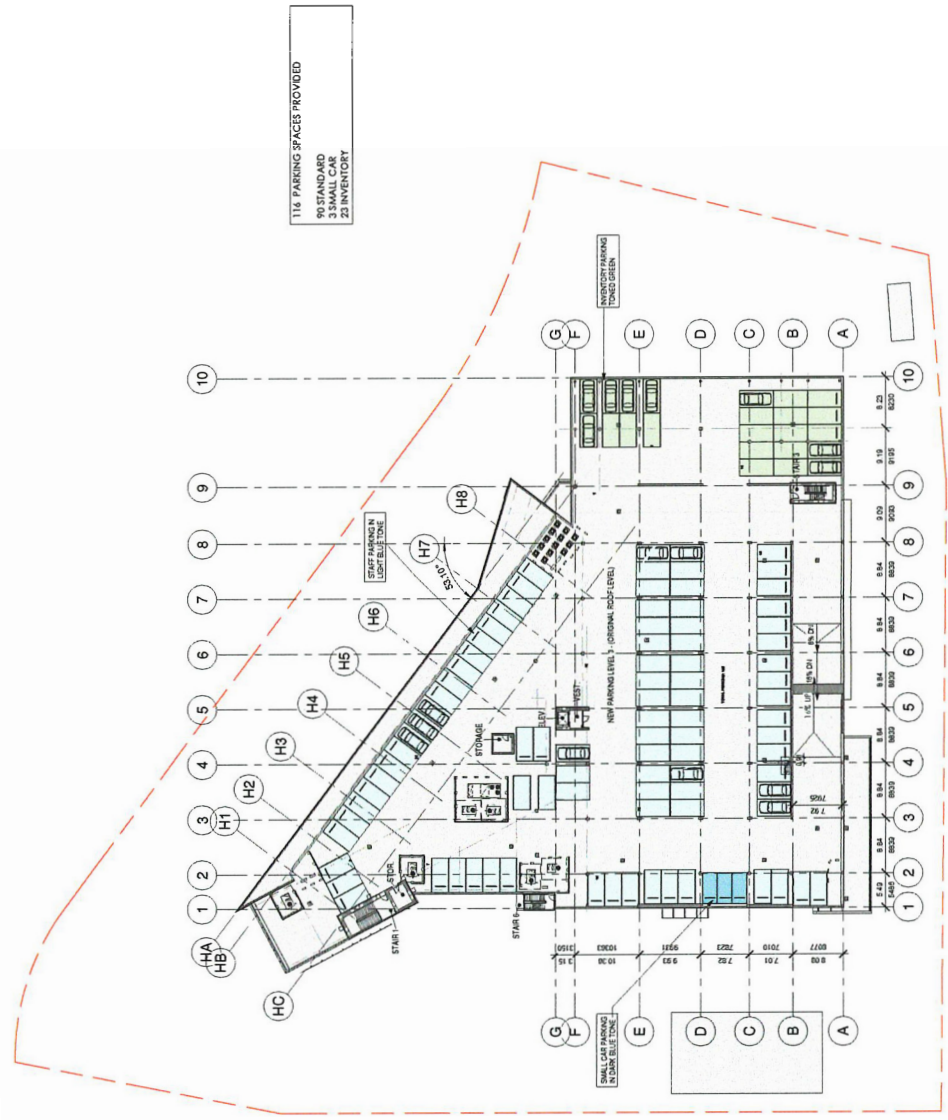
DP 18-818762

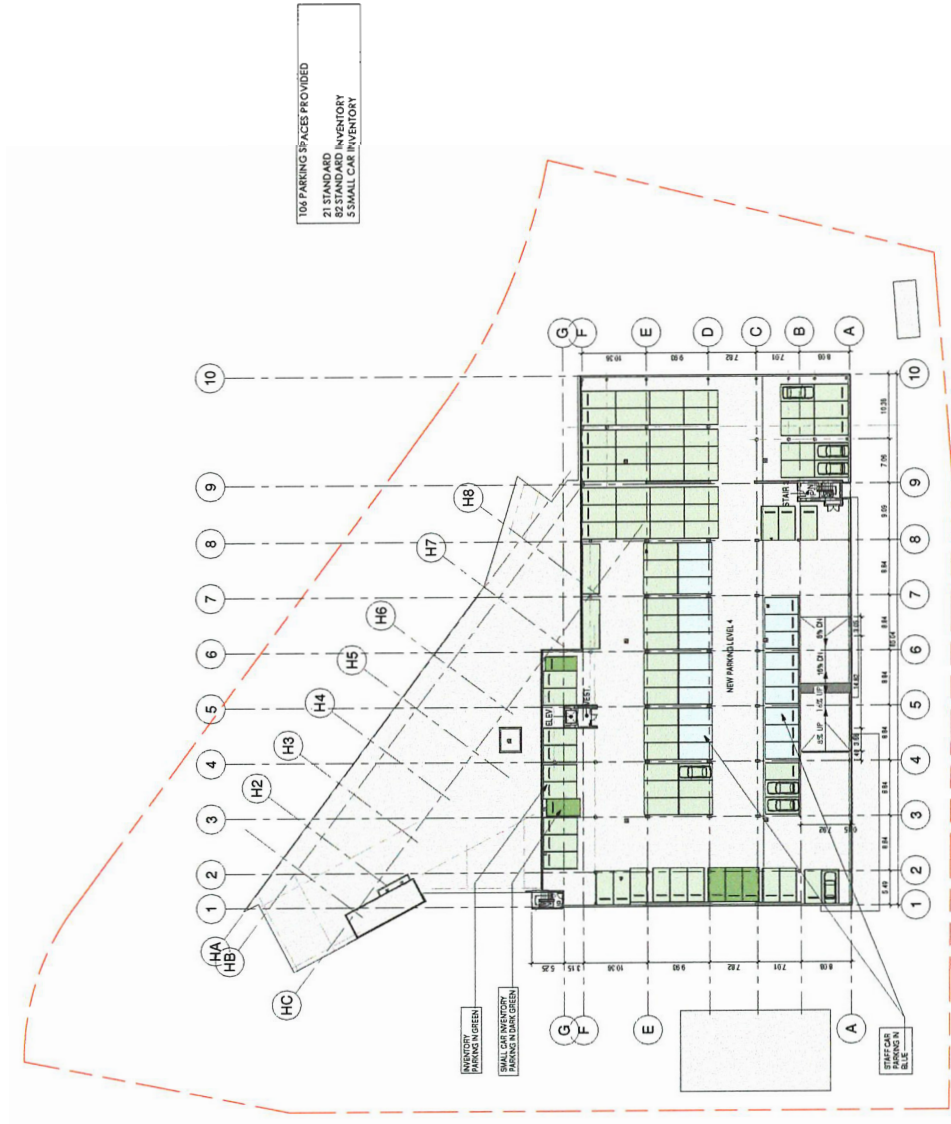
1318 SMALL WOOD PLACE RICHMOND BC

PARKING PLAN LEVEL 3

SCALE: 1"=30'-0"
PROJECT NUMBER: 18-818762
DATE: 2019-11-12
DRAWN BY: TAC

PLAN #2C
DP-020





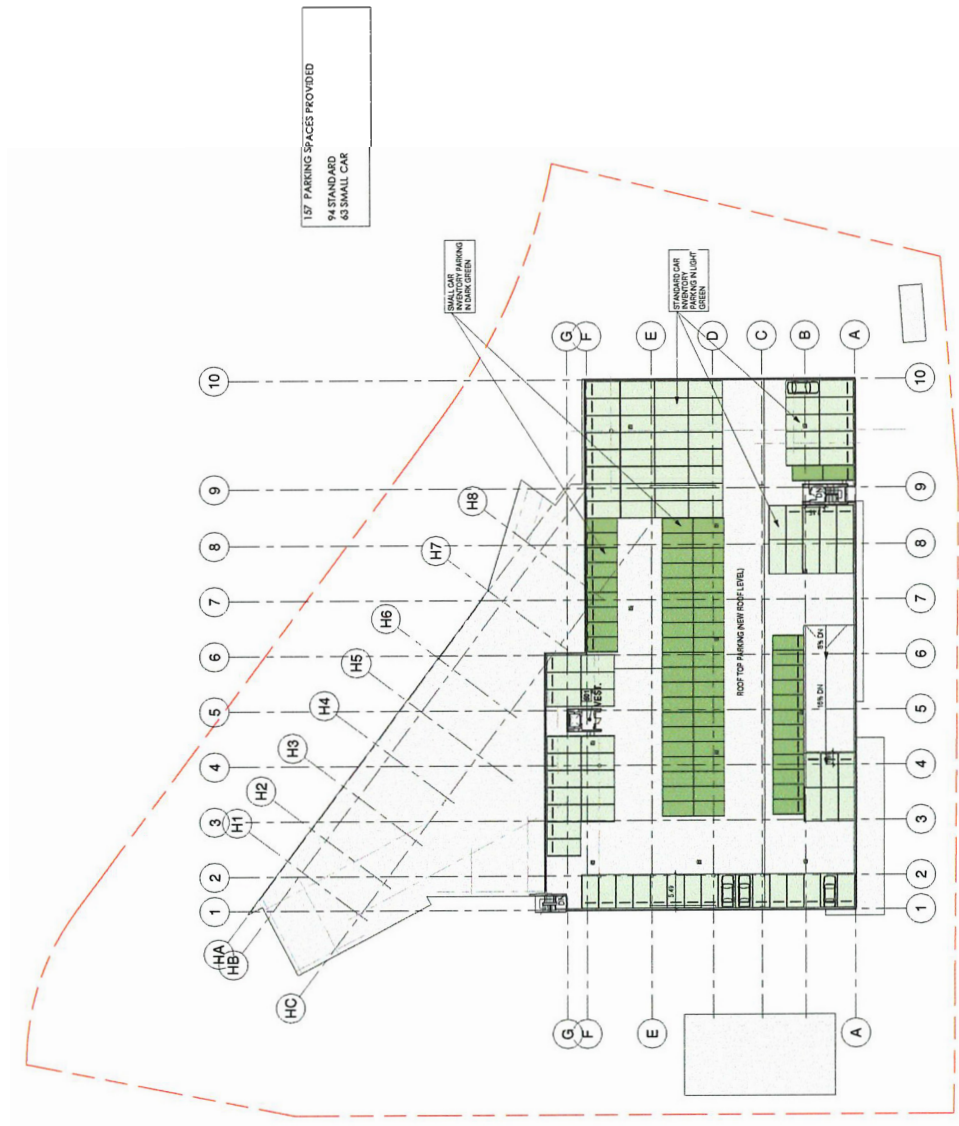
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OPENROAD TOYOTA
1000 WEST 10TH AVENUE, SUITE 101
EDMONTON, ALBERTA T6P 0K6
PHONE: (780) 443-1111 FAX: (780) 443-1112

OpenRoad Toyota Richmond
DP 18-818762
1100 SMALL WOOD PLAZA RICHMOND BC
PARKING PLAN LEVEL 4

SCALE: 1"=20'
DATE: 2018.11.23
DRAWN BY: [Name]
CHECKED BY: [Name]
PROJECT NUMBER: [Number]

PLAN #2D
DP.021

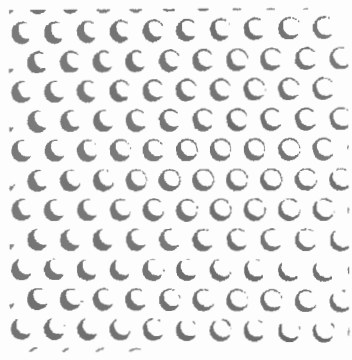


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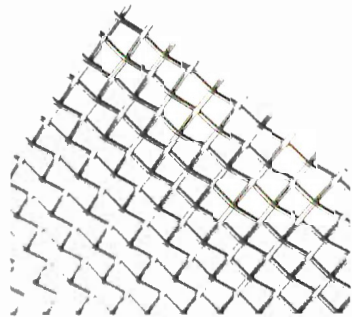
OpenRoad Toyota Richmond
DP 18-818762
11185 SAKL WOOD PLACE, RICHMOND BC
PARKING PLAN LEVEL 5

SCALE: 1"=30' DATE: 2018-11-23 DRAWN BY: 20407

PLAN #2E
DP-022



WHITE PERFORATED PANEL WITH 2" DIA PERFORATION



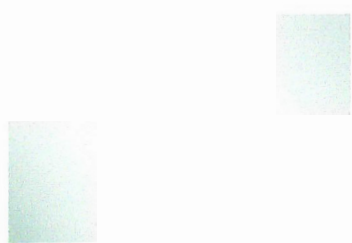
WHITE PERFORATED PANEL WITH 2" DIA PERFORATION



MILLON
ANODIZED FINISH



GLAZING
SPANDREL



GLAZING
LOW-E



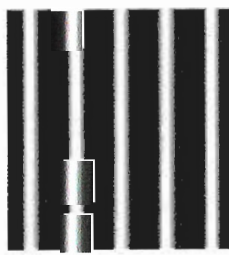
CHARCOAL ACCENT ACM PANEL



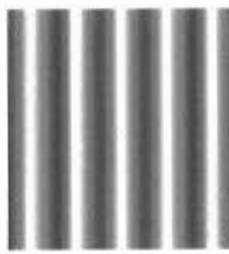
RED ACCENT ACM PANEL



WHITE ACM PANEL



DARK METALLIC CORRUGATED FINISH



LIGHT METALLIC CORRUGATED FINISH

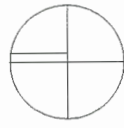
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OpenRoad Toyota Richmond

13780 SMALL WOOD PLACE RICHMOND BC
MATERIAL SAMPLES

SCALE: 1/8" = 1'-0"
DATE: 2014/11/23
PROJECT NUMBER: 24-007

DP.023



| | | | |
|-----|---------|------------|-------------------|
| NO. | REVISED | DATE | DESCRIPTION |
| 1 | | 05/03/2018 | ISSUED FOR PERMIT |

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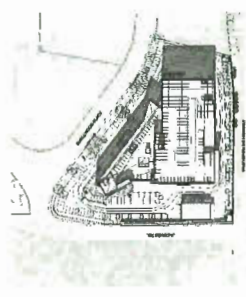
OpenRoad Toyota Richmond

SHADOW ANALYSIS

SCALE: 1" = 10' DATE: 09/11/20 PROJECT NUMBER: 2018-001



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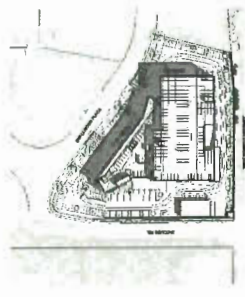
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SEPT 22ND - 18.00



DEC 21ST - 18.00



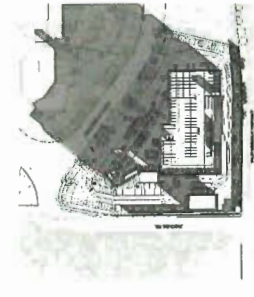
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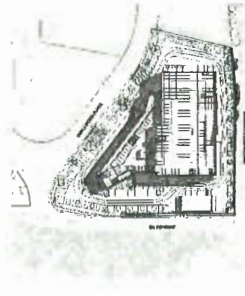
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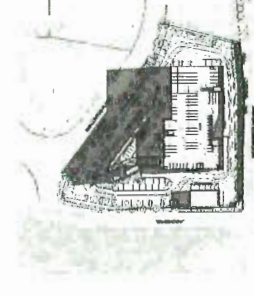
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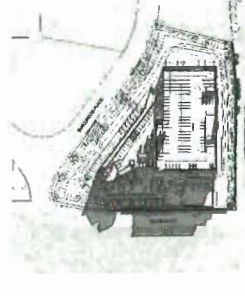
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DEC 21ST - 12.00



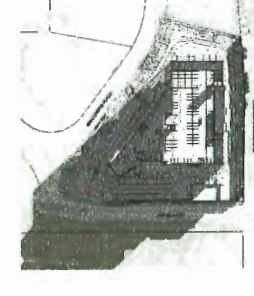
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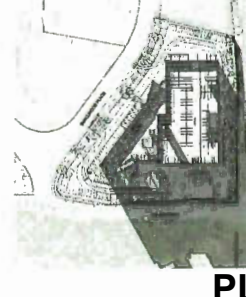
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JUNE 21ST - 06.00



SEPT 22ND - 06.00



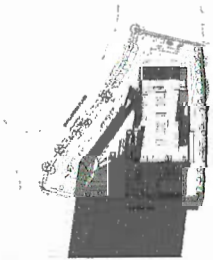
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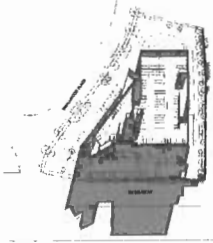
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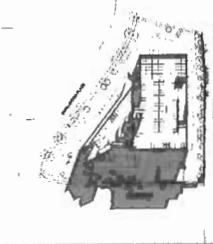
MARCH 20TH - 07.30



MARCH 20TH - 08.00



MARCH 20TH - 08.30



MARCH 20TH - 09.00



MARCH 20TH - 09.30



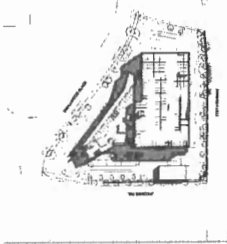
MARCH 20TH - 10.00



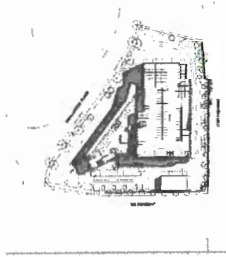
MARCH 20TH - 10.30



MARCH 20TH - 11.00



MARCH 20TH - 11.30



MARCH 20TH - 12.00

| NO. | REV. | DATE | DESCRIPTION |
|-----|------|---------|----------------|
| 1 | 1 | 11.1.20 | ISSUED FOR I/P |

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OpenRoad Toyota Richmond

13185 SIMUL WOOD PLACE, RICHMOND BC
SHADOW STUDY - SPRING
EQUINOX MARCH 20TH

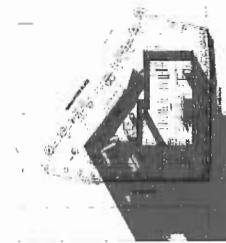
SCALE: 1"=10'-0"
DATE: 2019.11.23
DRAWING NO: 2019-03-20TH
PROJECT NAME: OPENROAD



JUNE 21ST - 05.00



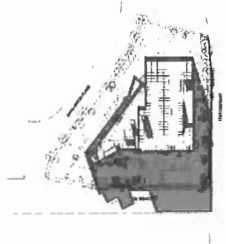
JUNE 21ST - 05.30



JUNE 21ST - 06.00



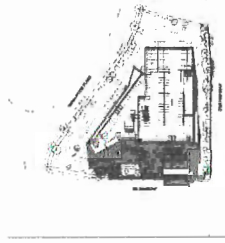
JUNE 21ST - 06.30



JUNE 21ST - 07.00



JUNE 21ST - 07.30



JUNE 21ST - 08.00



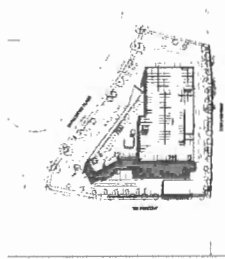
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JUNE 21ST - 09.00



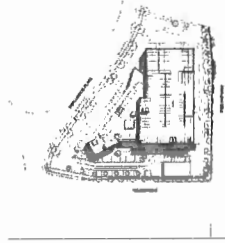
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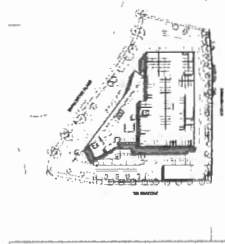
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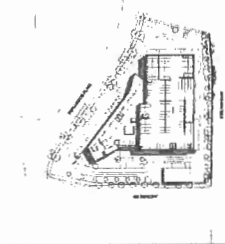
JUNE 21ST - 10.30



JUNE 21ST - 11.00



JUNE 21ST - 11.30



JUNE 21ST - 12.00

| NO. | REVISION | DATE | DESCRIPTION |
|-----|----------|----------|-------------------|
| 1 | 18.11.23 | 18.11.23 | ISSUED FOR PERMIT |
| 2 | 20.09.24 | 20.09.24 | ISSUED FOR PERMIT |

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OpenRoad Toyota Richmond

13189 SMALL WOOD PLACE, RICHMOND, BC
**SHADOW STUDY - SUMMER
SOLSTICE JUNE 21**

SCALE: 1"=20'-0"
PROJECT NUMBER: 24407

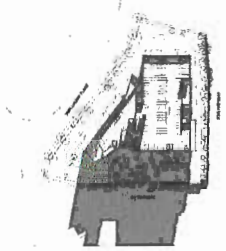
DP-026



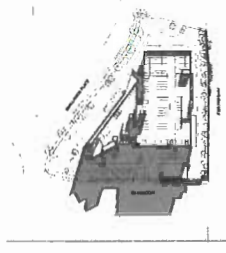
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SEP 22ND - 07.30



SEP 22ND - 08.00



SEP 22ND - 08.30



SEP 22ND - 09.00



SEP 22ND - 09.30



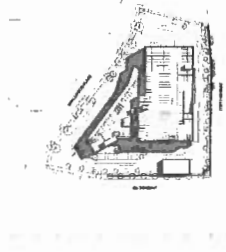
SEP 22ND - 10.00



SEP 22ND - 10.30



SEP 22ND - 11.00



SEP 22ND - 11.30



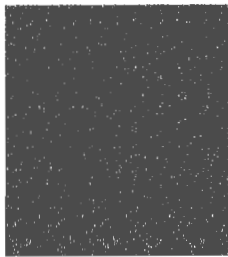
SEP 22ND - 12.00

| NO. | DATE | DESCRIPTION |
|-----|----------|----------------|
| 1 | 10.11.20 | REVISED FOR 3D |
| 2 | 10.11.20 | REVISED FOR 3D |
| 3 | 10.11.20 | REVISED FOR 3D |
| 4 | 10.11.20 | REVISED FOR 3D |
| 5 | 10.11.20 | REVISED FOR 3D |
| 6 | 10.11.20 | REVISED FOR 3D |
| 7 | 10.11.20 | REVISED FOR 3D |
| 8 | 10.11.20 | REVISED FOR 3D |
| 9 | 10.11.20 | REVISED FOR 3D |
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| 11 | 10.11.20 | REVISED FOR 3D |
| 12 | 10.11.20 | REVISED FOR 3D |
| 13 | 10.11.20 | REVISED FOR 3D |
| 14 | 10.11.20 | REVISED FOR 3D |
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| 70 | 10.11.20 | REVISED FOR 3D |
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| 81 | 10.11.20 | REVISED FOR 3D |
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| 83 | 10.11.20 | REVISED FOR 3D |
| 84 | 10.11.20 | REVISED FOR 3D |
| 85 | 10.11.20 | REVISED FOR 3D |
| 86 | 10.11.20 | REVISED FOR 3D |
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| 93 | 10.11.20 | REVISED FOR 3D |
| 94 | 10.11.20 | REVISED FOR 3D |
| 95 | 10.11.20 | REVISED FOR 3D |
| 96 | 10.11.20 | REVISED FOR 3D |
| 97 | 10.11.20 | REVISED FOR 3D |
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| 99 | 10.11.20 | REVISED FOR 3D |
| 100 | 10.11.20 | REVISED FOR 3D |

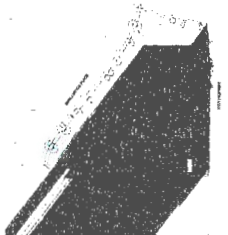
OpenRoad Toyota Richmond

11100 SMALL WOOD PLACE RICHMOND BC
SHADOW STUDY AUTUMN
EQUINOX SEP 22ND

SCALE: 1/8"=1'-0"
PROJECT NUMBER: 201001



DEC 21ST - 08:00



DEC 21ST- 08:30



DEC 21ST- 09:00



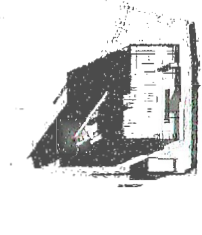
DEC 21ST- 09:30



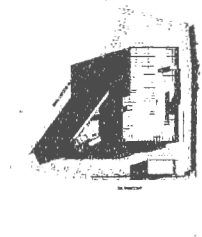
DEC 21ST - 10:00



DEC 21ST - 10:30



DEC 21ST- 11:00



DEC 21ST - 11:30

| NO. | REV. | DATE | DESCRIPTION |
|-----|------|----------|-------------------|
| 1 | 1 | 15.03.09 | ISSUED FOR PERMIT |

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OpenRoad Toyota Richmond
13100 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY WINTER
SOLSTICE DECEMBER 21ST

13100 SMALL WOOD PLACE, RICHMOND, BC
SHADOW STUDY WINTER
SOLSTICE DECEMBER 21ST

SCALE: 1"=10'-0"
PROJECT NUMBER: 2007-001

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT, OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT

CHRISTOPHER BOZATA, ARCHITECT, P. ENG.

PLAN #3A

| | | |
|----|----------------------------|----------|
| 15 | RE-DESIGNED FOR DP | 18.11.20 |
| 14 | RE-DESIGNED FOR DP | 18.11.20 |
| 13 | RE-DESIGNED FOR DP | 18.09.20 |
| 12 | DESIGNED FOR CONSTRUCTION | 18.09.20 |
| 11 | DESIGNED FOR REVISIONS BP | 17.10.19 |
| 10 | DESIGNED FOR TENDER | 17.10.19 |
| 9 | RE-DESIGNED FOR DP | 17.09.19 |
| 8 | DESIGNED FOR ADP | 17.09.19 |
| 7 | RE-DESIGNED FOR DP | 17.09.19 |
| 6 | RE-DESIGNED FOR DP | 17.09.19 |
| 5 | DESIGNED FOR BUDGETING | 17.09.19 |
| 4 | RE-DESIGNED FOR DP | 17.09.19 |
| 3 | DESIGNED FOR BP | 16.11.18 |
| 2 | DESIGNED FOR DP | 16.07.17 |
| 1 | DESIGNED FOR CLIENT REVIEW | 16.06.16 |

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|--------------|----------|
| Scale: | AS SHOWN |
| Drawn: | KD |
| Reviewed: | KL |
| Project No.: | 06-480 |

LANDSCAPE
COVER PAGE

L0.0

OpenRoad Toyota

LANDSCAPE ARCHITECTURAL SET — RE-ISSUED FOR DP

GENERAL NOTES

1. ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
2. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.
3. THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLIGENCE OF THIS ADVICE.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
5. ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.
6. LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER LANDSCAPE MATERIALS ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. ALL PUBLIC REALM DETAILS, AND FINAL SELECTION / APPROVAL OF ALL STREET THEIRS TO BE APPROVED BY THE MUNICIPALITY.

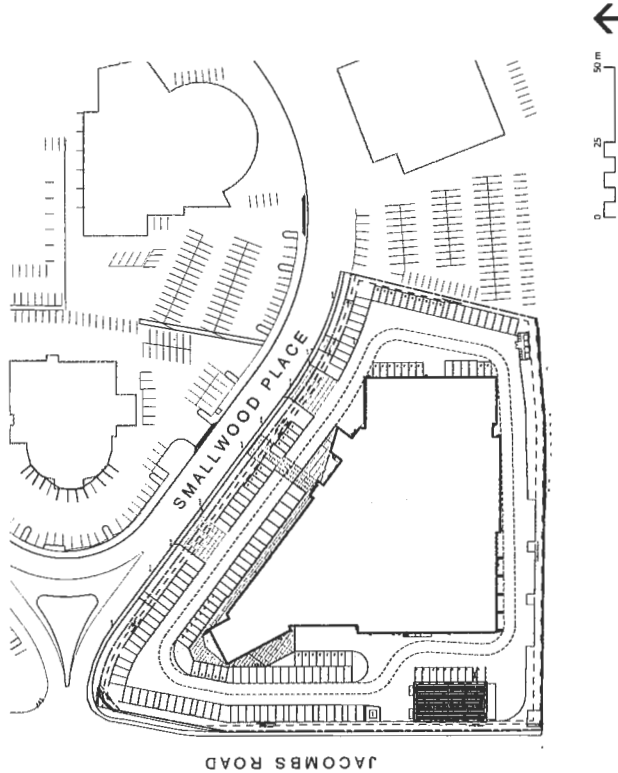
LANDSCAPE DRAWING INDEX

| SHEET No. | SHEET NAME |
|-----------|-----------------------------------|
| L0.0 | COVER SHEET AND DRAWING LIST |
| L0.1 | TREE MANAGEMENT PLAN |
| L1.0 | LANDSCAPE SITE PLAN |
| L1.1 | LANDSCAPE ENLARGEMENTS |
| L1.2 | LANDSCAPE LAYOUT PLAN |
| L2.0 | LANDSCAPE PLANT MATERIALS - NORTH |
| L2.1 | LANDSCAPE PLANT MATERIALS - SOUTH |
| L3.0 | LANDSCAPE DETAILS |

PROJECT INFORMATION

CLIENT:
OPENROAD AUTO GROUP
CONTACT NAME: MOE SABOUNE
EMAIL: MOE.SABOUNE@OPENROADAUTOGROUP.COM
PH: 604.820.0302

LANDSCAPE ARCHITECT:
CONNECT LANDSCAPE ARCHITECTURE INC.
CONTACT NAME: KEN LARSON
EMAIL: KEN@CONNECT.LA
PH: (604) 681-3300



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT
CHRISTOPHER BOZAK, ARCHITECTS

PLAN #3B

| | | |
|----|--------------------------|----------|
| 15 | RE-SUBMITTED FOR DP | 19-12-20 |
| 14 | RE-SUBMITTED FOR DP | 18-11-08 |
| 13 | RE-SUBMITTED FOR DP | 18-08-24 |
| 12 | ISSUED FOR CONSTRUCTION | 18-02-28 |
| 11 | ISSUED FOR REVISED BP | 17-12-18 |
| 10 | ISSUED FOR TENDER | 17-12-20 |
| 9 | RE-SUBMITTED FOR DP | 17-06-23 |
| 8 | ISSUED FOR APP | 17-06-07 |
| 7 | RE-SUBMITTED FOR DP | 17-05-20 |
| 6 | RE-SUBMITTED FOR DP | 17-05-19 |
| 5 | ISSUED FOR BIDDING | 17-03-24 |
| 4 | RE-SUBMITTED FOR DP | 17-03-09 |
| 3 | ISSUED FOR BP | 16-11-25 |
| 2 | ISSUED FOR DP | 16-11-27 |
| 1 | ISSUED FOR CLIENT REVIEW | 16-06-20 |

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale: 1:200

Drawn: KD

Reviewed: KL

Project No. 06-480

**LANDSCAPE
TREE MANAGEMENT**

L0.1

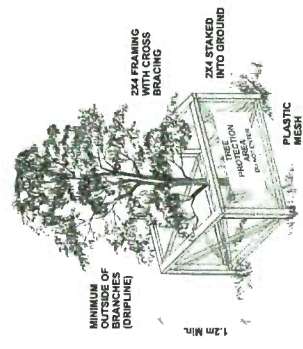
TREE MANAGEMENT LEGEND

| DESCRIPTION | SYMBOL |
|---|--------|
| EXISTING TREE TO BE REMOVED PER ARBORIST REPORT | ⊗ |
| EXISTING TREE TO BE RETAINED PER ARBORIST REPORT | ⊕ |
| TREE PROTECTION FENCING PER CITY OF RICHMOND | ⬢ |

TO BE REMOVED:
JACOBSON ROAD
SMALLWOOD PLACE
TOTAL
13
16

TO BE INSTALLED:
JACOBSON ROAD
SMALLWOOD PLACE
ON-SITE
TOTAL
18 (12 @ 7.6m CALL)
3 (7.6m CALL)
81 (6 @ 7.6m CALL)
73 (67 @ 7.6m CALL)

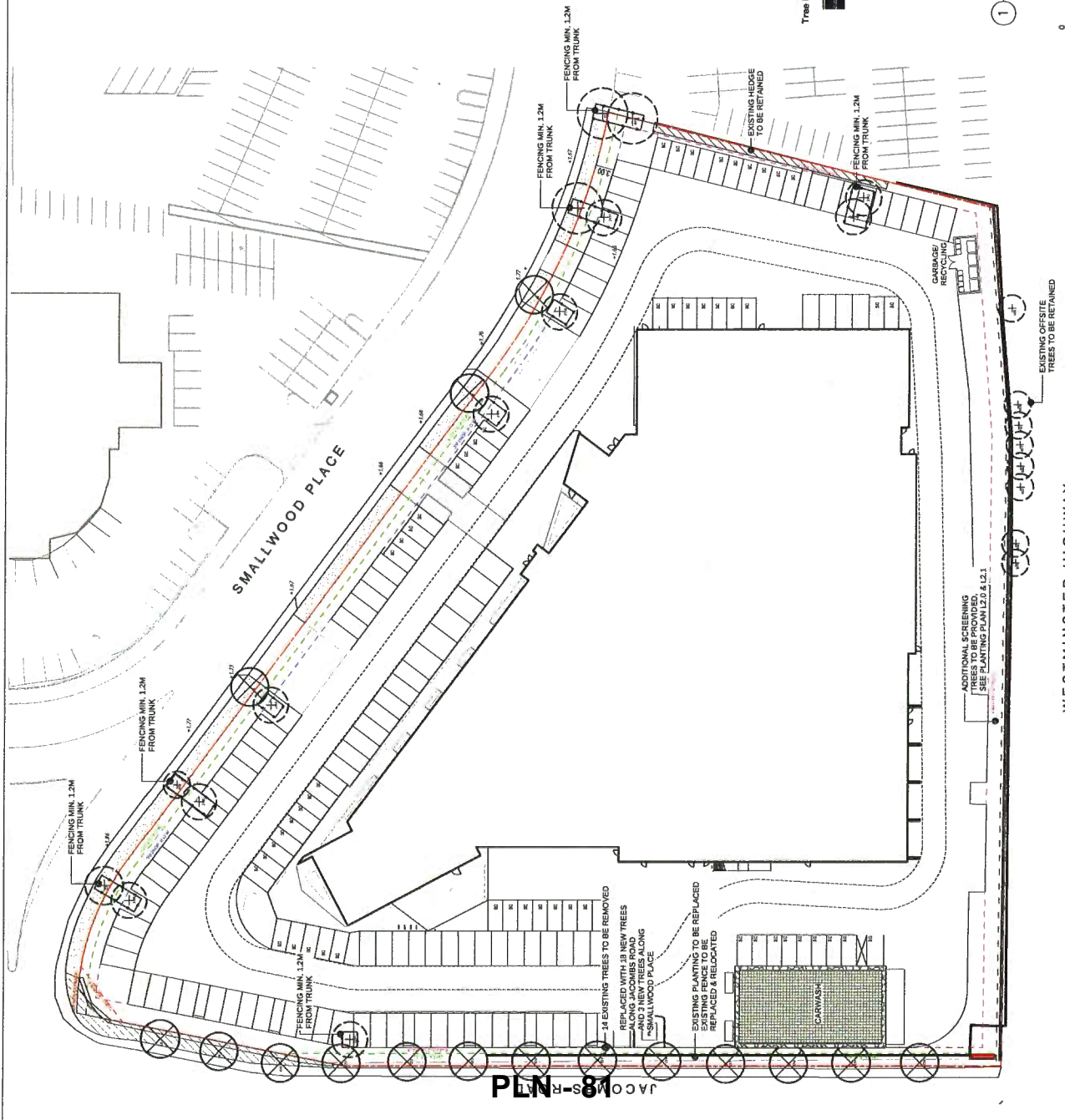
SEE PLANTING PLAN L2.0 FOR NEW AND REPLACEMENT TREES



Tree Protection Distance Table

| Tree Trunk Diameter mm | Tree Trunk Diameter inches | Minimum Protection Required Around Tree | | |
|---------------------------|-------------------------------|---|-----------------------------|------------------------|
| | | Distance from Trunk m | Distance from Trunk feet | Total Diameter feet |
| 25 | 1 | 0.8 | 2.6 | 3.4 |
| 25 | 1 | 1.2 | 3.9 | 5.1 |
| 38 | 1.5 | 1.5 | 4.9 | 6.4 |
| 38 | 1.5 | 2.1 | 6.9 | 9.0 |
| 51 | 2 | 1.2 | 3.9 | 5.1 |
| 51 | 2 | 2.1 | 6.9 | 9.0 |
| 51 | 2 | 2.4 | 7.9 | 10.3 |
| 64 | 2.5 | 1.5 | 4.9 | 6.4 |
| 64 | 2.5 | 2.7 | 8.9 | 11.6 |
| 64 | 2.5 | 3.0 | 9.9 | 12.9 |
| 76 | 3 | 1.7 | 5.9 | 7.6 |
| 76 | 3 | 3.0 | 9.9 | 12.9 |
| 76 | 3 | 3.6 | 11.9 | 15.5 |
| 89 | 3.5 | 2.5 | 8.9 | 11.4 |
| 89 | 3.5 | 3.0 | 9.9 | 12.9 |
| 102 | 4 | 3.3 | 10.9 | 14.2 |
| 102 | 4 | 3.6 | 11.9 | 15.5 |
| 114 | 4.5 | 3.3 | 10.9 | 14.2 |
| 114 | 4.5 | 3.6 | 11.9 | 15.5 |

1 EXISTING TREE PROTECTION
NOT TO SCALE



PLAN #3B

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT
CHRISTOPHER BOZYS, ARCHITECTS

PLAN #3C

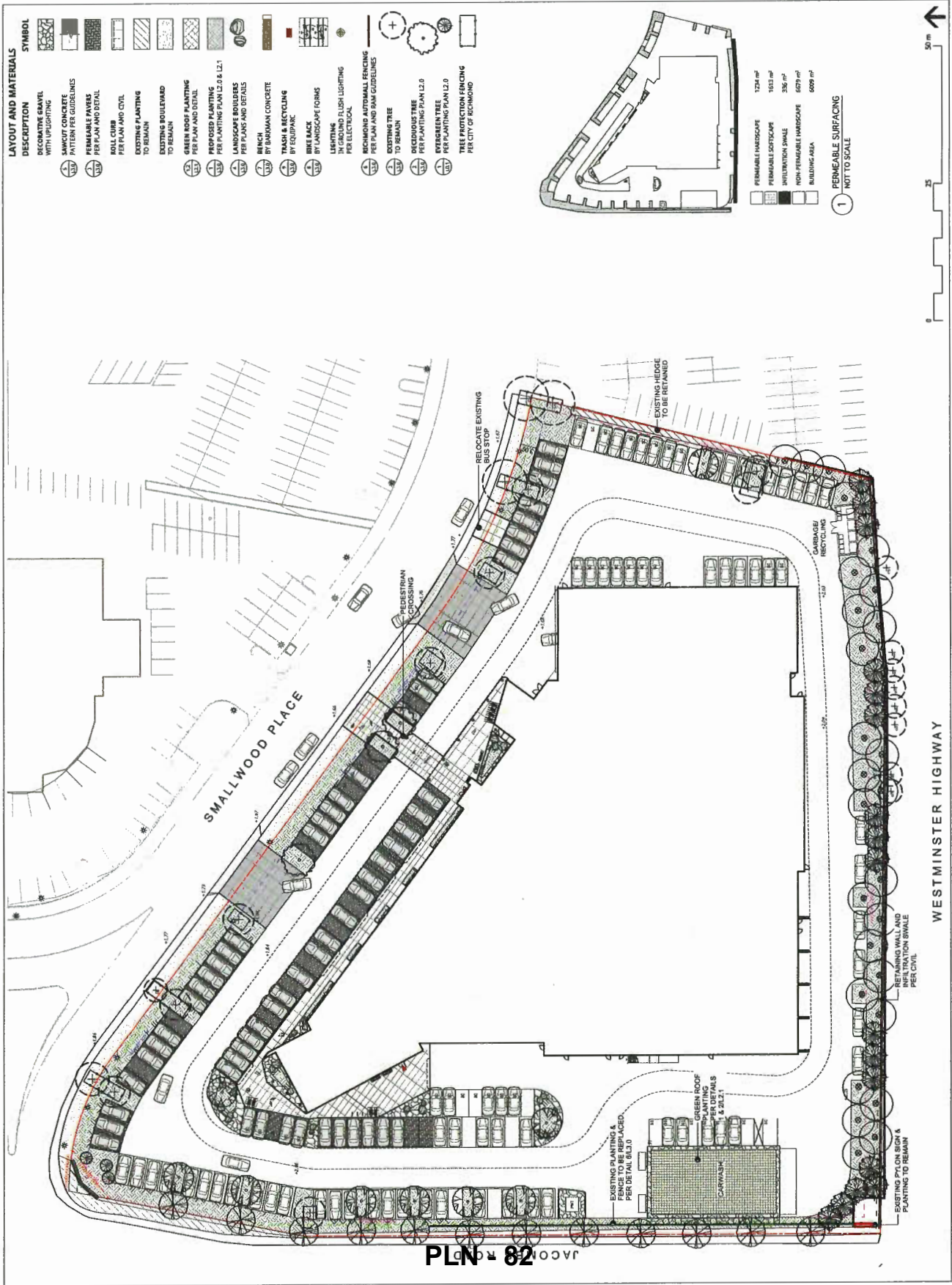
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| 15 | RE-DESIGNED FOR DP | 18-11-20 |
| 14 | RE-DESIGNED FOR DP | 18-11-08 |
| 13 | RE-DESIGNED FOR DP | 18-09-20 |
| 12 | ISSUED FOR CONSTRUCTION | 18-02-28 |
| 11 | ISSUED FOR REVIEW BP | 17-12-10 |
| 10 | ISSUED FOR TENDER | 17-11-20 |
| 9 | RE-DESIGNED FOR DP | 17-09-27 |
| 8 | ISSUED FOR ADP | 17-06-07 |
| 7 | RE-DESIGNED FOR DP | 17-05-20 |
| 6 | RE-DESIGNED FOR DP | 17-05-19 |
| 5 | ISSUED FOR REDIGETING | 17-03-14 |
| 4 | RE-DESIGNED FOR DP | 17-03-08 |
| 3 | ISSUED FOR BP | 16-11-26 |
| 2 | ISSUED FOR DP | 16-07-17 |
| 1 | ISSUED FOR CLIENT REVIEW | 16-06-20 |

REVISIONS

OPENROAD TOYOTA
13100 Smallwood Place
Richmond, British Columbia

Scale: 1:300
Drawn: KD
Reviewed: KL
Project No. 06-490

LANDSCAPE SITE PLAN



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTING ANY DISCREPANCIES TO THE COMPANY. THE COMPANY IS NOT RESPONSIBLE FOR ANY DAMAGE TO OR INTERFERENCE WITH UTILITIES TO CARRY OUT ITS OPERATIONS.

ARCHITECT

CHRISTOPHER BOZAK, ARCHITECTS

PLAN #3D

| | | |
|----|-------------------------------|----------|
| 15 | RE-SUBMITTED FOR DP | 18-11-30 |
| 14 | RE-SUBMITTED FOR DP | 18-11-28 |
| 13 | RE-SUBMITTED FOR DP | 18-08-28 |
| 12 | RE-SUBMITTED FOR CONSTRUCTION | 18-02-28 |
| 11 | RE-SUBMITTED FOR REVISED BP | 17-02-18 |
| 10 | DESIGNED FOR TENDER | 17-11-18 |
| 9 | RE-SUBMITTED FOR DP | 17-06-29 |
| 8 | DESIGNED FOR ADP | 17-06-07 |
| 7 | RE-SUBMITTED FOR DP | 17-05-30 |
| 6 | RE-SUBMITTED FOR DP | 17-05-18 |
| 5 | DESIGNED FOR BUDGETING | 17-03-24 |
| 4 | RE-SUBMITTED FOR DP | 17-02-08 |
| 3 | DESIGNED FOR BP | 16-11-25 |
| 2 | DESIGNED FOR DP | 16-07-27 |
| 1 | DESIGNED FOR CLIENT REVIEW | 16-06-25 |

REVISIONS

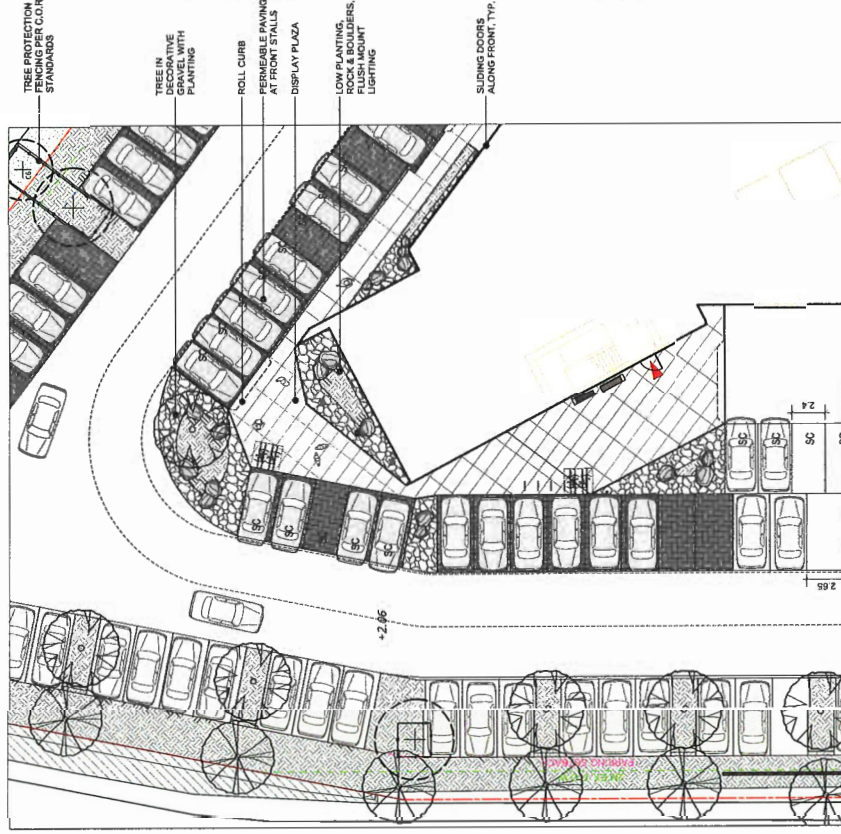
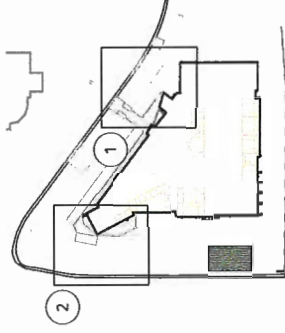
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

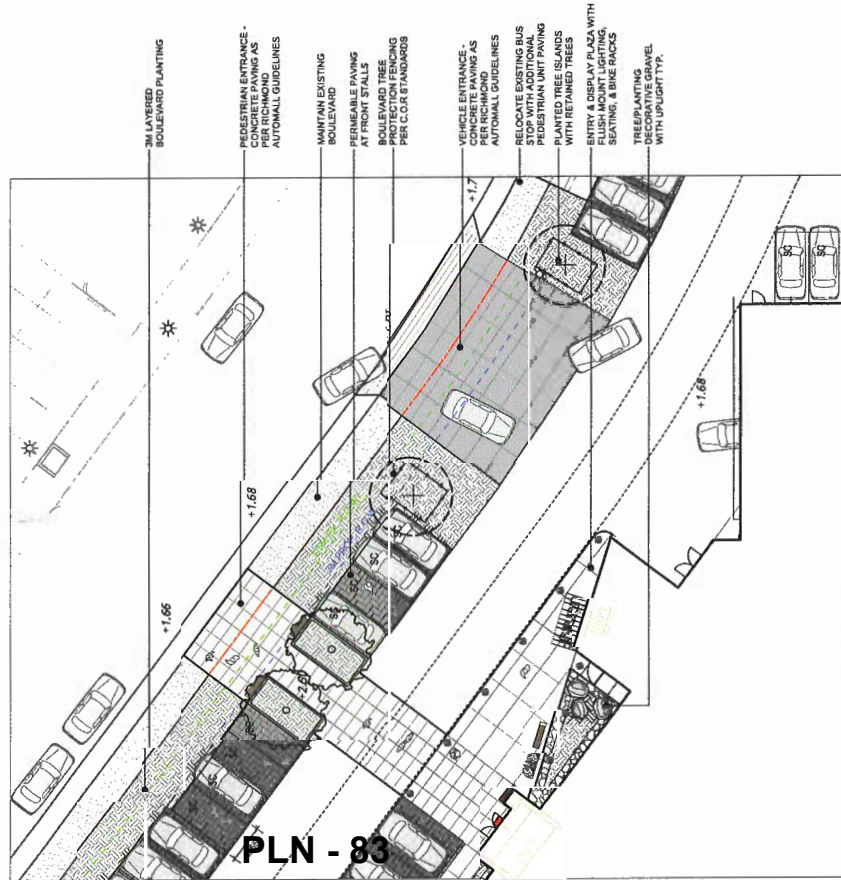
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| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-480 |

LANDSCAPE
ENLARGEMENTS

L1.1



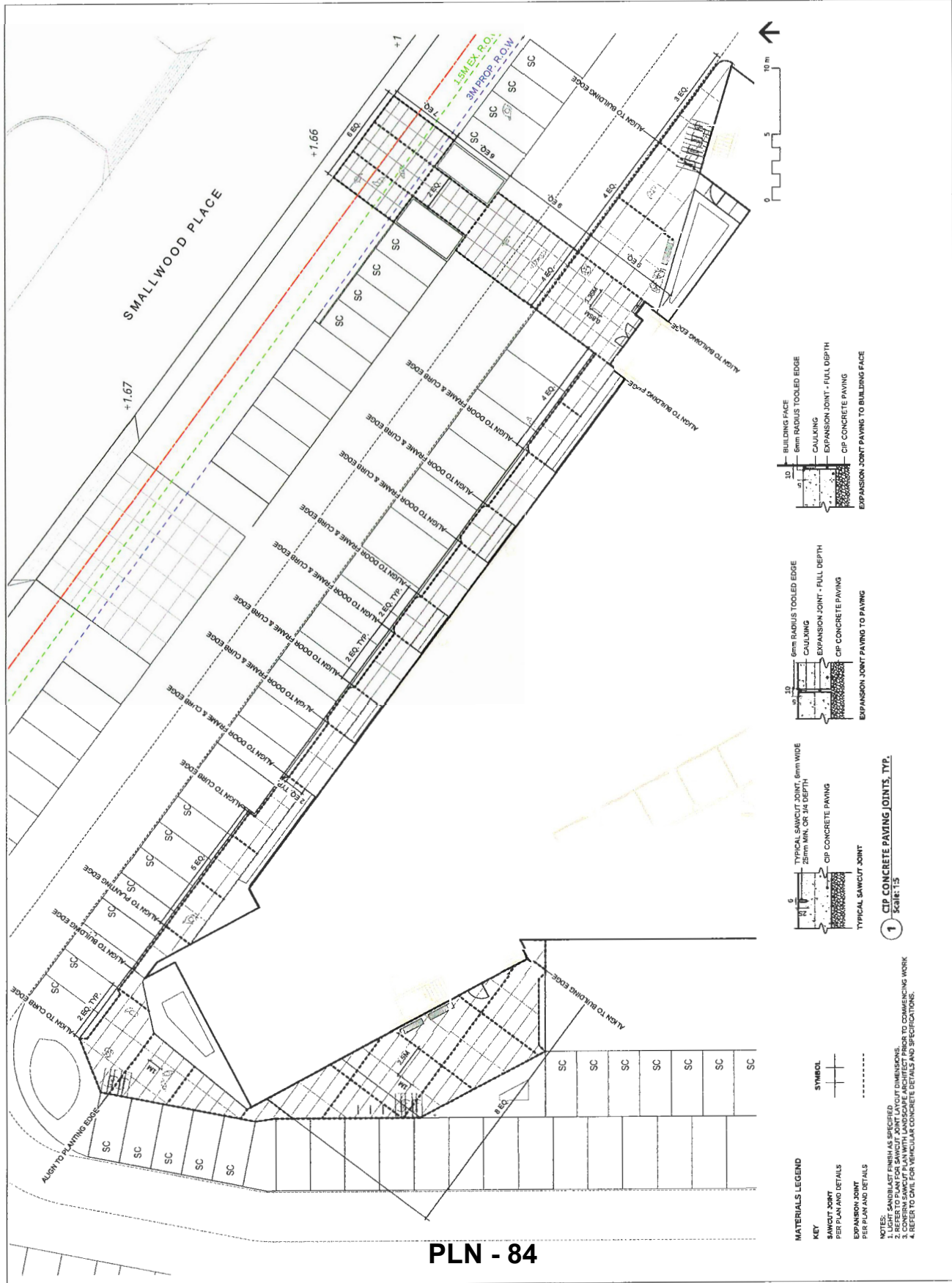
2 CORNER ENLARGEMENT PLAN
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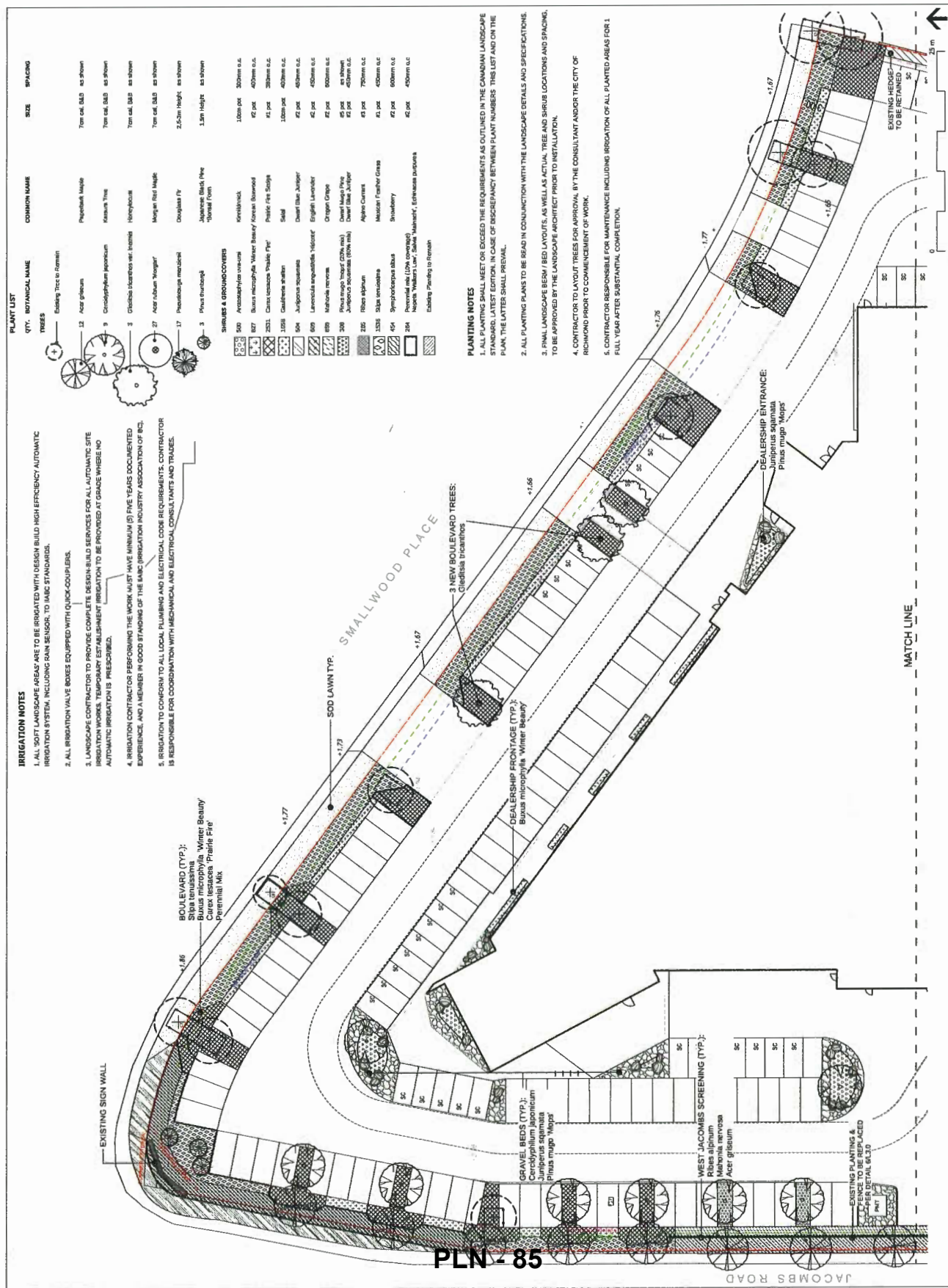


1 MAIN ENTRY ENLARGEMENT
Scale: 1:150

PLN - 83







CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, TO LOCATE AND MARK UTILITIES PRIOR TO EXCAVATION TO AVOID OUT OF ITS ORIGINATIONS.

ARCHITECT
CHRISTOPHER BOZTA, ARCHITECTS

PLAN #3G

| | | |
|----|--------------------------|----------|
| 15 | REVISION FOR DP | 18-11-20 |
| 14 | REVISION FOR DP | 18-11-20 |
| 13 | REVISION FOR DP | 18-08-20 |
| 12 | ISSUED FOR CONSTRUCTION | 18-05-20 |
| 11 | ISSUED FOR CONSTRUCTION | 17-05-19 |
| 10 | ISSUED FOR TENDER | 17-01-19 |
| 9 | REVISION FOR DP | 17-08-18 |
| 8 | ISSUED FOR ADP | 17-04-17 |
| 7 | REVISION FOR DP | 17-05-16 |
| 6 | REVISION FOR DP | 17-05-16 |
| 5 | ISSUED FOR BUDGETING | 17-03-14 |
| 4 | REVISION FOR DP | 17-03-14 |
| 3 | ISSUED FOR DP | 16-11-16 |
| 2 | ISSUED FOR DP | 16-07-17 |
| 1 | ISSUED FOR CLIENT REVIEW | 16-06-16 |

REVISIONS

OPENROAD TOYOTA
13100 Smailwood Place
Richmond, British Columbia

Scale: 1:200
Drawn: KD
Reviewed: KL
Project No: 06-480

**LANDSCAPE
PLANT MATERIALS
SOUTH**

L2.1

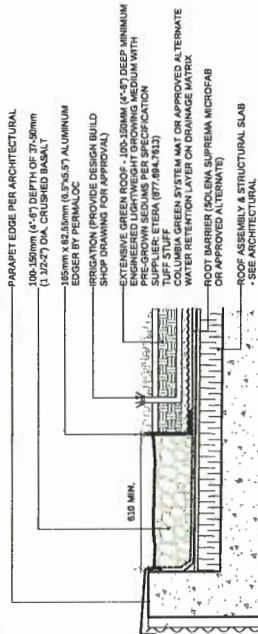
REFER TO L2.0 FOR PLANT LIST.

PLANTING NOTES

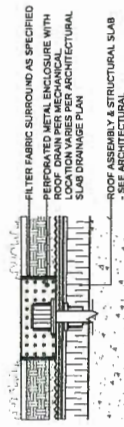
1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS. REVISIONS TO PLANS SHALL BE INDICATED BY CIRCLES AND NUMBERS.
3. SIGNAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
5. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

IRRIGATION NOTES

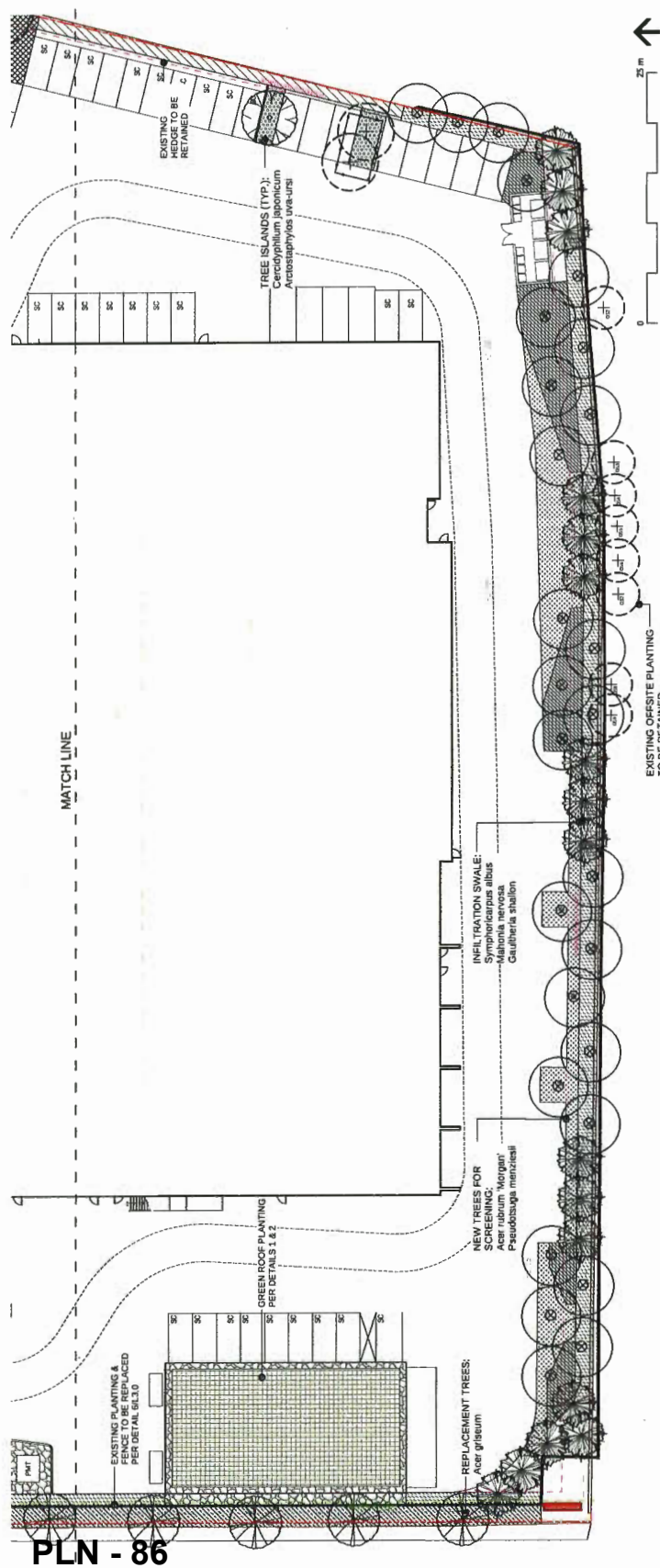
1. ALL "SOFT" LANDSCAPE AREAS (INCLUDING ORNITE, OFFSITE, AND GREEN ROOF AREAS) ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IMBC STANDARDS.
2. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK COUPLERS.
3. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS. TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IMBC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.



1 EXTENSIVE PLANTING ON SLAB
SCALE: 1:10



2 EXTENSIVE PLANTING DRAIN
SCALE: 1:10



PLN - 86

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, OR CONDITION OF ANY UTILITIES OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, DEPARTMENT (OR FEES) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER MOODY, ARCHITECTS

PLAN #3H

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| 14 | RE-ARMED FOR DP | 18-11-08 |
| 13 | RE-ARMED FOR DP | 18-09-20 |
| 12 | RE-ARMED FOR DP | 18-02-28 |
| 11 | ISSUED FOR CONSTRUCTION | 17-12-18 |
| 10 | ISSUED FOR TRAILER | 17-11-20 |
| 9 | RE-ARMED FOR DP | 17-06-29 |
| 8 | ISSUED FOR DP | 17-06-20 |
| 7 | RE-ARMED FOR DP | 17-05-18 |
| 6 | ISSUED FOR DP | 17-05-18 |
| 5 | ISSUED FOR BUDGETING | 17-03-24 |
| 4 | RE-ARMED FOR DP | 17-03-09 |
| 3 | ISSUED FOR DP | 16-11-26 |
| 2 | ISSUED FOR DP | 16-07-27 |
| 1 | ISSUED FOR CLIENT REVIEW | 15-06-20 |

REVISIONS

OPENROAD TOYOTA

13100 Smallwood place
Richmond, British Columbia

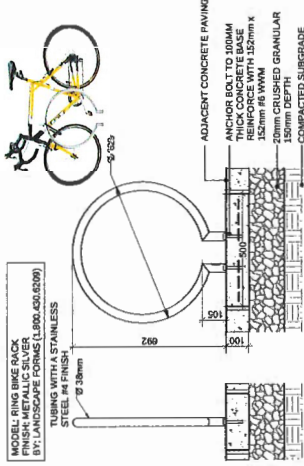
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| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-400 |

LANDSCAPE DETAILS

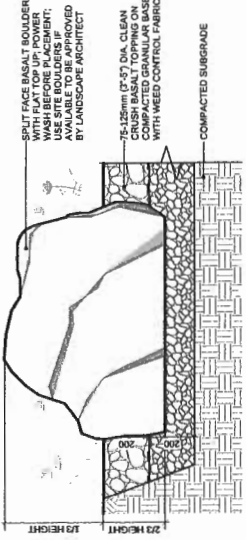
L3.0



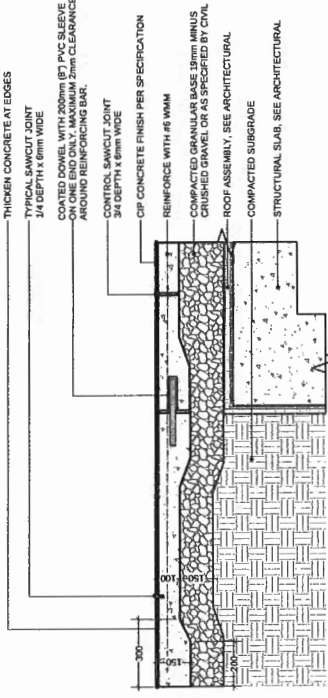
7 CONCRETE BENCH
Scale: 1:10
TYPE ONE-PIECE BENCH
BY: BAYMAN CONCRETE
PORT MOODY, BC V7E 6B2-7670



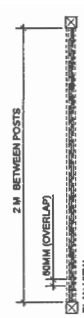
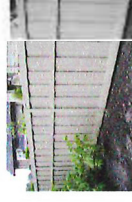
8 RING BIKE RACK BY LANDSCAPE FORMS
Scale: 1:10



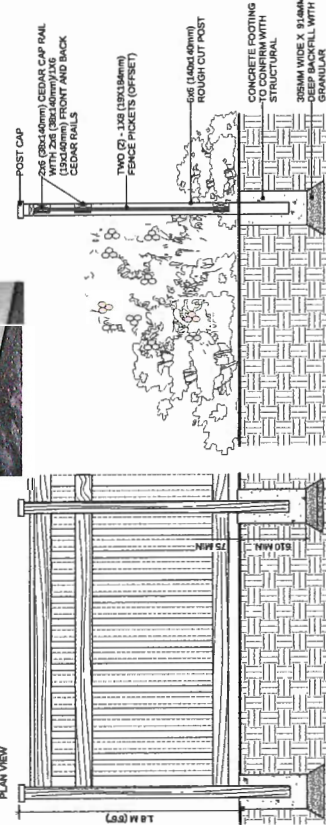
4 LANDSCAPE BOULDER
Scale: 1:10



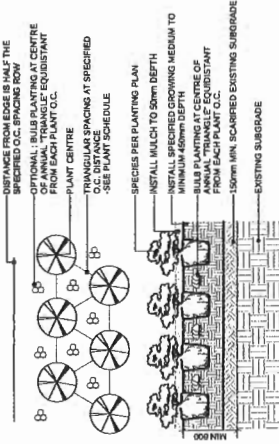
5 CIP CONCRETE ON GRADE / ON SLAB (TYPICAL)
Scale: 1:10



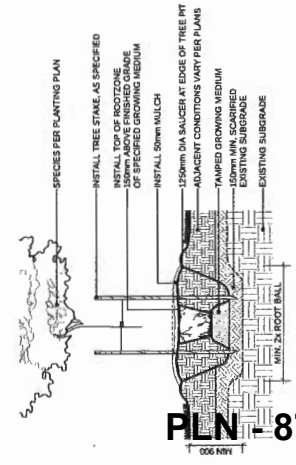
PLAN VIEW



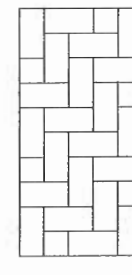
6 PERIMETER WOOD FENCE
Scale: 1:20



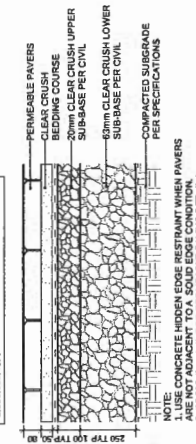
1 PLANTING ON GRADE (TYPICAL)
Scale: 1:25



2 TREE PLANTING ON GRADE (TYPICAL)
Scale: 1:25



3 PERMEABLE PAVING
Scale: 1:10



9 TRASH/RECYCLING RECEPTACLE
Scale: 1:10

9 TRASH/RECYCLING RECEPTACLE
Scale: 1:10

6 PERIMETER WOOD FENCE
Scale: 1:20

3 PERMEABLE PAVING
Scale: 1:10

2 TREE PLANTING ON GRADE (TYPICAL)
Scale: 1:25

5 CIP CONCRETE ON GRADE / ON SLAB (TYPICAL)
Scale: 1:10

4 LANDSCAPE BOULDER
Scale: 1:10

8 RING BIKE RACK BY LANDSCAPE FORMS
Scale: 1:10

7 CONCRETE BENCH
Scale: 1:10

L3.0

Attachment C: Report by CSR Environmental



*Your Project
Meets the
Environment*

CSR ENVIRONMENTAL LTD.
113 – 408 E. Kent Avenue S.
Vancouver, BC, V5X 2X7
Phone: 604.559.7100
www.csrenviro.com

November 29, 2018

Christopher Bozyk Architects Ltd.
Suite 414 – 611 Alexander Street
Vancouver, BC V6A 1E1

Attention: Mr. Keiran Walsh
Via e-mail: keiran@bozyk.com

Reference: Avian Mitigation Measures
13100 Smallwood Place, Richmond, BC

Dear Mr. Walsh,

1.0 INTRODUCTION

CSR Environmental Ltd. (CSR Environmental) has been retained by Open Road Auto to provide a summary of potential strategies for avian mitigation in regard to the proposed development (the Project) at 13100 Smallwood Place in Richmond, BC (the Site). The summary is in response to comments provided by the City of Richmond (the City) Council on November 13, 2018.

1.1 BACKGROUND

A building permit has been previously acquired for the proposed development at the Site. The design of the proposed development has been completed to the satisfaction of the acquired building permit. An application for the addition of a parkade resulted in additional requested information from the City Council meeting which took place on November 13, 2018, in regard to modifications to the proposed development to reduce potential impact to birds and environmentally sensitive areas (File Ref. No. 12-8062-20-009948; ZT 18-818765, Section R18/19-8 (2)(iii)). The risk of bird collisions with glass windows on the first two floors of the Project are of particular concern. We understand as the building is in construction phase, implementing mitigation measures will be a challenging task.

On November 23, 2018, CSR Environmental conducted a Site visit and discussion with Mr. Keiran Walsh of Christopher Bozyk Architects Ltd. (Christopher Bozyk Architects) and Mr. Paul Bordingnon of Wales McLelland Construction (Wales McLelland). We identified risk of bird collision with glass surfaces on the west and northwest aspects of the building (see Figure 1).

1.2 APPLICABLE FEDERAL AND PROVINCIAL LEGISLATION

The following legislation prohibits unintentional injury or mortality to birds in British Columbia:

- BC Wildlife Act (§ 34);
- Migratory Birds Convention Act (§ 5 (a)); and
- Species at Risk Act (§ 32 (1)).

2.0 THREATS TO BIRDS AND ENVIRONMENTALLY SENSITIVE AREAS

CSR Environmental believes there is no collision risk to birds on the third floor of the Project because no glass or reflective material has been proposed.

CSR Environmental has identified the following threats to birds at the Project: window strikes, lighting, and open pipes and ventilation.

Building collisions account for the second highest human-caused mortality rate for birds in Canada, nearly 25 million birds annually¹. The problem is widespread, occurring at both commercial and residential buildings throughout the year. Fortunately, a variety of cost-effective mitigation options exist. Strategies to address this problem include bird-friendly design policy, implementation of mitigation options, and public education campaigns.

Birds collide with buildings because they either do not see glass or see vegetation reflected in glass rather than the surface of the glass. Impacts with glass occur during daytime and nighttime and can occur throughout the year. The highest risk of window strikes at the Site occur along the west face of the building, which is proposed to have extensive use of large, untreated windows that face the west and north. These surfaces occur within 40 meters of the Richmond Nature Park East, an environmentally sensitive area. The type of glass used in construction, the large expanse of glass windows on floors at or below tree canopy height (i.e. aboveground levels one through three), and vegetation reflected in glass are factors that contribute to collisions with windows.

CSR Environmental expects low risk of bird collision for glass surfaces on the northeast, east, and south aspects of the building facing Smallwood Place. We do not recommend mitigation for these surfaces, but we do recommend ongoing monitoring at these sites. If avian mortality is detected, post-construction mitigation options are available.

Placement of upward facing light can cause light pollution and may negatively influence nocturnal bird migration. Open pipes and ventilation are small openings that can trap birds and cause mortality.

¹ Machtans, C. S., Wedeles, C. H. R., and Bayne, E. M. 2013. A first estimate for Canada of the number of birds killed by colliding with building windows. *Avian Conservation and Ecology* 8(2): 6. <http://dx.doi.org/10.5751/ACE-00568-080206>

3.0 MITIGATION STRATEGIES

The City of Vancouver Planning and Development Services has a document titled *Bird Friendly Design Guidelines – Considerations for Development Permit*, adopted by City of Vancouver Council in January 2015, effective April 24, 2015². Mitigation strategies that are related to the Site are outlined in the following subsections.

3.1 WINDOWS

For the purpose of preventing bird strikes against windows, the use of mirrored glass on the west and northwest side of the proposed development is not recommended. Portions of the glass on the northwest corner of the proposed development will be screened by a metal mesh. The parkade addition will be clad in a matte finish perforated steel against a dark background. Approximate surface areas occupied by glass on the west and northwest faces are presented here:

| | |
|--|--|
| Total façade area of the west and northwest faces: | 1,440 m ² |
| Total façade area with glass: | 557 m ² (38.8% of total façade area) |
| • Unobstructed glazing: | 375 m² (26% of façade area with glass) |
| • Fritted/screened glass: | 182 m ² (12.8% of façade area with glass) |
| Total glass area belonging to the northwest face: | 424 m ² (76% of façade area with glass) |
| • Unobstructed glazing: | 246 m ² (58% of northwest face) |
| • Fritted/screened glass: | 178 m ² (42% of northwest face) |

The area of glass with unobstructed glazing is approximately 375 square meters, which is approximately 26% of the surface area of the west and northwest faces of the proposed development. CSR Environmental recommends adding visual markers to this area on the west and northwest aspects of the building.

Visual markers should be placed on the outside surface of the glass in the form of frit, etching, or ultraviolet treatments, in order to disrupt the reflection of light from the glass surface. Markers should be spaced to increase visibility to birds: maximum 2 inches (in) or 5 centimetres (cm) of horizontal distance and 4 in or 10 cm of vertical distance between markers. Markers should be lines or dots of at least 0.25 in or 0.64 cm in width and should provide enough contrast to be visible under varying light conditions. Markers should cover unobstructed glass surfaces up to 20 m above grade.

Visual marker products that have been recommended by the City of Vancouver *Bird Friendly Design Guidelines – Considerations for Development Permit* include:

² City of Vancouver. 2015. *Bird Friendly Design Guidelines – Considerations for Development Permit*. Retrieved from <https://vancouver.ca/files/cov/appendix-a-bird-friendly-design-guidelines-rt-10847.pdf>.

- **Ceramic frit:** Highly durable glass enamel applied to the outside surface of the glass prior to installation. *Recommended product: Garibaldi Glass.*
- **Acid etching:** Multiple textures and patterns available; solar control glass coatings available. *Recommended product: Walker Glass' Aviprotek.*
- **Ultraviolet options:** Visible to birds but not visible to humans, however the ultraviolet layer is not applied to the outside of glass and therefore does not completely reduce risk of window strikes. *Recommended product: Ornlux Mikado.*
- **Exterior laminates:** These options are **not** recommended for commercial applications due to poor longevity of materials. Avian collision risk will remain constant through the life of the building, and as such, the mitigation option selected needs to last for the life of the building. Exterior laminates are suitable for post-construction mitigation only.

Where visual markers are not possible or cost prohibitive, physical barriers can be used in front of reflective surfaces to mitigate collision risk. Metal cladding, architectural grillwork or decorative grills could be installed in front of windows with reflective properties. Further, canopies and sunshades can be used to minimize reflections on the external surface of small windows but are only effective if reflection is completely obstructed during daylight conditions.

3.2 LIGHTING

The City of Vancouver Outdoor Lighting Strategy³ contains recommendations for placement of lighting to improve outdoor environment during nighttime, including to minimize ecological impacts. We recommend that upward facing lighting be limited for the Project. Further, lighting spillover to adjacent environmentally sensitive areas should be prevented. Lighting can be shielded to effectively light desired areas without adversely effecting nearby areas. Light can be used judiciously to maintain nighttime safety while minimizing impacts to wildlife. CSR Environmental understands that upward facing lighting has not been suggested for this development.

3.3 LANDSCAPING

Natural vegetation between the proposed development and natural areas on Jacombs Road should be reduced to limit wildlife corridors which lead to the Site and immediate surrounding area. To facilitate this, CSR Environmental does not recommend planting any vegetation over 30 cm on the west and northwest side of the property. CSR Environmental also recommends refraining from use of ornamental plants inside the building that are visible from the outside, such as potted trees and indoor vegetation which can entice birds to fly toward windows.

3.4 PIPES AND VENTILATION

CSR Environmental recommends caps and screen on open pipes and ventilation systems to limit wildlife entry. Voids greater than 2.5 in or 7 cm square should be covered.

³ City of Vancouver. 2018. *Outdoor Lighting Strategy Consultation Paper*. Retrieved from <https://vancouver.ca/files/cov/outdoor-lighting-strategy-consultation-paper.pdf>.

4.0 MONITORING

Mitigation measures must be monitored to ensure success. Bird collisions occur throughout the year, although in southwestern BC collisions peak during fall, winter, and spring. Daily monitoring of glass surfaces by an independent biologist would be cost prohibitive. Hence, we recommend an Open Road Auto Group representative at the Site conduct weekly monitoring to document any bird mortality between September 15th through May 1st each year. Monitoring should involve a visual search of the ground underneath glass surfaces around the entire building to a distance of 8 meters from the building. The location of all mortalities should be documented (using GPS or by noting a unique window identifier). Although collision risk is highest along the west and northwest aspects, the entire building should be monitored for the first season. CSR Environmental will review the monitoring findings every three-months and revise the monitoring plan if warranted. If bird mortality exceeds five in any week, CSR Environmental will be contacted. Mortalities should be submitted to the Global Birds Collision Mapper⁴.

CSR Environmental will also conduct an annual follow-up Site visit to review avian protection activities, effectiveness of mitigation measures, and results of the weekly monitoring activities.

5.0 CLOSURE

In summary, bird collisions with the proposed development are possible at the Site considering proximity to environmentally sensitive areas. Approximately 26 percent of the west and northwest faces of the proposed development will be glass with unobstructed glazing which should be treated with visual markers such as ceramic frit, acid etching, ultraviolet options, or physical obstructions. Placement of lighting, strategic landscaping, and protecting openings to pipes and ventilation are other measures which should be implemented. Following the recommendations provided by CSR Environmental and conducting regular monitoring of mitigation measures should reduce potential impact to birds and environmentally sensitive areas.

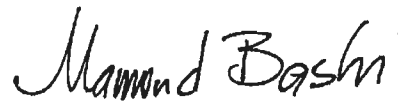
We trust this letter satisfies your requirements at this time. Should you have questions regarding this summary or require our assistance on other tasks, please do not hesitate to contact me at 604.559.7100 or via email at mamoud@csrenviro.com at your convenience. Thank you.

Yours sincerely,

CSR Environmental Ltd.



Patrick Burke, BA
Avian Biologist



Mamoud G. Bashi, MBA, PEng
Principal and Environmental Engineer

⁴ BirdSafe and FLAP Canada. 2018. Global Bird Collision Mapper [Geographical information system]. Retrieved from <https://birdmapper.org/app/>.



| NO. | DATE | DESCRIPTION |
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OpenRoad Toyota Richmond

DP 18-818762

3100 SMALLWOOD PLACE, RICHMOND, BC

LEVEL 1

SCALE: 1"=20'-0"

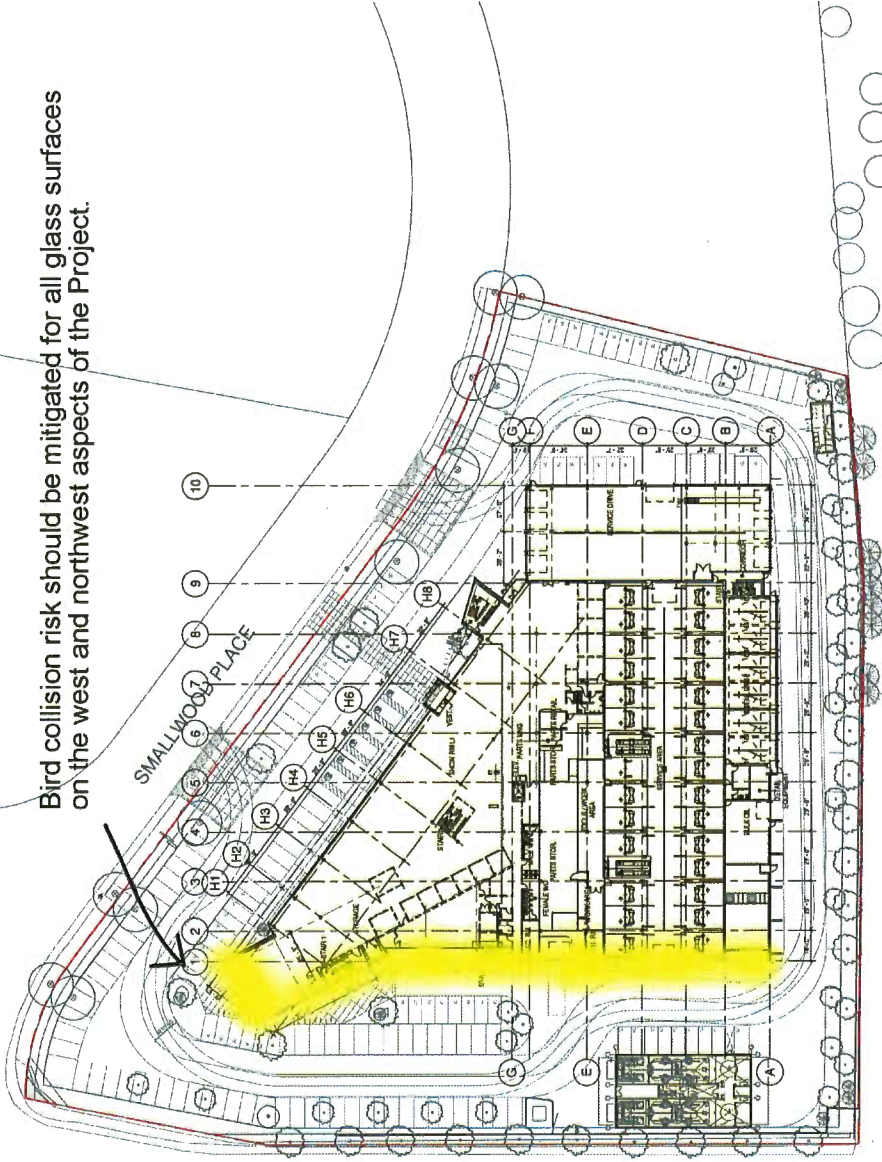
DATE: 07/15/2018

PROJECT NAME: 3100 SMALLWOOD PLACE, RICHMOND, BC

PLAN #1A

DP.005

Bird collision risk should be mitigated for all glass surfaces on the west and northwest aspects of the Project.



WESTMINISTER HIGHWAY

1 GROUND FLOOR PLAN
11-222

Basemap from Christopher Bozyk Architects Ltd. (2018)

Project:

Avian Mitigation

Address:
13100 Smallwood
Place, Richmond, BC

Drawing No.:

2018-138-03

Drawn By: MW
Checked By: MB

Drawing Title:

Site Plan

Dwg Scale:

Not to Scale

Date:

2018/11/27

Client Name:

Christopher Bozyk Architects Ltd.

Attachment D: Revised Zoning Text Amendment Considerations



Address: 13100 Smallwood Place

File No.: ZT 18-818765

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
3. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$38,432) to the City's Public Art fund.
4. Registration of an agreement on Title, prior to Bylaw adoption, ensuring that the proposed 107 rooftop solar panels will be installed to the Director of Building Approval's satisfaction and will be maintained for the life of the building and will not be removed unless otherwise agreed to by the City of Richmond.
5. Registration of an agreement on Title ensuring that the development's parkade will not be enclosed unless the owner has successfully obtained a Development Permit issued by Council approving the enclosure and has also successfully obtained a Building Permit for the work.
6. Submission of a contract with a qualified environmental professional (QEP) to monitor bird strikes to the building for a minimum of 12 months post construction and to submit a report with recommendations and mitigation measures to the satisfaction of the Director, Development at the end of the monitoring period. The contract is to include the frequency of visits and an overview of how the findings will be presented.

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. 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.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. 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, 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, 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, Development. All agreements shall be in a form and content satisfactory to the Director, 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 original in file]

Signed _____

Date _____

Attachment E: Original Report from the Director of Development,
dated October 30, 2018



City of Richmond

Report to Committee


To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 30, 2018
File: ZT 18-818765

Re: Application by Christopher Bozyk Architects for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place.

Staff Recommendation

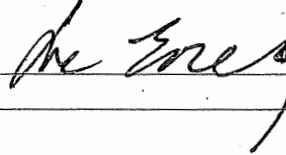
That Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone to increase the Floor Area Ratio to 0.82 at 13100 Smallwood Place, be introduced and given first reading.


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

WC:dcb
Att. 6

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place.

The intent of the application is to modify the previously approved Toyota automobile dealership development, to accommodate additional gross floor area associated with two additional levels of parking and vehicle inventory storage overtop of the dealership building, which is currently under construction. The subject site is within the Richmond Auto Mall in the East Cambie planning area. A location map and the East Cambie Area Plan map showing the site’s location are provided in Attachments 1 and 2 respectively.

Toyota’s original development applications (ZT 16-754143 and DP 16-741123) were adopted/issued by Council on October 23, 2017. These applications were to accommodate the construction of a two-storey building with rooftop parking. The approved Zoning Text Amendment increased the maximum FAR from 0.5 to 0.7. Building permits were issued for this construction and the buildings are currently under construction.

The current application proposes to increase the maximum Floor Area Ratio (FAR) to accommodate the additional two storeys of parking and vehicle inventory storage on top of the approved building; resulting in a four-storey building with rooftop parking, with one of the objectives to eliminate the need for off-site storage elsewhere. The current proposal will result in an additional 2,154.3 m² (23,188 ft²) of floor space to the building over the previous approved proposal (ZT 16-754143 and DP 16-741123). Requested height variances are identified in this Staff Report, but will be addressed through a separate Development Permit application (DP 18-818762).

Findings of Fact

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

Surrounding Development

The subject property at 13100 Smallwood Place, is located within the Richmond Auto Mall at the northeast corner of the intersection of Westminster Highway and Jacombs Road. The site has been cleared of structures and construction of the approved dealership building is currently ongoing.

Existing land uses and development immediately surrounding the subject site are as follows:

- To the North, immediately across Smallwood Place, is an existing Hyundai dealership on a site zoned “Vehicle Sales (CV)” within the Richmond Auto Mall at 13171 Smallwood Place. A Zoning Text Amendment (ZT 18-810720) and a Development Permit application (DP 18-810720) have been received from Kasian Architecture Interior Design & Planning,

with the objective of redeveloping that property to accommodate a new Porsche dealership building. These applications are currently under review by staff.

- To the South, across Westminster Highway and a frontage road further south, are large properties zoned “Agriculture (AG1)” in the Agricultural Land Reserve (ALR), which contain single-family dwellings and accessory buildings.
- To the East, is an existing Nissan dealership on a site zoned “Vehicle Sales (CV)” within the Richmond Auto Mall at 13220 Smallwood Place.
- To the West, across Jacombs Road, is the “Richmond Nature Park East” on a site zoned “School & Institutional Use (SI)” at 5991 Jacombs Road. The Nature Park East is designated as an Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan (Attachment 2). As a commercial use, the proposed auto dealership at the subject site is consistent with the OCP and Area Plan land use designations.

Agricultural Land Reserve (ALR) Buffer Zone

Where there is an intervening road between ALR lands and non-ALR lands, the OCP encourages an appropriate landscaping buffer on the non-ALR lands through the Rezoning and Development Permit processes. This situation was reviewed under the original Zoning Text Amendment application (ZT 16-754143) and it was noted that the applicant’s proposal was consistent with the land use considerations in the OCP in that:

- “The Agricultural Land Reserve (ALR) is located to the south of the site and to the west (Richmond Nature Park). The site is separated from the ALR by existing roads (Jacombs Road and Westminster Highway). Formal landscaping plans to adequately buffer the site from the ALR will be a requirement of the forthcoming Development Permit [DP 16-741123] for the proposed auto dealership.” (A covenant was registered on Title through the previous zoning application (ZT 16-754143) to ensure that the landscaping within the ALR buffer along the southern property boundary would be retained.)
- “There is an existing 1.8 m high solid fence along the south property line next to Westminster Highway and the applicant proposes a row of new trees, a 3 m setback to on-site surface parking, and a setback of approximately 15 m to the south building façade.”
- “The applicant also proposes to retain the existing planting and 1.8 m high solid fence along the west property next to Jacombs Road, replace the existing London Plane trees (which are in poor condition) with a new row of Ginkgo Biloba trees, and to provide a minimum 3 m setback to on-site surface parking and proposed buildings.”

The current application will improve upon the above responses by further removing 12 of the previously approved parking spaces along the southern property boundary and replacing them with additional tree and shrub planting. The parking spaces will now be located within the parkade. The additional tree planting in this area will provide additional visual screening of the building from Westminster Highway as the trees eventually grow to mature height.

An additional eight previously approved parking spaces, generally along the western property boundary, are proposed to be relocated from grade to the internal parkade. These spaces will be replaced with new vegetation strips with trees. These changes are shown on the attached conceptual landscaping plans (Attachment 4) but will be addressed in greater detail through the separate Development Permit application (DP 18-818762).

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. A flood indemnity covenant was been registered on Title under the previous Zoning Text Amendment application (ZT 16-754143). The proposed addition will have no effect on the registered flood covenant.

Aircraft Noise Sensitive Development Policy

The OCP's Air Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the "Restricted Area (Area 1B)". The proposed auto dealership at the subject site is consistent with the ANSD Policy as it is not a residential use.

An aircraft noise indemnity covenant has been registered on Title as required under the previous Zoning Text Amendment application (ZT 16-754143). No changes to the existing aircraft noise covenant as a result of the proposed addition.

Ministry of Transportation and Infrastructure (MOTI) Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, the Zoning Text Amendment proposal was referred to MOTI for review and comment. The Zoning Text Amendment considerations include a requirement for MOTI approval prior to bylaw adoption.

Ministry of Environment (MOE) Approval

As the Site Profile submitted by the applicant for the current application identified Schedule 2 activities have occurred on-site, the Site Profile was submitted to the Ministry of Environment (MOE) in accordance with the Provincial Contaminated Sites Regulation. MOE has subsequently provided a letter dated May 16, 2018, allowing the City to proceed with approval of the Zoning Text Amendment and Development Permit applications.

Analysis

Built Form and Architectural Character

As proposed, the redevelopment will result in a two storey dealership office and sales facility with a four storey parkade. The concept plans for the proposed modifications to auto dealership building and the landscaping are provided in Attachment 4. The most significant areas proposed to change have been cloud outlined on the drawing package. Further review of the design aspects shown in the preliminary concept plans will be undertaken through the separate Development Permit review process to ensure general compliance with the Official Community Plan Development Permit Guidelines and assess the requested variances outlined in the next section.

Generally, the modifications include:

- Modifications to exterior cladding over portions of the building in part to mitigate the additional massing created by the addition of the two parkade levels.
- The addition of the two extra floors of parkade over top of the previously approved building. Staff have been advised that the initial building construction (currently underway) was designed to be able to accommodate future additional parkade floors above.
- Relocation of 20 at-grade parking spaces to the inside of the parkade.
- Restriping of the 6 accessible parking spaces (see Transportation section for more detail).
- Addition of trees and other landscaping to fill the spaces left by relocating the 20 parking spaces.
- Relocation of the garbage and recycling facility to the south-east corner of the site to allow additional vegetation screening of the car wash facility located in the south-west corner of the site. This also facilitates more efficient garbage collection.

Existing Legal Encumbrances

A Title summary prepared by Terra Law, dated October 19, 2019, was submitted for this application. The subject site carries a series existing legal encumbrances including

- Statutory rights of way agreements for utilities;
- Statutory building schemes with the Richmond Auto Mall Association;
- Vancouver Airport Authority noise indemnification covenants;
- Agricultural Land Reserve setback covenants;
- A covenant requiring the design, installation and maintenance of three electric vehicle charging stations on the site; and
- A flood indemnity covenant.

Terra Law's Title summary report advises that none of these encumbrances will affect the current application and they can remain on Title.

Transportation

Transportation staff have reviewed and assessed the potential traffic impacts associated with the proposed development. As the proposal is to provide space primarily for vehicle inventory

storage, it is anticipated that the associated traffic impacts would be minimal and can be accommodated within existing road infrastructure.

As part of this application review, staff have requested and the client has agreed, to restripe the six accessible parking spaces in accordance with the recent Zoning Bylaw Amendment on accessible parking (Section 7.5.15). This adjustment will be addressed through the Development Permit application review.

The Zoning Text Amendment considerations include a requirement that prior to the issuance of the Building Permit, a construction parking and traffic management plan to be provided to the Transportation Division.

Tree Retention and Replacement

No additional existing trees will be removed from the site as a result of the current proposal; however, an additional 45 more on-site trees are included in the conceptual landscape plans over the original landscape plan (DP 16-741123). These trees will help provide additional edge screening for the site.

No changes or additional protection is required for existing trees, as all the tree protection barriers are currently in place given the on-going construction at the site. Tree survival securities for both on-site and off-site have been addressed through the previously approved Zoning Text Amendment application (ZT 16-754143).

Public Art

Under the previous Development Permit (DP 16-741123) the Public Art contribution for the commercial use was assessed as \$51,762, which was contributed to the Public Art Reserve Fund. The Public Art Planner has advised that the proposed addition will result in an additional Public Art contribution of \$38,432, based on the 2018 rate of \$0.45/SF. The additional contribution has been included in the Zoning Text Amendment considerations and are required prior to final adoption, with the funds to be directed to the Public Art Reserve Fund.

Variances Requested

Based on the proposed preliminary concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height to accommodate:

- An increased parkade rooftop height from 12.0 m to 15.46 m (rounded to 15.5 m).
- A new parapet height of 16.88 m (rounded to 16.9 m).
- A stair tower of 18.51 m (rounded to 18.6 m).
- An elevator over-run of 20.39 m (rounded to 20.4 m).

The current proposal has been reviewed by the Richmond Auto Mall Association (RAMA) which has provided a letter (Attachment 5) in support of the proposed density increase to 0.82 FAR, as well as the requested variances.

Noting the special context and operating characteristics within the Richmond Auto Mall, staff believe the requested variances are supportable. Staff note that this is an overall trend observed within the Auto Mall to increase the on-site storage capacity and reduce land holding costs off-site. This specific request does not increase the building's footprint (site coverage), but will result in increased permeability of the site as a result of the vegetation improvements. The details of the quality of the proposed finishes, cladding materials, vegetation selections and height variances will be reviewed and analyzed further through the Development Permit Application review.

Site Servicing and Frontage Improvements

All the site servicing and frontage improvements were addressed under the previous Zoning Text Amendment application (ZT 16-754143). The proposed modifications to the building, site plan and landscaping will not result in any additional site servicing requirements or new frontage improvements.

Development Permit Review

As noted previously, the proposed development will undergo a separate design review via the Development Permit application (DP 18-818762). Specific issues to be addressed will include:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- A review of the proposed landscape plant/tree selections, sizes, locations and rationale.
- Additional landscape securities will be calculated to address the landscaping additions.
- A review of the proposed exterior materials and colours as they relate to the proposed parkade floor additions.
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Zoning Bylaw No. 8500.
- Restriping of the six accessible parking spaces.
- A review of the height variances requested.
- An assessment of the garbage and recycling facility to ensure it is sufficiently sized and located to address the needs of the site. A waste management overlay will be required.

Financial Impact or Economic Impact

As all the servicing and frontage works were addressed under the previous Zoning Text Amendment application (ZT 16-754143) no additional Operational Budget Impacts (OBI) for off-site City infrastructure are anticipated as a result of this application. The previous application noted only insignificant operational impacts.

Conclusion

Christopher Bozyk Architects Ltd. has applied for permission to amend the zoning district "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.82 at 13100 Smallwood Place. The intent is to modify the previously approved Toyota automobile dealership development in order to accommodate two additional levels of parking and vehicle inventory storage overtop of the dealership building, which is currently under construction. Site

plan changes will result in fewer cars parked at grade and additional landscaping being added to the site.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, be introduced and given first reading.



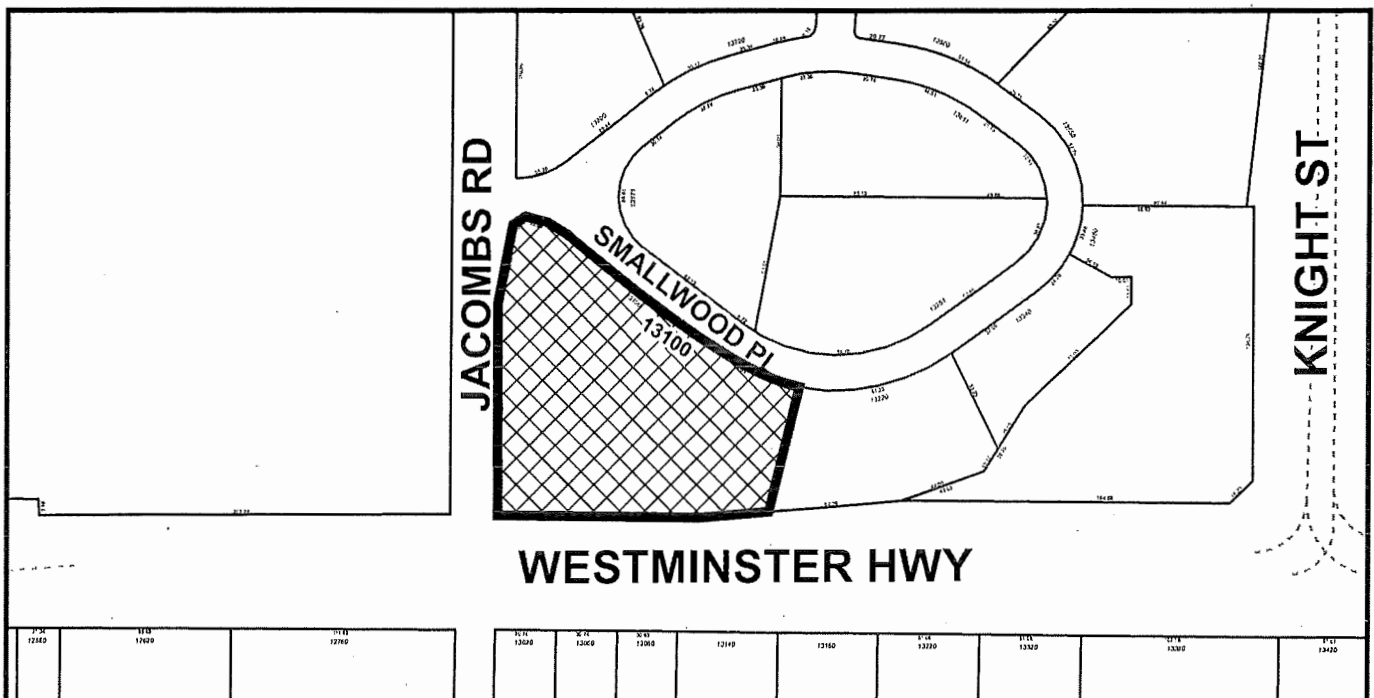
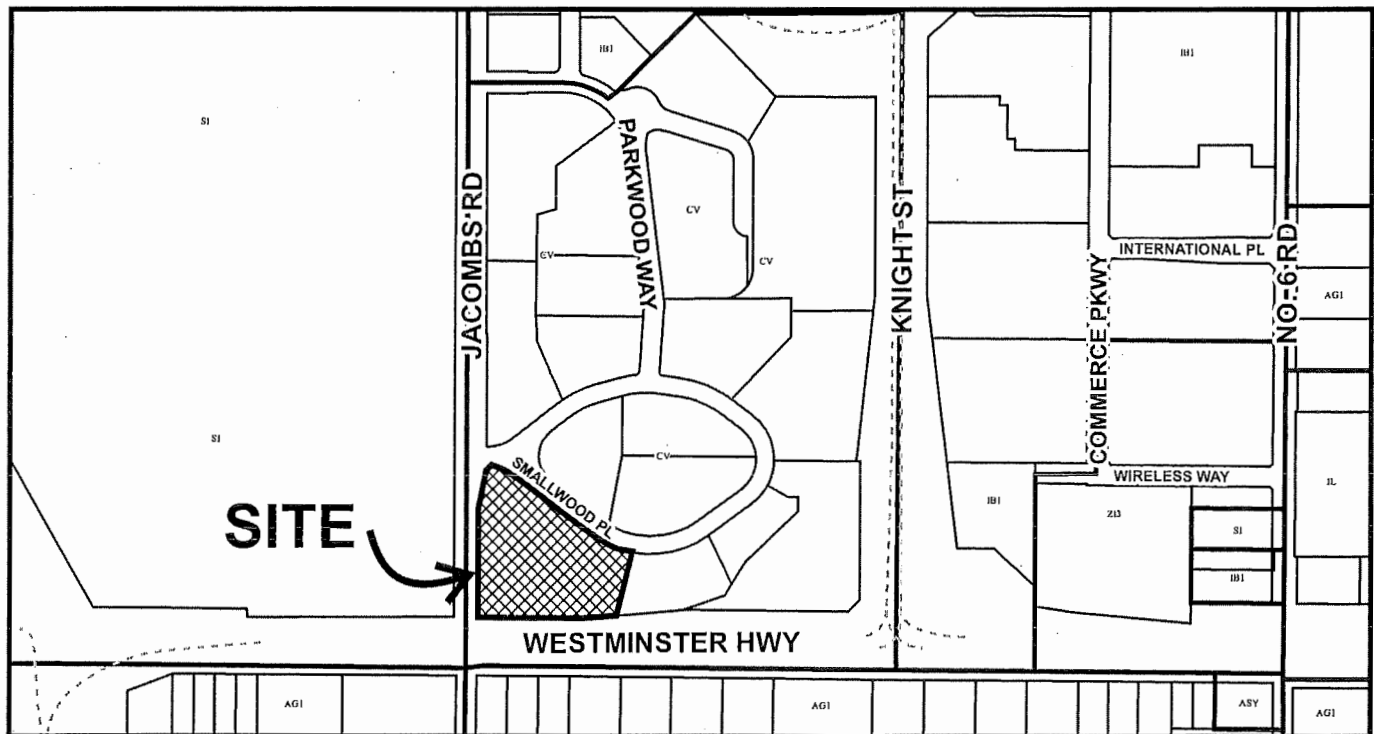
David Brownlee
Planner 2
(604-276-4200)

DCB:blg

- Attachment 1: Location Map
- Attachment 2: East Cambie Land Use Map
- Attachment 3: Development Application Data Sheet
- Attachment 4: Conceptual Development Plans
- Attachment 5: Letter from Richmond Auto Mall Association
- Attachment 6: Zoning Text Amendment Considerations



City of
Richmond



ZT 18-818765

Original Date: 05/09/18

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



ZT 18-818765

Original Date: 10/26/18

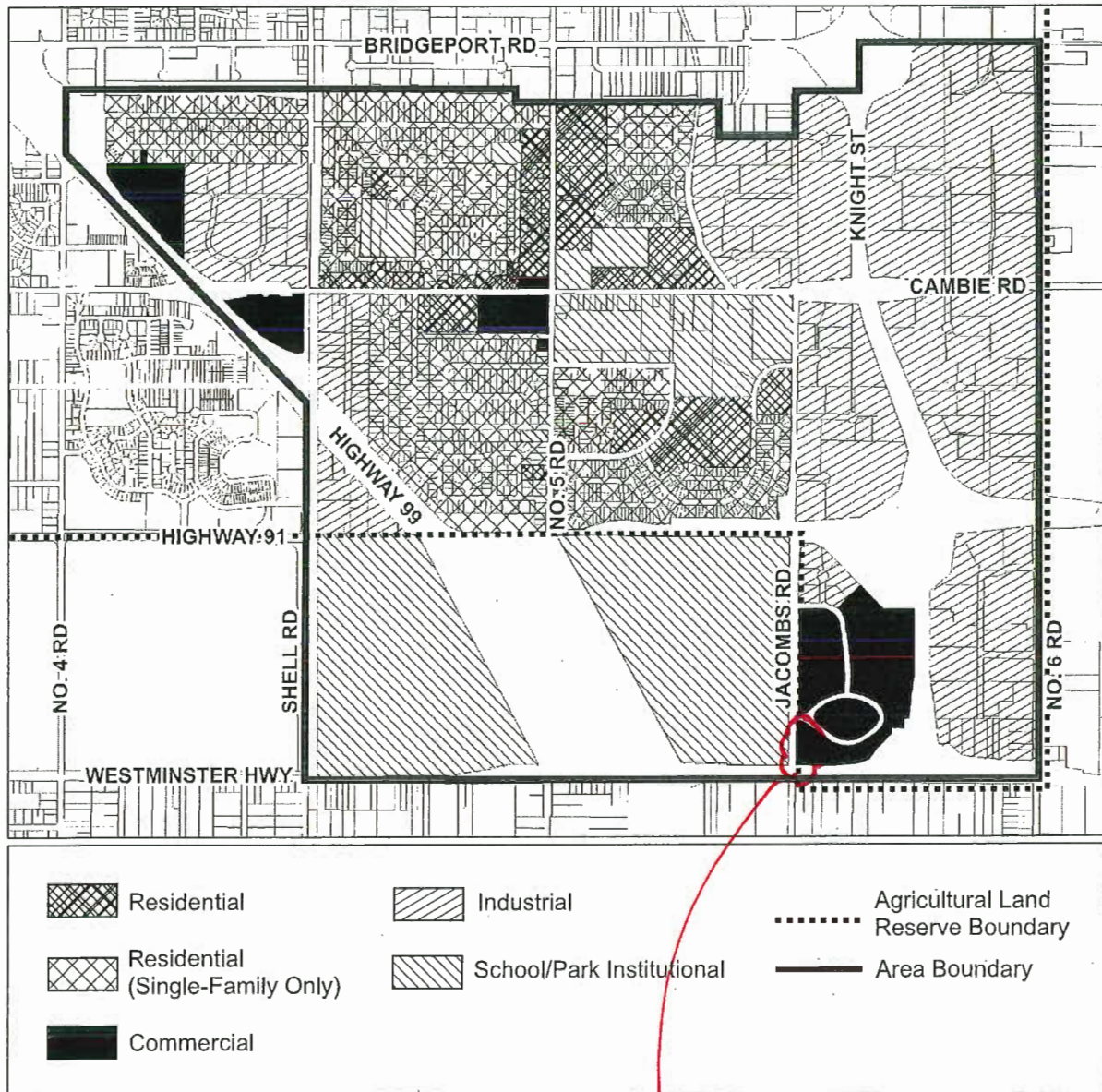
Revision Date:

Note: Dimensions are in METRES

PLN - 108

City of Richmond

Land Use Map

 Bylaw 8948
2016/10/24

 SUBJECT
SITE



Development Application Data Sheet
Development Applications Department

ZT 18-818765

Attachment 3

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects

Planning Area(s): East Cambie

| | Existing | Proposed |
|-----------------------------------|---|--|
| Owner: | Multiland Pacific Holdings | Same |
| Site Size (m²): | 15,924 m ² (171,404.51 ft ²) | Same |
| Land Uses: | Auto Dealership And Service | Same |
| OCP Designation: | Commercial | Same |
| Area Plan Designation: | Commercial | Same |
| Zoning: | Vehicle Sales (CV) | Vehicle Sales (CV) with increased FAR to 0.82 at 13100 Smallwood Place |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|--|--|---|--|
| Floor Area Ratio: | 0.7 FAR | 0.82 FAR | None permitted |
| Buildable Floor Area (m ²):* | 11,146.8 m ² (119,983.2 ft ²) | 12,996.3 m ² (139,891 ft ²) | None permitted |
| Lot Coverage (% of lot area): | Building: Max. 50% | Building: Max. 38% | None |
| Setback Front - North | Min 3.0 M | 16.0 M | None |
| Setback Side – East | Min 3.0m | 20.38m | None |
| Setback Side - West | Min 3.0m | 22.5m Main Building 3.0m Car Wash Building | None |
| Setback Rear - South | Min 3.0m | 10.63m Main Building 3.0m Garbage Enclosure | None |
| Height (m): | Max building height: 12.0 m with variance to 15.44 m at elevator overrun, stairway structures, storage and screened equipment as approved under DP 16-741123 | Increased parkade rooftop height at 15.46 m, a parapet height of 16.88 m, a stair tower of 18.51 m and an elevator overrun of 20.39 m | Variance to be considered as part of DP18-818762 |
| Off-street Parking Spaces – Staff and Visitor | 281 | 296 | none |
| Off-street Parking Spaces – Vehicle Inventory: | N/A | 279 | none |

Other:



PLN - 111

OpenRoad Toyota Toyota Richmond

PROJECT NUMBER: 21007

CHRISTOPHER ROY ARCHITECTS LTD

404-51 ALEXANDER STREET, ANANDAPUR, N.J. 07003
PHONE: (908) 338-8888 FAX: (908) 338-8888
WWW.CRA-ARCHITECTS.COM

PLUT DATE: 10/20/2018 11:15:41 AM

NOT TO SCALE
All dimensions, materials, and specifications are subject to change without notice. The architect is not responsible for the accuracy of the information provided in this drawing. The architect is not responsible for the accuracy of the information provided in this drawing.

EAST ELEVATION

SCALE: 1/8" = 1'-0"
DATE: SEPT 26, 2018

DP-001



PLN - 112

OpenRoad Toyota Richmond

PROJECT NUMBER: 31407

CHRISTOPHER BOZYK ARCHITECTS LTD

PHONE: (416) 223-7887 FAX: (416) 223-7888
 EMAIL: info@bozykarchitects.com Website: www.bozykarchitects.com

NOT DATE: 09/26/2018 11:57 AM

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NORTH WEST ELEVATION

SCALE: DATE: SEPT 26, 2018

DP-002



OpenRoad Toyota Richmond

PROJECT NUMBER: 214007

CHRISTOPHER WOZYK ARCHITECTS LTD

14-611 ALEXANDER STREET VANCOUVER BC V6A 1E1

PHONE (800) 251-3440 FAX (609) 251-3848
 INVT DATE 10/09/2018 11:11:57 AM

NOT DATE 10/20/2018 11:13:57 AM

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VIEW FROM WESTMINSTER HIGHWAY

SCALE:
DATE:SCALE:
DATE: SEPT 26, 2018

P.O. 03

| NO. | DATE | REVISION FOR DP ASSIGNMENT |
|-----|----------|----------------------------|
| 1 | 10.10.11 | REVISION FOR DP ASSIGNMENT |
| 2 | 10.10.11 | REVISION FOR DP ASSIGNMENT |

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OpenRoad Toyota Richmond

DP 18-818762

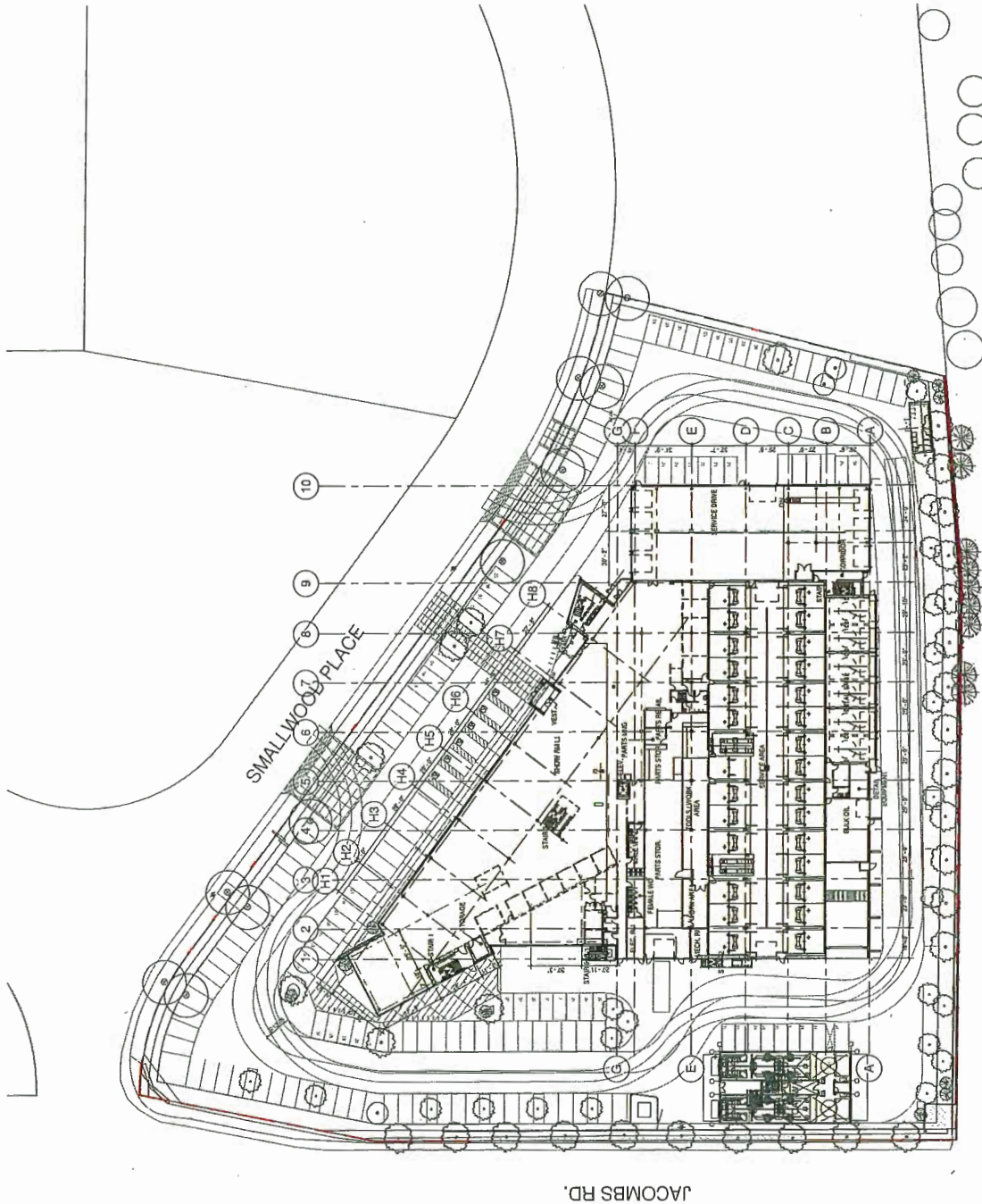
1130 SMALL WOOD PLACE, RICHMOND, NC

LEVEL 1

SCALE: 1"=30'-0"
DATE: SEPT 28, 2018
DESIGNED BY: [Name]
PROJECT NUMBER: [Number]

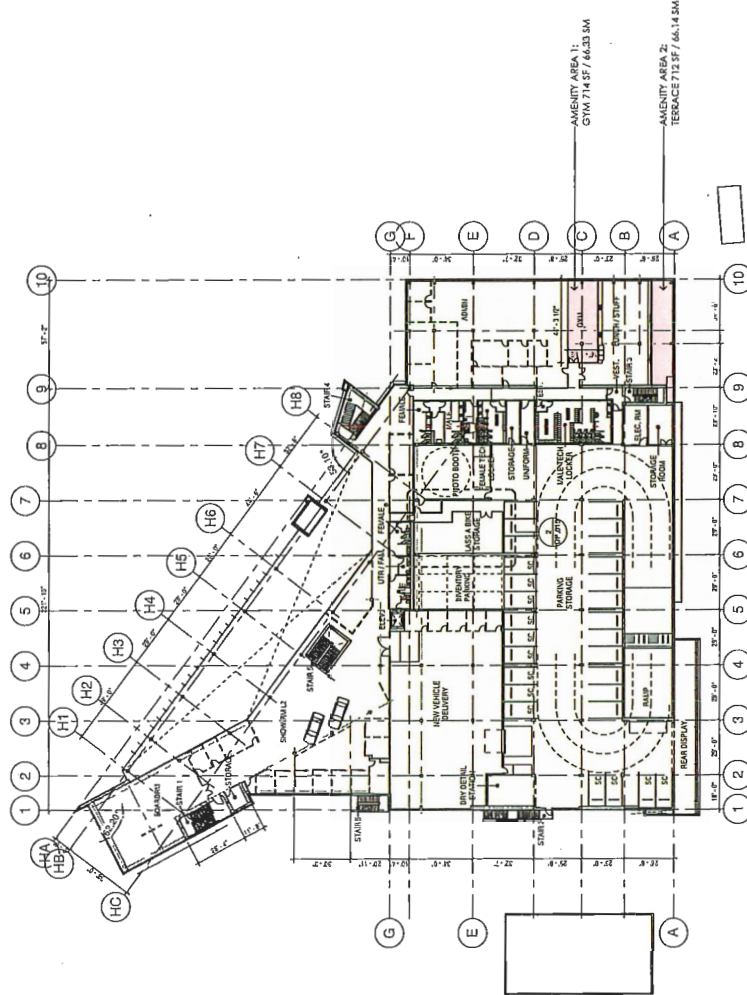
PLAN #1A

DP-005



WESTMINSTER HIGHWAY

1 GROUND FLOOR PLAN
1"=30'-0"



| REVISION | DATE | REASON FOR UPD. ASSIGNMENT |
|----------|----------|----------------------------|
| 1 | 10.04.11 | REASON FOR UPD. ASSIGNMENT |
| 2 | 10.08.11 | REASON FOR UPD. ASSIGNMENT |

DESIGNER: BOZYK ARCHITECTS LTD
DATE: 10.04.11
PROJECT: OPENROAD TOYOTA RICHMOND

DESIGNER: BOZYK ARCHITECTS LTD
DATE: 10.04.11
PROJECT: OPENROAD TOYOTA RICHMOND

DESIGNER: BOZYK ARCHITECTS LTD
DATE: 10.04.11
PROJECT: OPENROAD TOYOTA RICHMOND

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DESIGNER: BOZYK ARCHITECTS LTD
DATE: 10.04.11
PROJECT: OPENROAD TOYOTA RICHMOND

DESIGNER: BOZYK ARCHITECTS LTD
DATE: 10.04.11
PROJECT: OPENROAD TOYOTA RICHMOND

| VERSION | DATE | DESCRIPTION |
|---------|----------|-------------------------|
| 2 | 16.06.25 | ISSUED FOR DP AMENDMENT |
| 1 | 14.04.17 | ISSUED FOR DP AMENDMENT |

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FIGURE 1

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Utilization dimensions and their precursors were tested dimensions. Candidates should verify and be responsible for all dimensions and conditions on the job; shall request identification of errors, discrepancies, or doubtful information submitted in

standard drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting injuries, loss and the cost of rectification.

OpenRoad Toyota Richmond

DP 18-818762

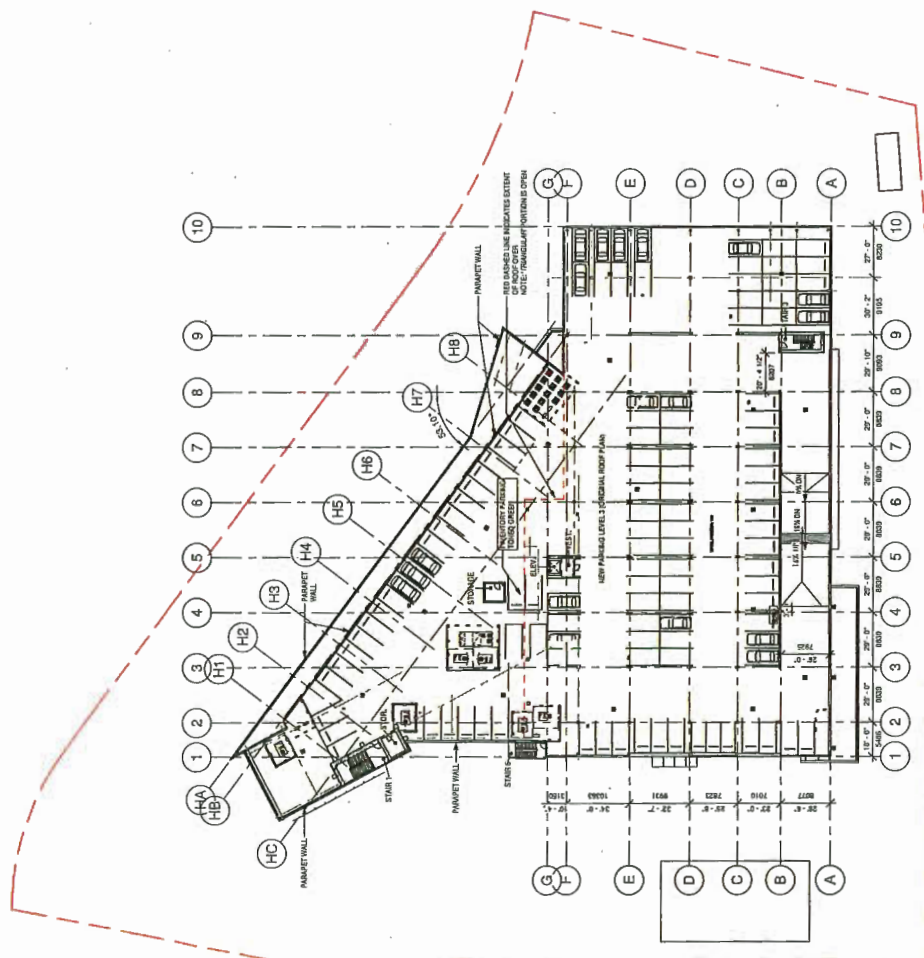
13100 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 3

SCALE 1" = 30'-0"
DATE: SEPT 29, 2018
PROJECT NUMBER 71-6007

PLAN #1C

DP.007



| REVISION | DATE | DESCRIPTION |
|----------|----------|-------------------------|
| 2 | 16.06.16 | ISSUED FOR DP ALIGNMENT |
| 1 | 16.04.17 | ISSUED FOR DP ALIGNMENT |

DESIGNED BY: [Name]
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

DATE: 16.06.16
SCALE: 1" = 30'-0"

PROJECT NAME: OpenRoad Toyota Richmond
DP 18-818762
1180 SMALL WOOD PLACE, RICHMOND, BC
LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

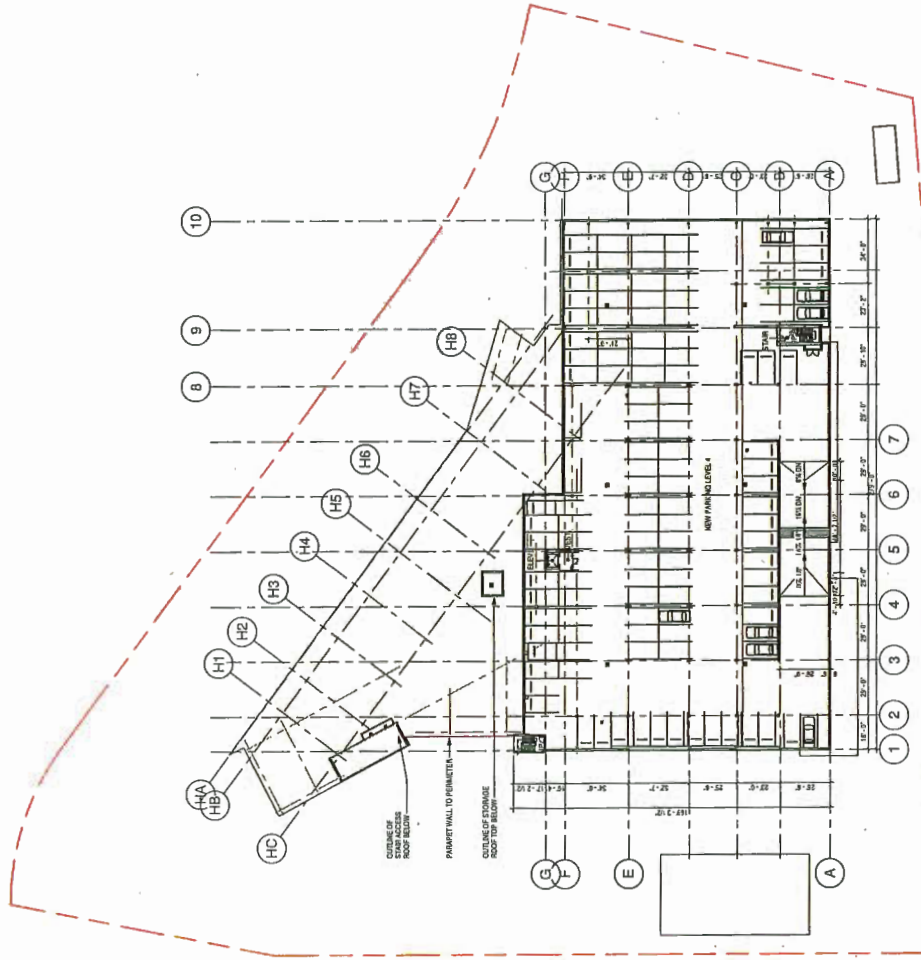
LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4

1180 SMALL WOOD PLACE, RICHMOND, BC

LEVEL 4



1 ADDITIONAL PARKING LEVEL 1
1" = 30'-0"

| REVISION | DATE | DESCRIPTION |
|----------|----------|-------------------------|
| 1 | 15.04.11 | ISSUED FOR UP AMENDMENT |
| 2 | 15.05.15 | ISSUED FOR UP AMENDMENT |

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OpenRoad Toyota Richmond

DP 18-818762

13100 SMALL WOOD PLACE RICHMOND, BC

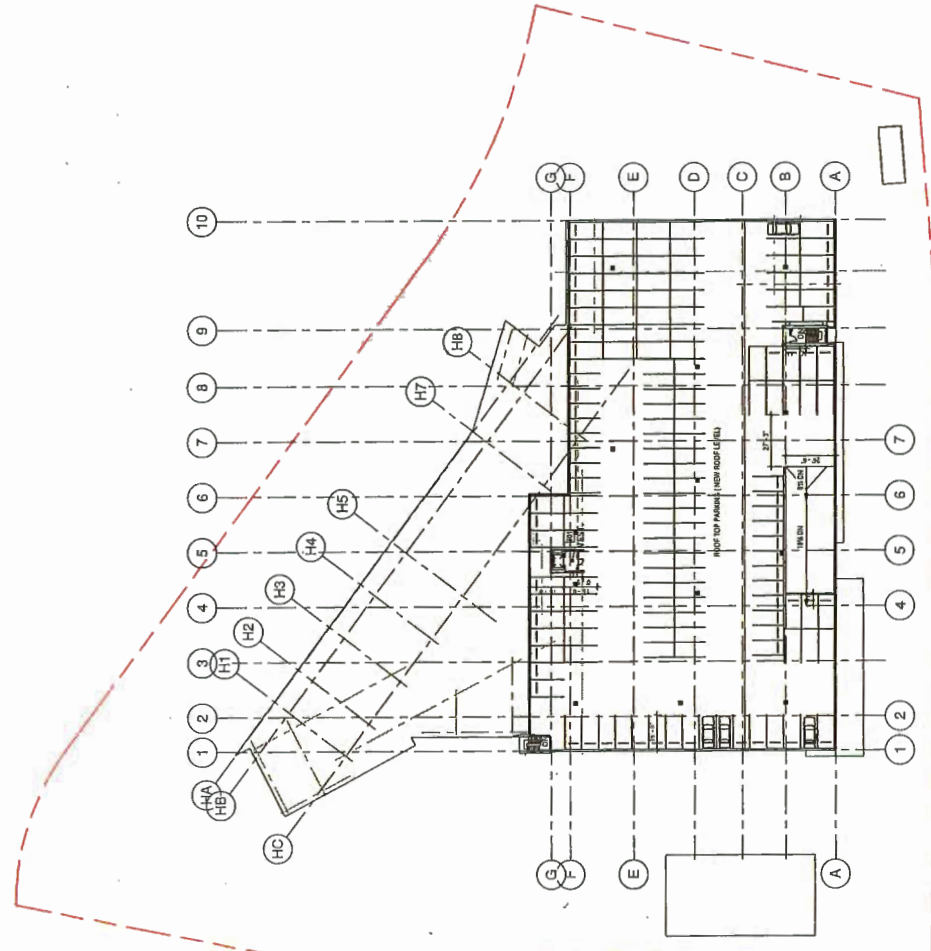
LEVEL 5

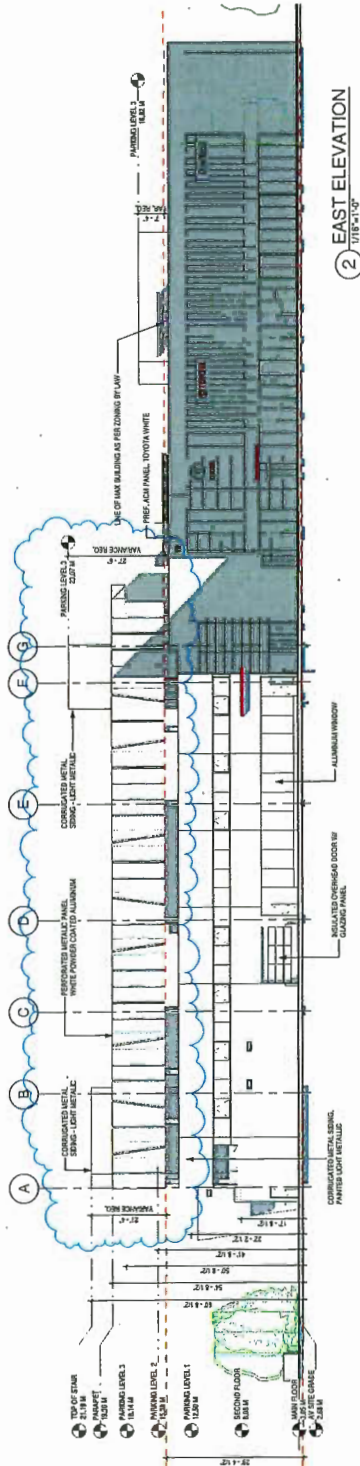
SCALE: 1" = 30'-0"
PROJECT NUMBER: DP 18-818762
DATE: SEP 23, 2016
DRAWN BY: T.M.

PLAN #1E

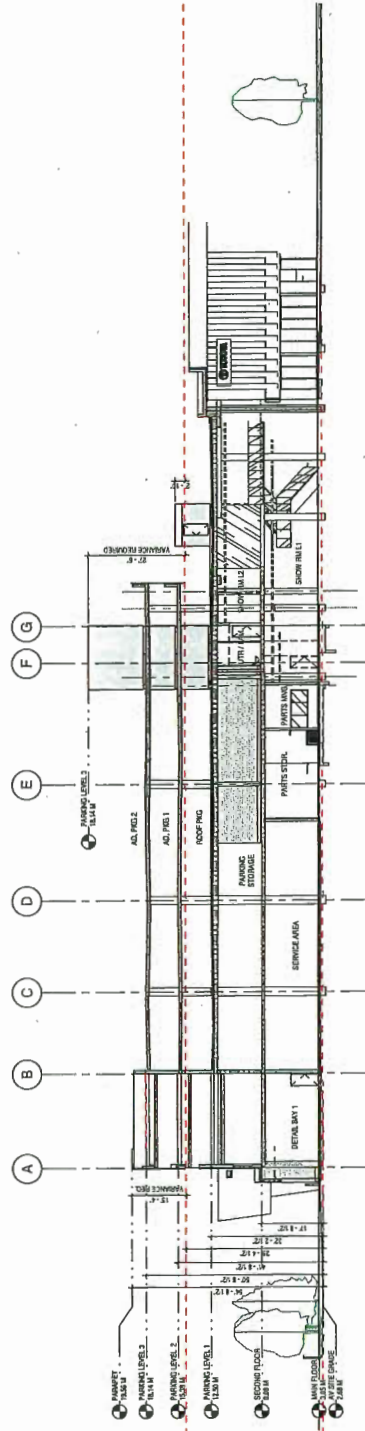
DP.009

1 ADDITIONAL PARKING LEVEL 2
1" = 30'-0"





2 EAST ELEVATION
1/8"=1'-0"



3 SECTION A-A
1/8"=1'-0"

| REVISION | DATE | DESCRIPTION |
|----------|----------|--------------------------|
| 1 | 10.04.11 | ISSUED FOR CD ASSIGNMENT |
| 2 | 10.06.11 | ISSUED FOR CD ASSIGNMENT |

CAPTION: 10/11/11

10/11/11

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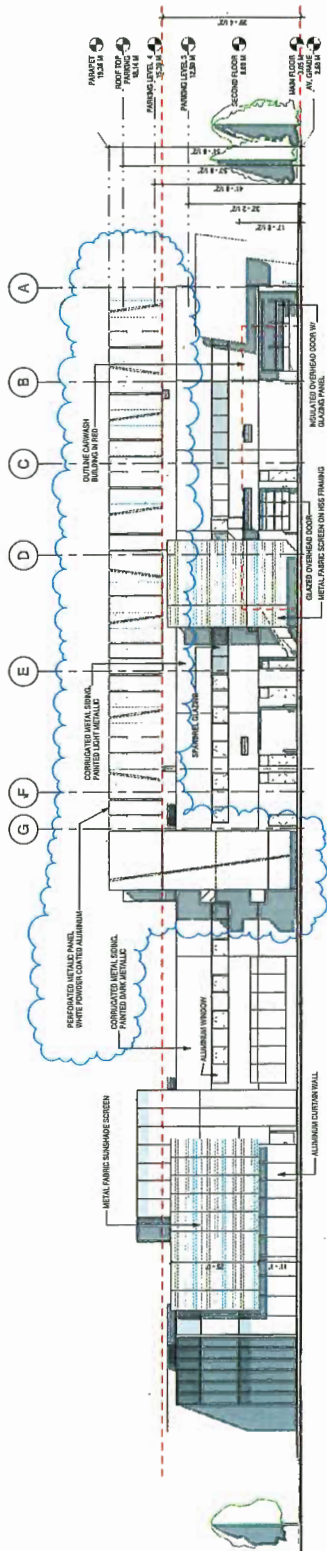
10/11/11

10/11/11

10/11/11

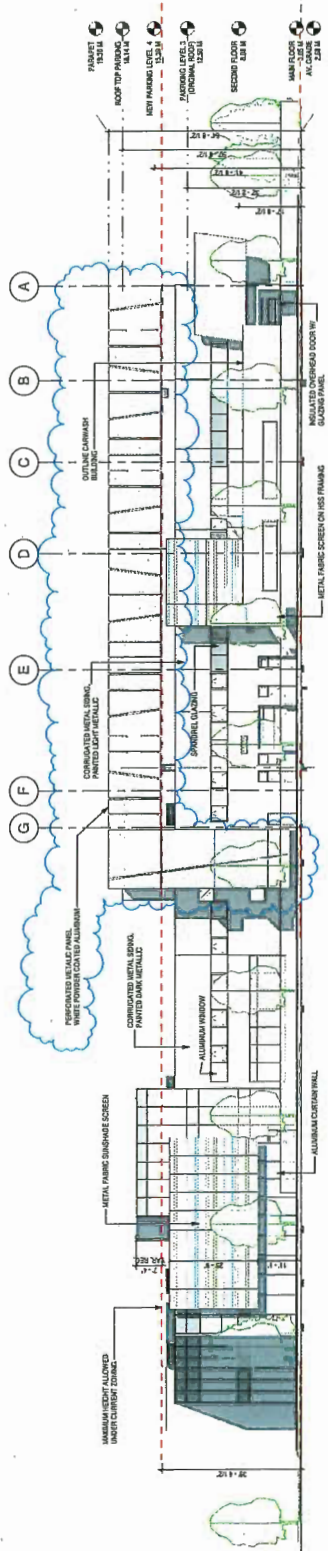
10/11/11

10/11/11



2 WEST ELEVATION
1/16" = 1'-0"

PLN - 121



1 WEST ELEVATION
1/16" = 1'-0"

| REVISION | DATE | DESCRIPTION |
|----------|----------|---------------------------|
| 1 | 10.10.10 | REVISED FOR DTP AMENDMENT |
| 2 | 10.10.11 | REVISED FOR DTP AMENDMENT |

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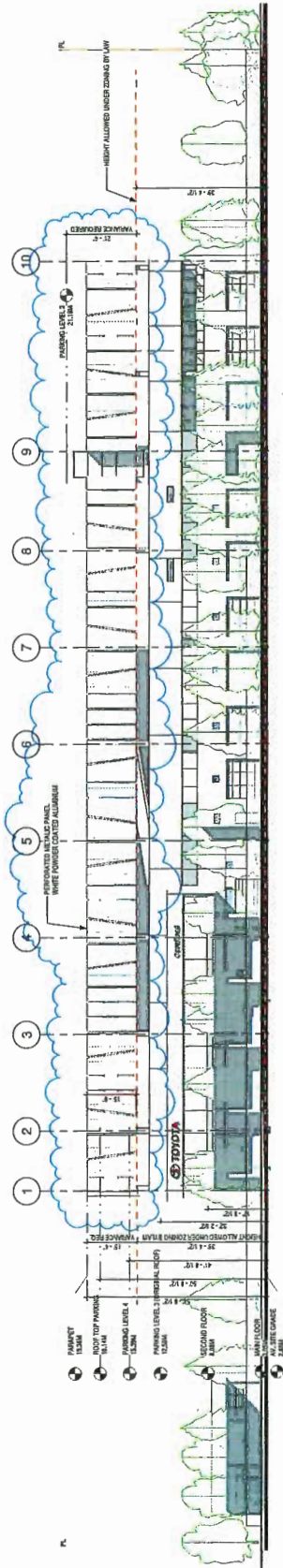
OpenRoad Toyota Richmond

DP 18-818762

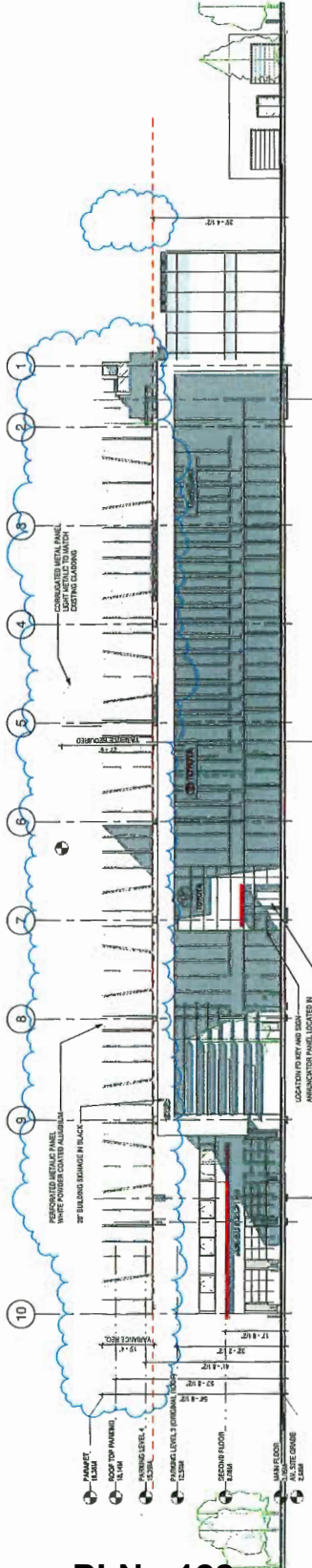
1315 SMALL WOOD PLACE RICHMOND BC
JACOBBS ROAD
ELEVATION

SCALE: 1/16" = 1'-0" DATE: SEP 17, 2010
PROJECT NUMBER: 18-818762

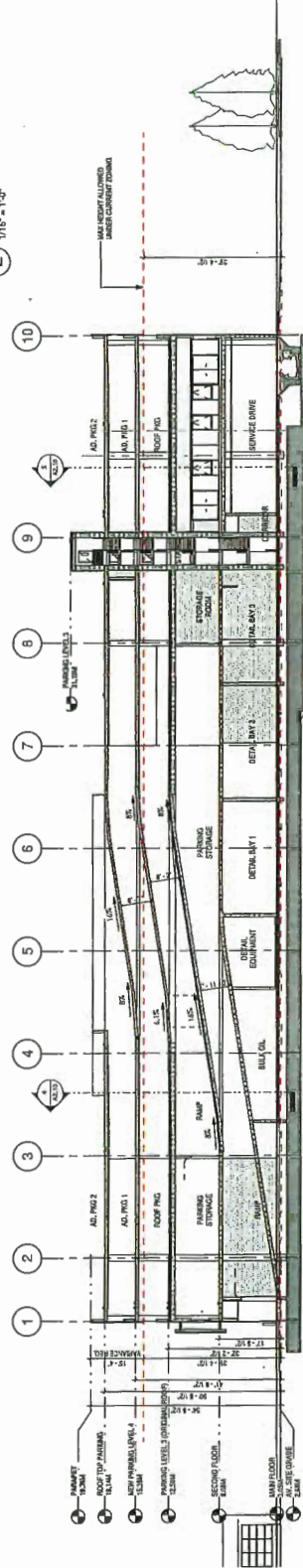
PLAN #5
DP.011



3 SOUTH ELEVATION
1/16" = 1'-0"



2 NORTH ELEVATION
1/16" = 1'-0"



1 SECTION THROUGH RAMP
1/16" = 1'-0"

| NO. | DATE | REVISION | DESCRIPTION |
|-----|----------|-------------------------|-------------|
| 1 | 18.04.11 | ISSUED FOR DP AMENDMENT | |
| 2 | 18.06.18 | ISSUED FOR DP AMENDMENT | |

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OpenRoad Toyota Richmond

DP 18-818762

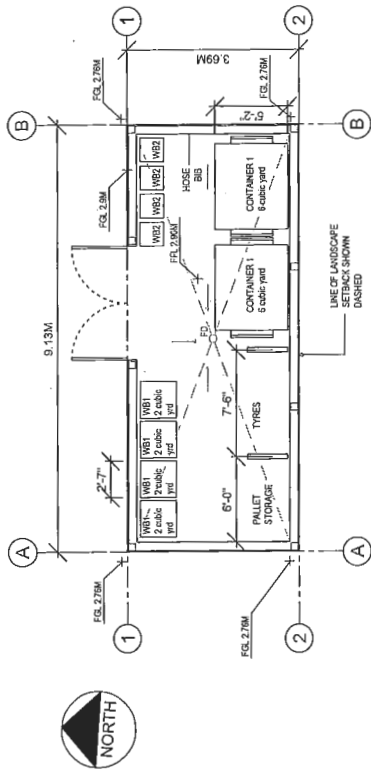
13785 SMALL WOOD PLACE RICHMOND, BC

ELEVATIONS AND SECTIONS

SCALE: 1/16" = 1'-0" DATE: SEP 13, 2018 DRAWING NO: 201809

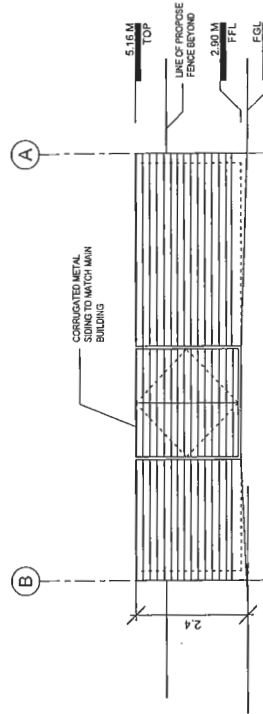
PLAN #6

DP.012

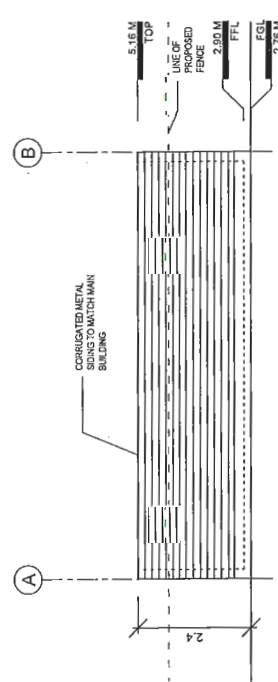


① GARBAGE ROOM PLAN
1/4" = 1'-0"

PLN - 124



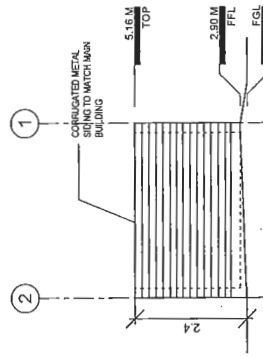
② NORTH ELEVATION
1/4" = 1'-0"



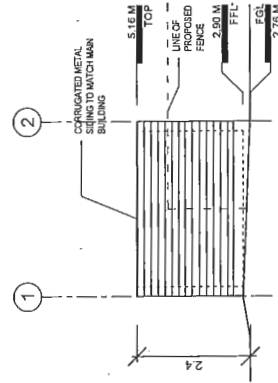
③ SOUTH ELEVATION
1/4" = 1'-0"



④ SITE PLAN SHOWING REVISED GARBAGE ROOM LOCATION
1" = 30'-0"



⑤ EAST ELEVATION
1/4" = 1'-0"



⑥ WEST ELEVATION
1/4" = 1'-0"

| REVISION | DATE | DESCRIPTION |
|----------|----------|---------------|
| 1 | 12.05.19 | ISSUED FOR CP |
| 2 | 12.05.19 | ISSUED FOR CP |
| 3 | 12.05.19 | ISSUED FOR CP |
| 4 | 12.05.19 | ISSUED FOR CP |
| 5 | 12.05.19 | ISSUED FOR CP |
| 6 | 12.05.19 | ISSUED FOR CP |
| 7 | 12.05.19 | ISSUED FOR CP |
| 8 | 12.05.19 | ISSUED FOR CP |
| 9 | 12.05.19 | ISSUED FOR CP |
| 10 | 12.05.19 | ISSUED FOR CP |

CONSTRUCTION NOTES:
1. All dimensions are in meters unless otherwise stated.
2. All dimensions are to the centerline of the building unless otherwise stated.
3. All dimensions are to the finished ground level unless otherwise stated.
4. All dimensions are to the finished floor level unless otherwise stated.
5. All dimensions are to the finished ceiling level unless otherwise stated.
6. All dimensions are to the finished wall level unless otherwise stated.
7. All dimensions are to the finished roof level unless otherwise stated.
8. All dimensions are to the finished base level unless otherwise stated.
9. All dimensions are to the finished top level unless otherwise stated.
10. All dimensions are to the finished bottom level unless otherwise stated.

OpenRoad
Toyota Richmond

GARBAGE ENCLOSURE
DP 18-818762

SCALE: 1" = 30'-0"
DATE: Jan. 13th
DRAWN: J. L. L. J.
PROJECT NUMBER: 18762

DP0.31

PLAN #3B

| | | |
|-----------|--------------------------|----------|
| 13 | RE-ISSUED FOR DP | 18-09-26 |
| 12 | ISSUED FOR DP | 17-09-26 |
| 11 | ISSUED FOR CONSTRUCTION | 16-09-26 |
| 10 | ISSUED FOR REMOVED RP | 17-09-26 |
| 9 | ISSUED FOR TENDER | 17-09-26 |
| 8 | RE-ISSUED FOR DP | 17-09-26 |
| 7 | ISSUED FOR ADP | 17-09-26 |
| 6 | RE-ISSUED FOR DP | 17-09-26 |
| 5 | RE-ISSUED FOR DP | 17-09-26 |
| 4 | ISSUED FOR BUDGETING | 17-09-26 |
| 3 | RE-ISSUED FOR RP | 17-09-26 |
| 2 | ISSUED FOR RP | 18-09-26 |
| 1 | ISSUED FOR DP | 18-09-26 |
| 0 | ISSUED FOR CLIENT REVIEW | 18-09-26 |
| DIVISIONS | | |

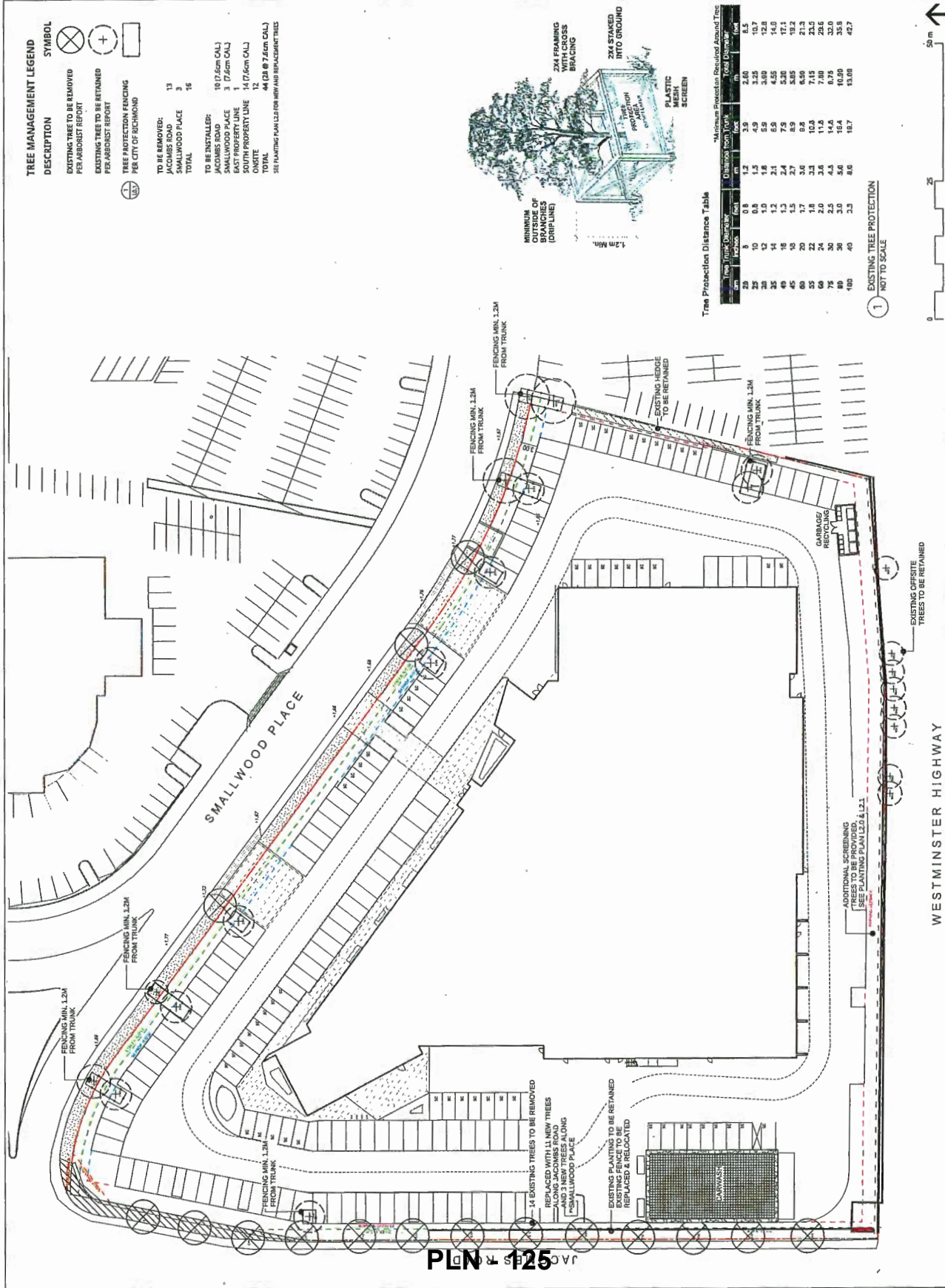
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|--------|
| Scale: | 1-300 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-490 |

LANDSCAPE
TREE MANAGEMENT

LO.1



PLAN #3C

| | | |
|-----------|--------------------------|----------|
| 13 | RE-ASSED FOR DP | 13-09-10 |
| 12 | ISSUED FOR CONSTRUCTION | 13-02-10 |
| 11 | ISSUED FOR REVISED IP | 13-12-13 |
| 10 | ISSUED FOR TENDER | 12-12-11 |
| 9 | REISSUED FOR DP | 12-04-11 |
| 8 | ISSUED FOR ADP | 12-04-07 |
| 7 | RE-ASSED FOR DP | 12-05-06 |
| 6 | RE-ASSED FOR DP | 12-05-04 |
| 5 | ISSUED FOR BUDGETING | 11-09-04 |
| 4 | RE-ASSED FOR DP | 12-02-04 |
| 3 | ISSUED FOR IP | 10-11-03 |
| 2 | ISSUED FOR DP | 10-07-03 |
| 1 | ISSUED FOR CLIENT REVIEW | 10-06-03 |
| REVISIONS | | |

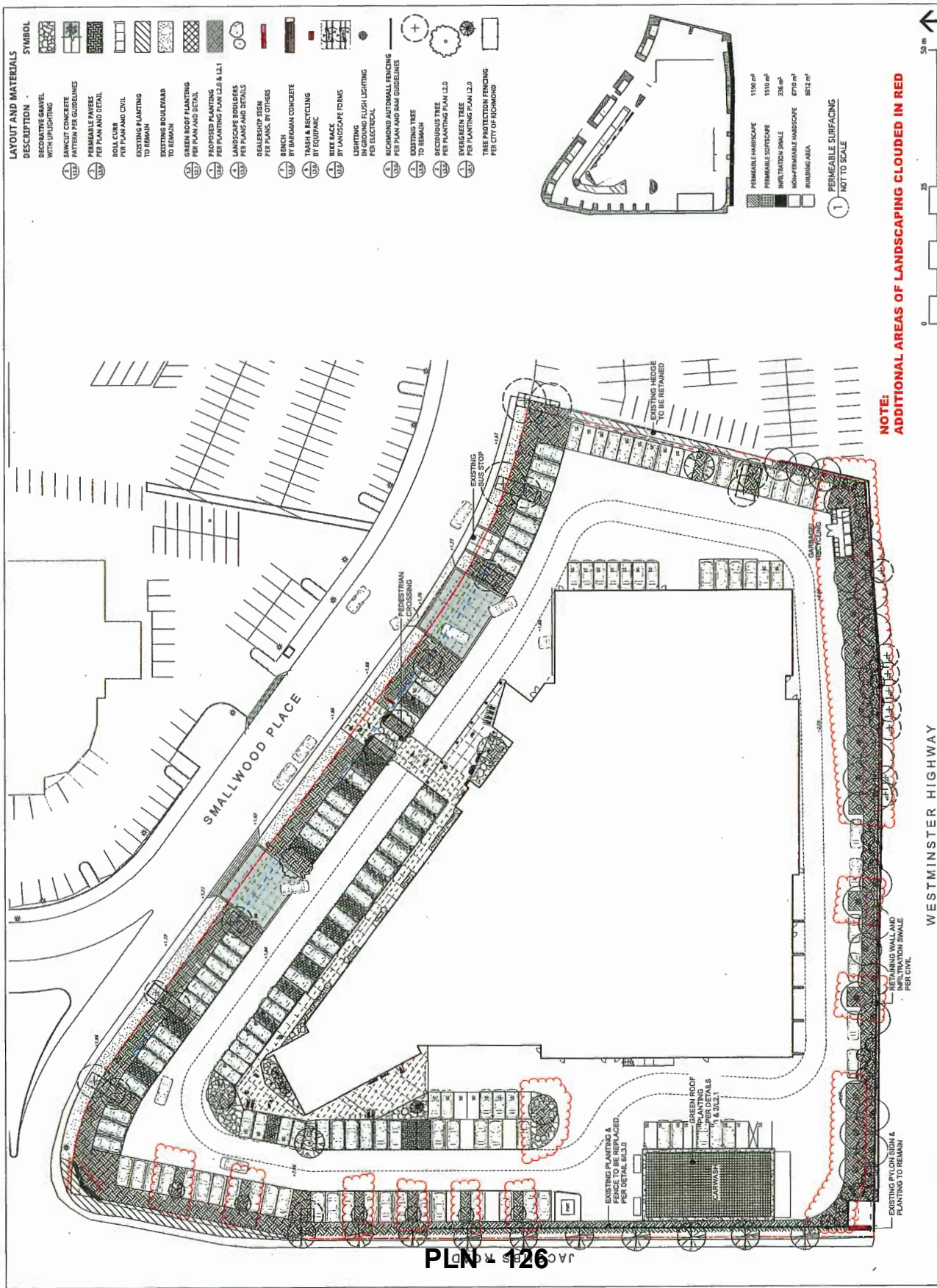
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|--------|
| Scale: | 1:300 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-490 |

LANDSCAPE
SITE PLAN

L1.0



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ARCHITECT:
CHRISTOPHER BOZYN, ARCHITECTS

PLAN #3D

| | | |
|-----|-------------------------|----------|
| 12 | ISSUED FOR CONSTRUCTION | 34-06-20 |
| 13 | ISSUED FOR REVIEW | 34-06-20 |
| 14 | ISSUED FOR TENDER | 34-06-20 |
| 15 | ISSUED FOR DP | 34-06-20 |
| 16 | ISSUED FOR DP | 34-06-20 |
| 17 | ISSUED FOR DP | 34-06-20 |
| 18 | ISSUED FOR DP | 34-06-20 |
| 19 | ISSUED FOR DP | 34-06-20 |
| 20 | ISSUED FOR DP | 34-06-20 |
| 21 | ISSUED FOR DP | 34-06-20 |
| 22 | ISSUED FOR DP | 34-06-20 |
| 23 | ISSUED FOR DP | 34-06-20 |
| 24 | ISSUED FOR DP | 34-06-20 |
| 25 | ISSUED FOR DP | 34-06-20 |
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| 28 | ISSUED FOR DP | 34-06-20 |
| 29 | ISSUED FOR DP | 34-06-20 |
| 30 | ISSUED FOR DP | 34-06-20 |
| 31 | ISSUED FOR DP | 34-06-20 |
| 32 | ISSUED FOR DP | 34-06-20 |
| 33 | ISSUED FOR DP | 34-06-20 |
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| 35 | ISSUED FOR DP | 34-06-20 |
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| 71 | ISSUED FOR DP | 34-06-20 |
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| 80 | ISSUED FOR DP | 34-06-20 |
| 81 | ISSUED FOR DP | 34-06-20 |
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| 92 | ISSUED FOR DP | 34-06-20 |
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| 94 | ISSUED FOR DP | 34-06-20 |
| 95 | ISSUED FOR DP | 34-06-20 |
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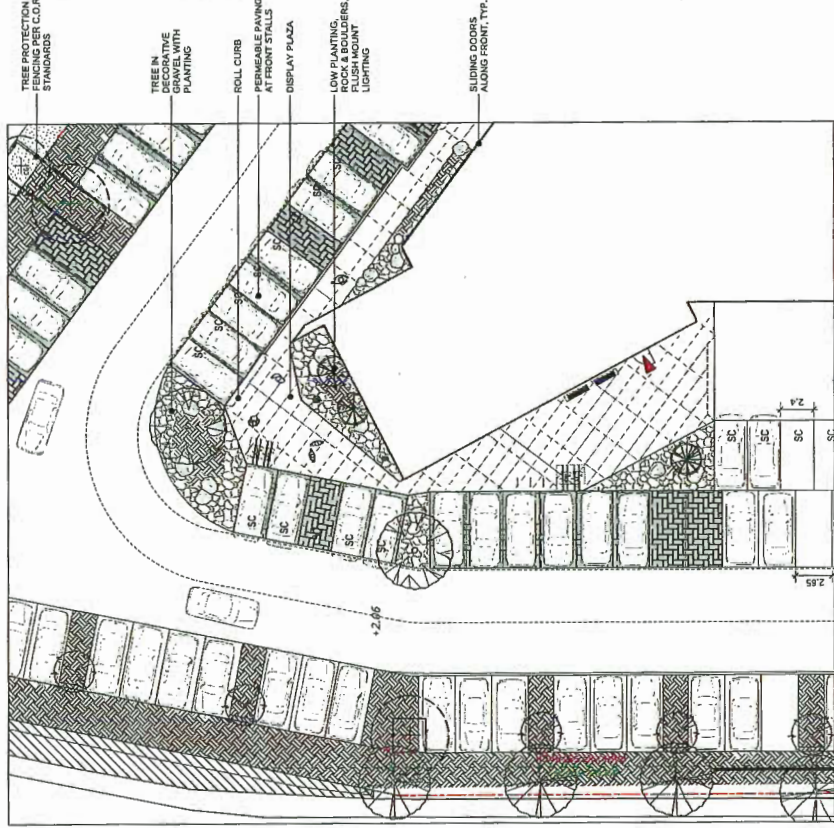
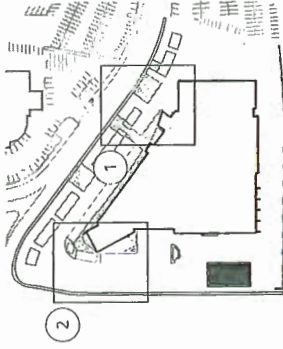
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

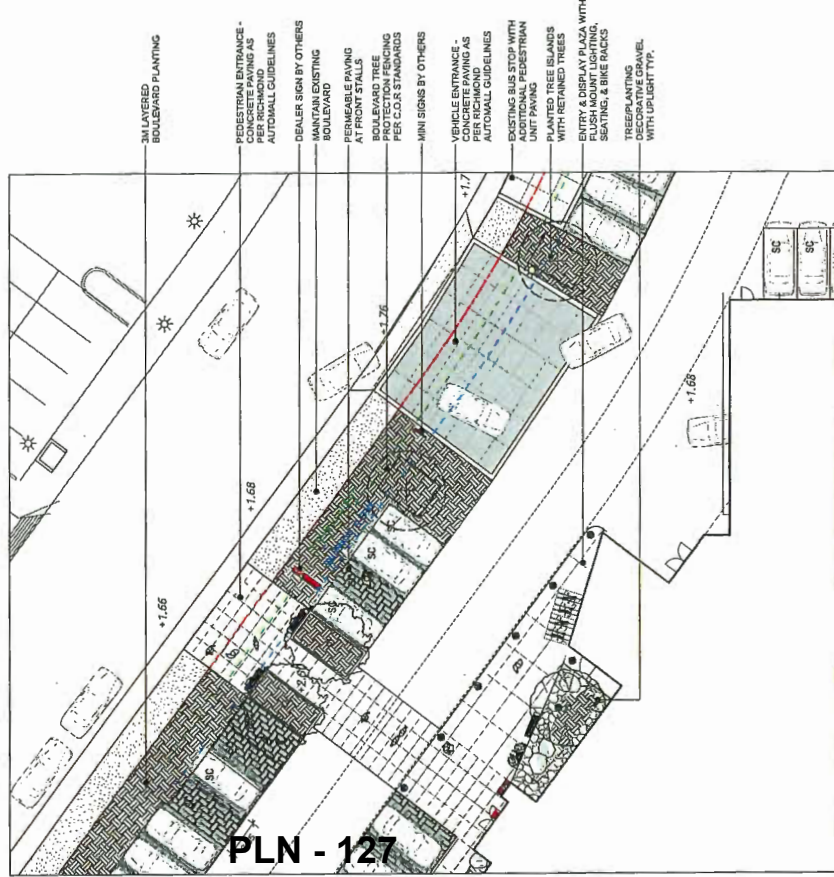
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| Scale: | 1:150 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No.: | 06-490 |

LANDSCAPE
ENLARGEMENTS

L1.1



2 CORNER ENLARGEMENT PLAN
Scale: 1:150



1 MAIN ENTRY ENLARGEMENT
Scale: 1:150

PLN - 127

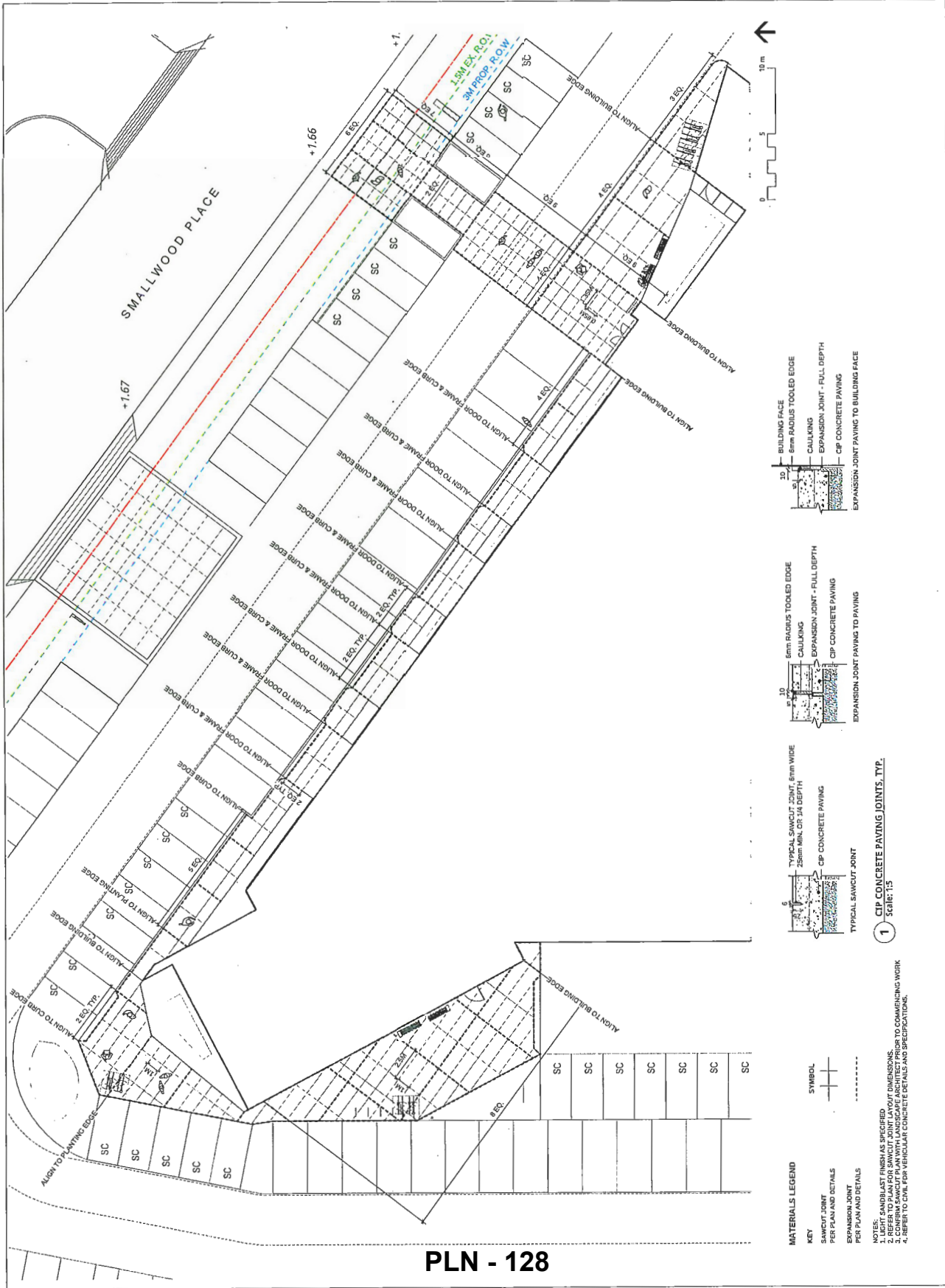
| | | |
|----|--------------------------|----------|
| 13 | RE-ISSUED FOR DP | 18-09-16 |
| 12 | ISSUED FOR CONSTRUCTION | 18-02-08 |
| 11 | ISSUED FOR REVISED MP | 17-12-13 |
| 10 | ISSUED FOR TENDER | 17-11-11 |
| 9 | REISSUED FOR DP | 17-06-09 |
| 8 | ISSUED FOR ADP | 17-06-07 |
| 7 | RE-ISSUED FOR DP | 17-06-05 |
| 6 | RE-ISSUED FOR DP | 17-05-13 |
| 5 | ISSUED FOR BUDGETING | 17-04-24 |
| 4 | RE-ISSUED FOR DP | 17-03-09 |
| 3 | ISSUED FOR DP | 16-11-05 |
| 2 | ISSUED FOR DP | 16-07-07 |
| 1 | ISSUED FOR CLIENT REVIEW | 16-06-20 |

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|--------|
| Scale: | 1:125 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-490 |

LANDSCAPE
LAYOUT PLAN

L1.2



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, AGENCY, OR PERSON OF ITS INTENTION TO CARRY OUT ITS WORKING.

ARCHITECT:
CHRISTOPHER BOZTIN, JR. ARCHITECTS

PLAN #3F

| | | |
|----|--------------------------|----------|
| 13 | RECALLED FOR DP | 14-09-15 |
| 12 | ISSUED FOR CONSTRUCTION | 14-02-28 |
| 11 | ISSUED FOR REVISION DP | 13-12-15 |
| 10 | ISSUED FOR TENDER | 13-11-15 |
| 9 | RECALLED FOR DP | 13-05-29 |
| 8 | ISSUED FOR ADP | 13-04-27 |
| 7 | RECALLED FOR DP | 12-05-29 |
| 6 | RECALLED FOR DP | 12-05-29 |
| 5 | ISSUED FOR NOTICING | 12-04-24 |
| 4 | RE-ISSUED FOR DP | 12-03-28 |
| 3 | ISSUED FOR DP | 14-11-15 |
| 2 | ISSUED FOR DP | 14-01-17 |
| 1 | ISSUED FOR CLIENT REVIEW | 14-06-20 |

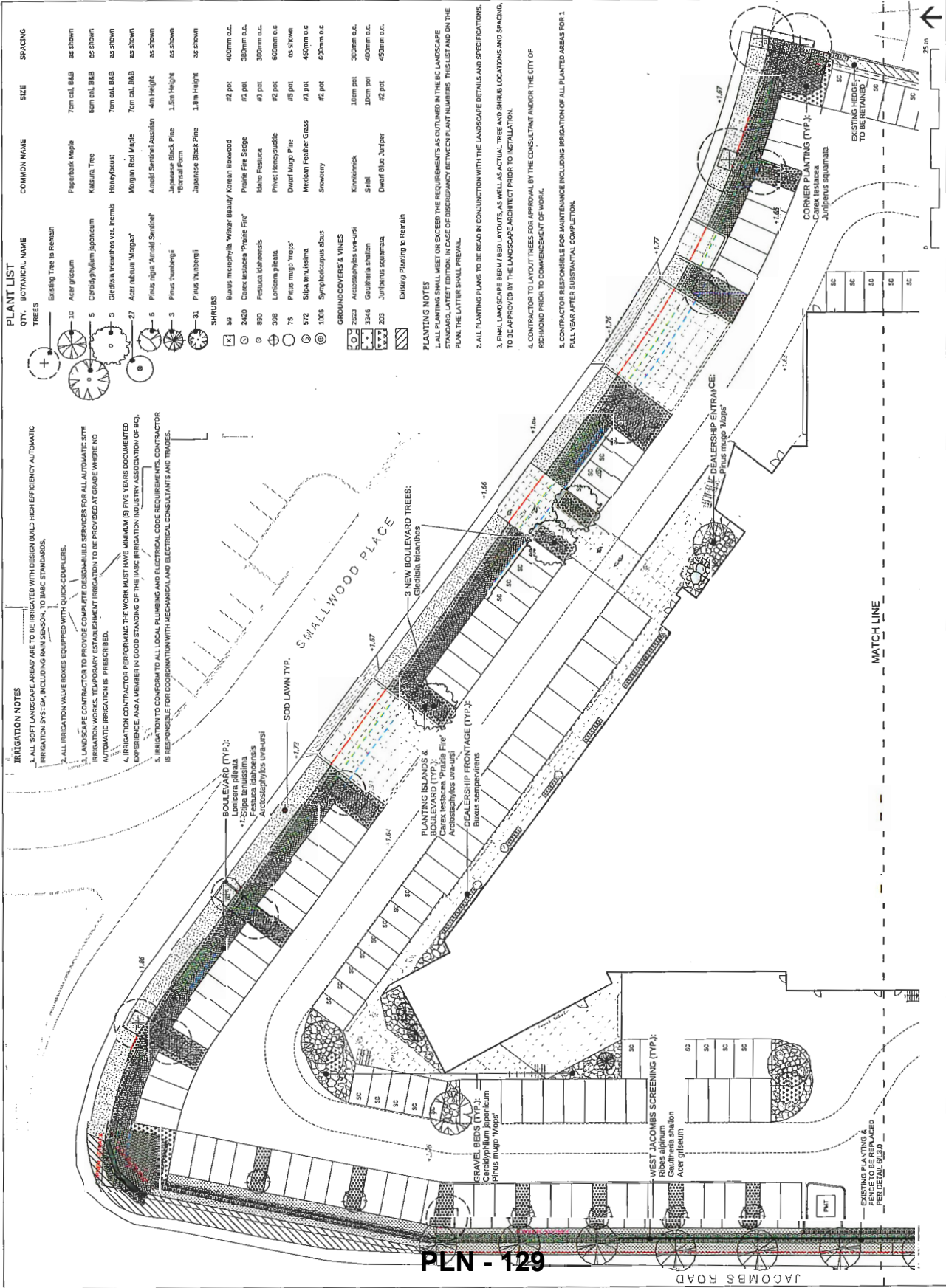
OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|--------|
| Scale: | 1:200 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | DS-490 |

LANDSCAPE PLANT MATERIAL NORTH

L2.0



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE TO OBTAIN ANY NECESSARY PERMITS FROM THE DEPARTMENT OF PERSONS OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:
CHRIS FOHLER BOZTKA ARCHITECTS

PLAN #3G

| | | |
|----|----------------------------|----------|
| 13 | RECEIVED FOR DP | 18-09-20 |
| 12 | DESIGNED FOR CONSTRUCTION | 18-09-20 |
| 11 | DESIGNED FOR REVIEW BP | 17-11-19 |
| 10 | DESIGNED FOR REVIEW | 17-11-19 |
| 9 | DESIGNED FOR DP | 17-08-19 |
| 8 | DESIGNED FOR ADP | 17-06-19 |
| 7 | RECEIVED FOR DP | 17-05-19 |
| 6 | RECEIVED FOR DP | 17-05-19 |
| 5 | DESIGNED FOR BUDGETING | 17-03-19 |
| 4 | RECEIVED FOR DP | 17-03-19 |
| 3 | DESIGNED FOR BP | 16-11-18 |
| 2 | DESIGNED FOR DP | 16-09-18 |
| 1 | DESIGNED FOR CLIENT REVIEW | 16-09-18 |

REVISIONS

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|--------|
| Scale: | 1:200 |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 06-490 |

**LANDSCAPE
PLANT MATERIALS
SOUTH**

L2.1

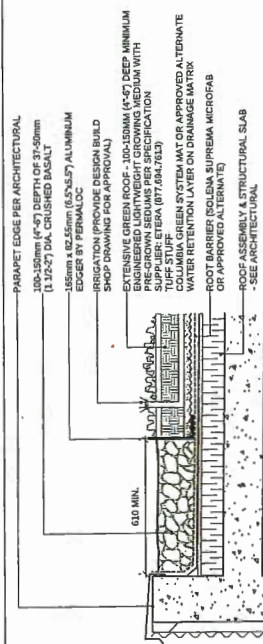
REFER TO L2.0 FOR PLANT LIST.

PLANTING NOTES

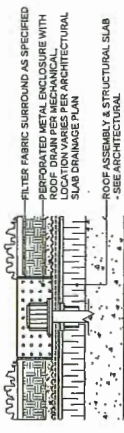
1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION, IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS.
3. FINAL LANDSCAPE BERM / BED LAYOUTS AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
5. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

IRRIGATION NOTES

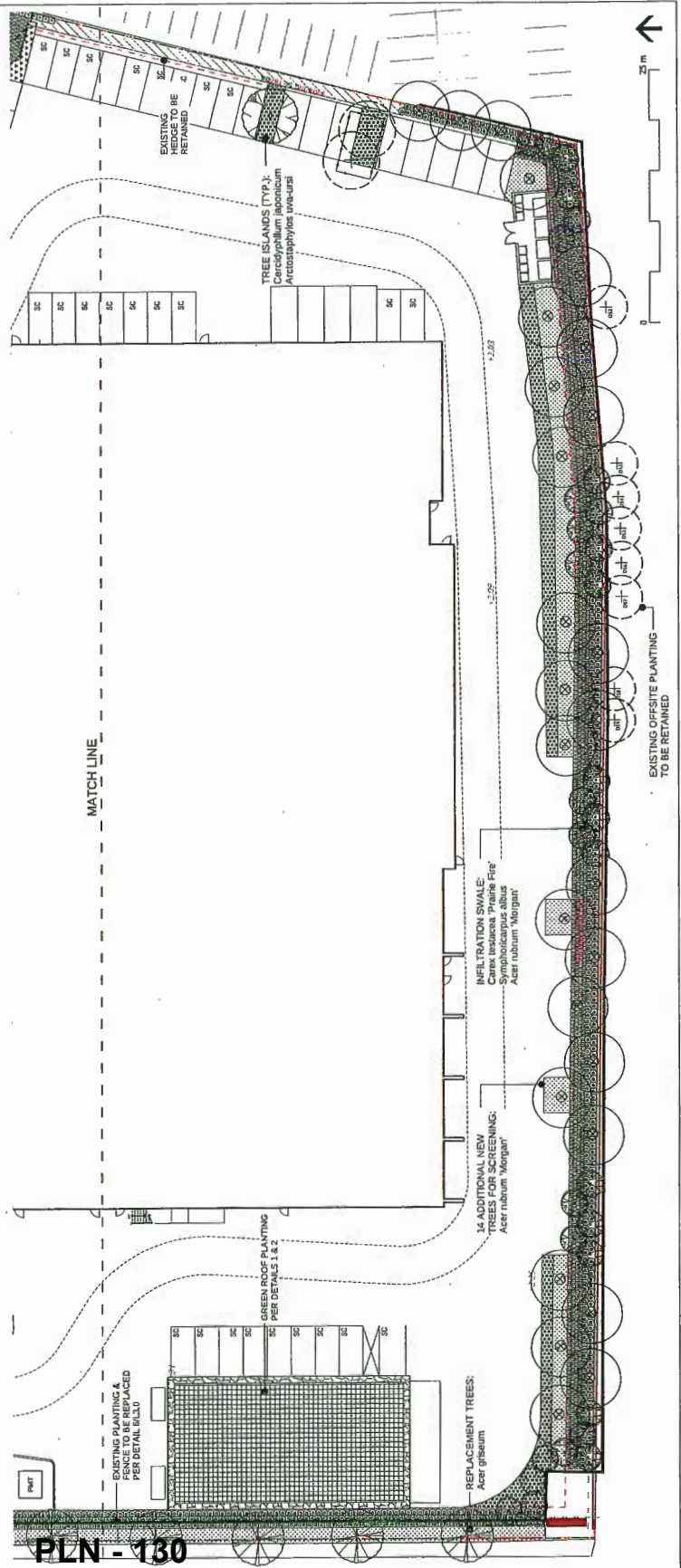
1. ALL "SOFT" LANDSCAPE AREAS INCLUDING ONSITE, OFFSITE, AND GREEN ROOF AREAS ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IMC STANDARDS.
2. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.
3. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN/BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS. TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IMC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TOWN.



1 EXTENSIVE PLANTING ON SLAB
SCALE: 1:10



2 EXTENSIVE PLANTING DRAIN
SCALE: 1:10



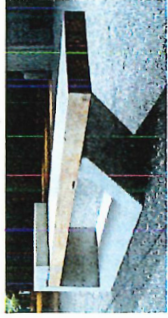
PLN - 130

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONDUITS STRUCTURED AT THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONDUITS STRUCTURES, AND IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE DEPARTMENT OF PUBLIC WORKS AND TO CARRY OUT ITS OPERATIONS.

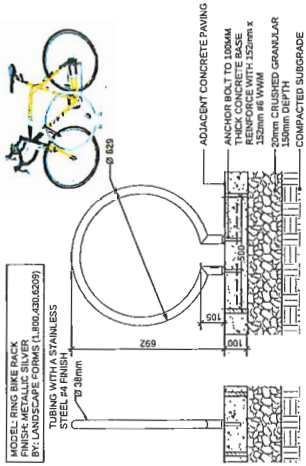
ARCHITECT:
CHRISTOPHER BOZTIN, ARCHITECTS

PLAN #3H

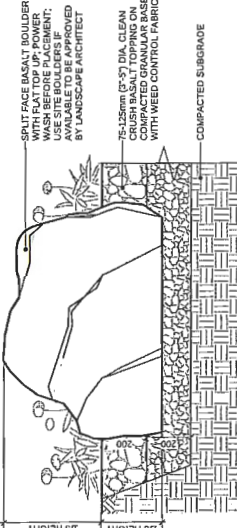
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|----|---------------------------|----------|
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| 12 | DESIGNED FOR CONSTRUCTION | 14-02-20 |
| 11 | DESIGNED FOR FINISHED DP | 13-12-19 |
| 10 | DESIGNED FOR FINISHED DP | 13-12-19 |
| 9 | DESIGNED FOR DP | 13-06-19 |
| 8 | DESIGNED FOR DP | 12-06-19 |
| 7 | DESIGNED FOR DP | 12-06-19 |
| 6 | DESIGNED FOR DP | 12-06-19 |
| 5 | DESIGNED FOR DP | 12-06-19 |
| 4 | DESIGNED FOR DP | 12-06-19 |
| 3 | DESIGNED FOR DP | 12-06-19 |
| 2 | DESIGNED FOR DP | 12-06-19 |
| 1 | DESIGNED FOR DP | 12-06-19 |
| 0 | DESIGNED FOR DP | 12-06-19 |



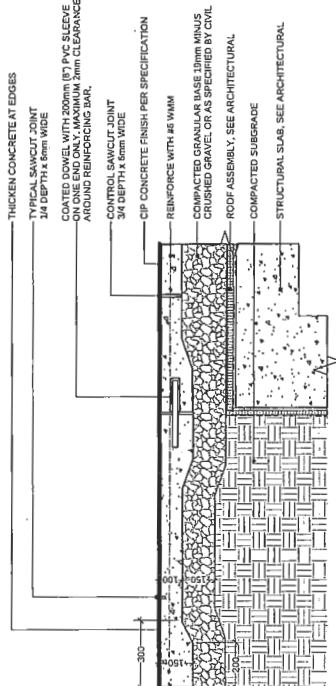
7 CONCRETE BENCH
TYPE: ON-GRASS BENCH
BY: BARKMAN CONCRETE
PORT MOODY, BC 7A.889.7970



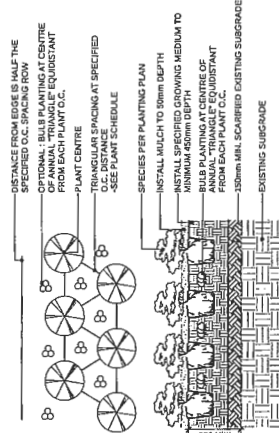
8 RING BIKE RACK BY LANDSCAPE FORMS
Scale: 1:10



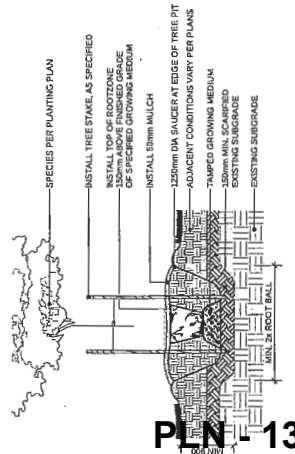
4 LANDSCAPE BOULDER
Scale: 1:10



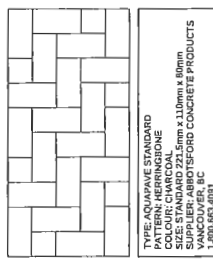
5 CIP CONCRETE ON GRADE / ON SLAB (TYPICAL)
Scale: 1:10



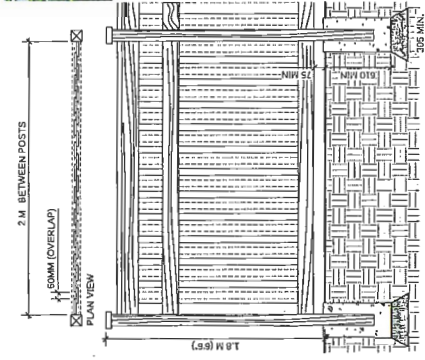
1 PLANTING ON GRADE (TYPICAL)
Scale: 1:20



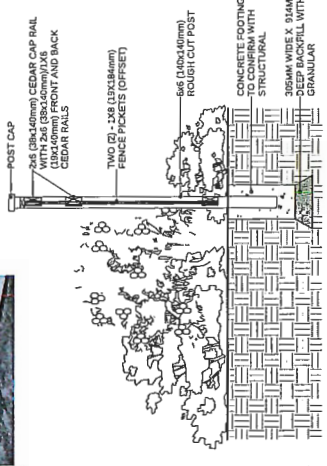
2 TREE PLANTING ON GRADE (TYPICAL)
Scale: 1:25



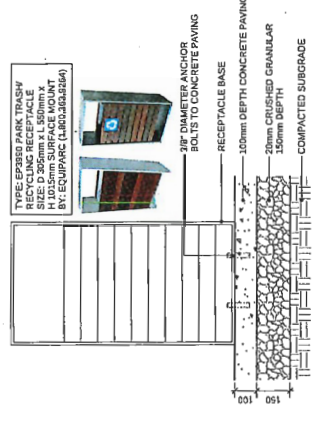
3 PERMEABLE PAVING
Scale: 1:10



6 PERIMETER WOOD FENCE
Scale: 1:20



9 TRASH/RECYCLING RECEPTACLE
Scale: 1:10



OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

| | |
|-------------|----------|
| Scale: | AS SHOWN |
| Drawn: | KD |
| Reviewed: | KL |
| Project No. | 05-490 |

LANDSCAPE
DETAILS

L3.0



October 12, 2018

MEMO TO: Christian Chia, OpenRoad Toyota Richmond

FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Development Permit Application-
Car Parking Addition

Dear Christian,

This letter is to inform you that your revised building design application submitted April, 2018 for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

We note that the maximum Floor Area Ratio of 0.82 is higher than the municipal bylaw of .5 and that the proposed: roof height 15.46M, parapet height of 16.88M, stair tower 18.51M and elevator over-run of 20.39M exceed the bylaw maximum of 12M. Based on the variances granted on the recent Audi and Jaguar LandRover applications on these same two issues, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very best with your new facility.

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



City of Richmond

Rezoning Considerations

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

Address: 13100 Smallwood Place

File No.: ZT 18-818765

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9948, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
3. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$38,432) to the City's public art fund.

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. 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.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. 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

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9948 (ZT 18-818765)
13100 Smallwood Place**

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

1. Richmond Zoning Bylaw 8500, section 10.7 entitled “Vehicle Sales (CV)”, is amended by deleting subsection 10.7.4.1 d) in its entirety and replacing with the following:
 - d) 0.82
13100 Smallwood Place
P.I.D. 000-955-574
Lot 7 Section 5 Block 4 North Range 5 West New Westminster District Plan
68775 Except Plan EPP72489
2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9948”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: December 12, 2018
File: ZT 18-841250

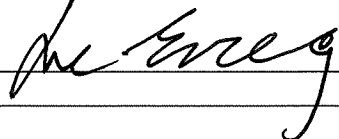
Re: Application by Farrell Estates Ltd. for a Zoning Text Amendment to the Industrial Business Park (IB1) Zone to Permit Vehicle Sale/Rental on a Portion of the Property at 6260 Graybar Road

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9977, for a Zoning Text Amendment to the "Industrial Business Park (IB1)" zone to allow "vehicle sale/rental" as a site-specific use limited to a maximum of 926.5 m² on a portion of the property at 6260 Graybar Road, be introduced and given first reading.


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

Att. 6

| |
|---|
| REPORT CONCURRENCE |
| CONCURRENCE OF GENERAL MANAGER  |

Staff Report

Origin

Farrell Estates Ltd. Has applied to the City of Richmond for permission to amend the “Industrial Business park (IB1)” zone to allow “vehicle sale/rental” as a site-specific permitted use limited to a maximum of 926.5 m² on a portion of the property at 6260 Graybar Road. A location map and aerial photograph is provided in Attachment 1. A copy of the current Survey Plan is provided as Attachment 2.

The proposed “vehicle sale/rental” use includes 926.1 m² (9,968 ft²) of gross floor area (Units 100 and 105/110) within the existing building and approximately 3,075 m² (33,097 ft²) of outdoor area for surface parking and the display of vehicles (Attachment 3).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 4).

Subject Site

The site is currently occupied by a 6,166.9 m² (66,380 ft²) light industrial/office building with 15 units, with frontages on Graybar Road and Westminster Highway. Surface parking is located at the front and the rear of the building. There is also a grass and landscaped area separating the front parking lot from Graybar Road.

The exterior of the building and site are proposed to remain in their current state.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North: Across Westminster Highway and Highway 91, agricultural buildings and a single family dwelling on a lot zoned “Agriculture (AG1)”, fronting Westminster Highway.
- To the South: Across Gordon Way, a light industrial/office building on a lot zoned “Land Use Contract 127”, fronting Graybar Road.
- To the East: Light industrial/office buildings on a lot zoned “Industrial Business Park (IB1)”, fronting Gordon Way, and an industrial/office/retail building on a lot zoned “Industrial Limited Retail (ZI1)”, fronting Westminster Highway.
- To the West: A light industrial/office/retail building on a lot zoned “Industrial Limited Retail (ZI1)”, fronting Westminster Highway, a light industrial/office building on a lot zoned “Industrial Business Park (IB2)”, fronting Graybar Road, and industrial buildings on a lot zoned “Light Industrial (IL)”, also fronting Graybar Road.

Related Policies & Studies**Official Community Plan (OCP) Designation**

The 2041 OCP land use designation for the subject site is “Mixed Employment”. This designation is intended for industrial and office development, with a limited range of support services and commercial uses. There is no Area Plan for this area. The proposed additional use to the zone is consistent with the OCP.

Public Consultation

A Zoning Text Amendment 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**Proposed Zoning Text Amendment**

The subject site is currently zoned “Industrial Business Park (IB1)”, which permits vehicle repair, painting, and servicing, but does not permit vehicle sales. Two lots immediately east and west of the subject site, both fronting Westminster Highway, are zoned “Industrial Limited Retail (ZI1)” which allows “vehicle sale/rental” as a permitted use.

This application seeks to add “vehicle sale/rental” as a site specific permitted use limited only to the northern portion of the subject site that faces Westminster Highway. This area is restricted to the area indicated in the proposed bylaw. The vehicles to be displayed outdoors on the site are intended to be stored indoors after business hours.

This permitted use is consistent with the uses permitted on adjacent properties along Westminster Highway. No additional retail activities are proposed, and the remainder of the site is intended to continue for general industrial and office uses.

Transportation and Site Access

The existing driveways from Graybar Road and Gordon Way, surface parking lot and loading spaces for the existing buildings are to be maintained in their current state. Ongoing access in this manner is acceptable to the City’s Transportation department.

Under Section 7 of Richmond Zoning Bylaw 8500, the proposed “vehicle sale/rental” use is required to provide 28 parking spaces and one (1) loading space located on the subject site. The applicant is the owner of the unstratified building, and has provided a parking plan indicating the location of the required parking spaces on site (Attachment 5). The applicant is required to demonstrate the implementation of this plan prior to final adoption of the proposed bylaw.

Site Servicing

As a condition of rezoning, the applicant is required to:

- provide, at no cost to the City, a 2.0m wide utility right-of-way along the entire west property line to accommodate the existing water main, to bring it up to City standards; and
- the applicant is required to coordinate with tenants of the existing building and the City Works Yard to confirm which of the three (3) existing water connections to the development site are currently active. The applicant is then required to install water meters on any active, unmetered water connections found during the investigation at the applicant's sole cost. Based on City records, additional water meters are expected to be installed on two (2) of the three (3) water connections.

The servicing requirements are based on no redevelopment of the site. If the owner applies for a building permit to redevelop the site in the future (i.e., demolition, construction of a new building, subdivision, etc.), additional servicing requirements will be provided at that time.

Financial Impact

None.

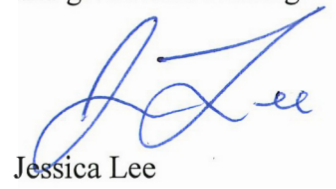
Conclusion

The purpose of this Zoning Text Amendment application is to amend the "Industrial Business Park (IB1)" zone to allow "vehicle sale/rental" as a site-specific permitted use on a portion of the property at 6260 Graybar Road.

The Zoning Text Amendment 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 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9977 be introduced and given first reading.



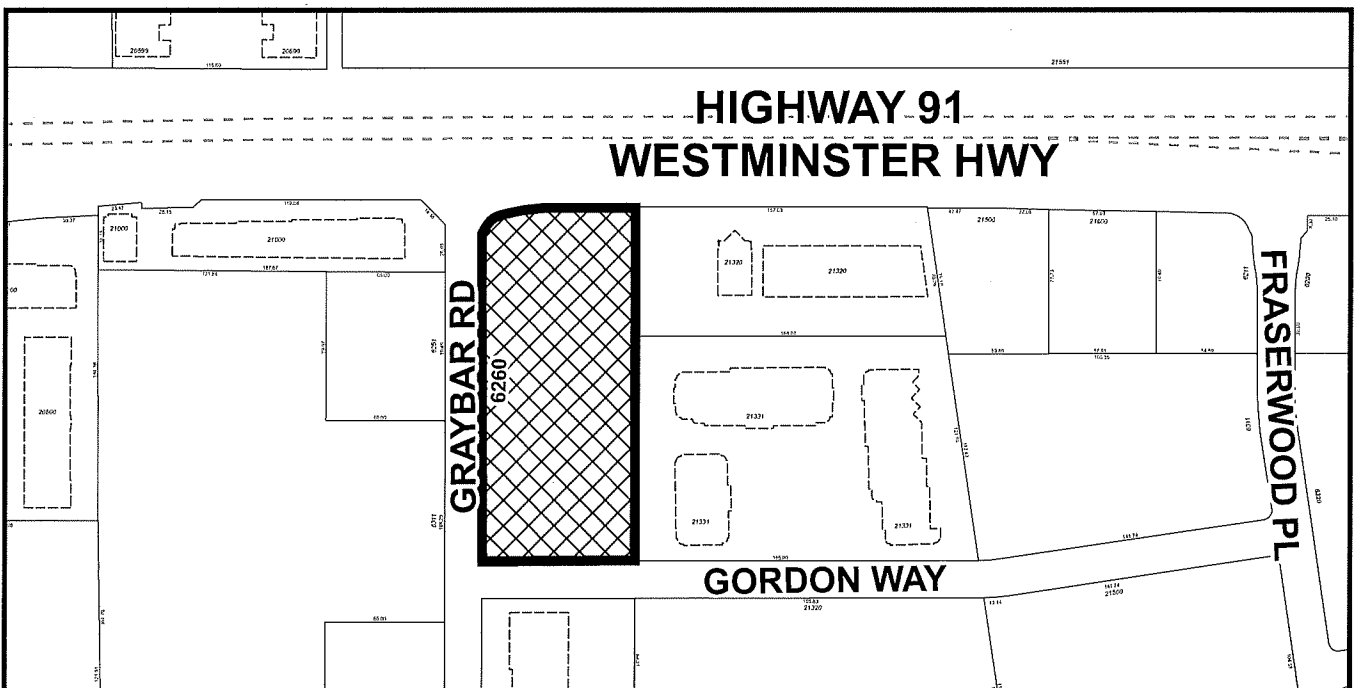
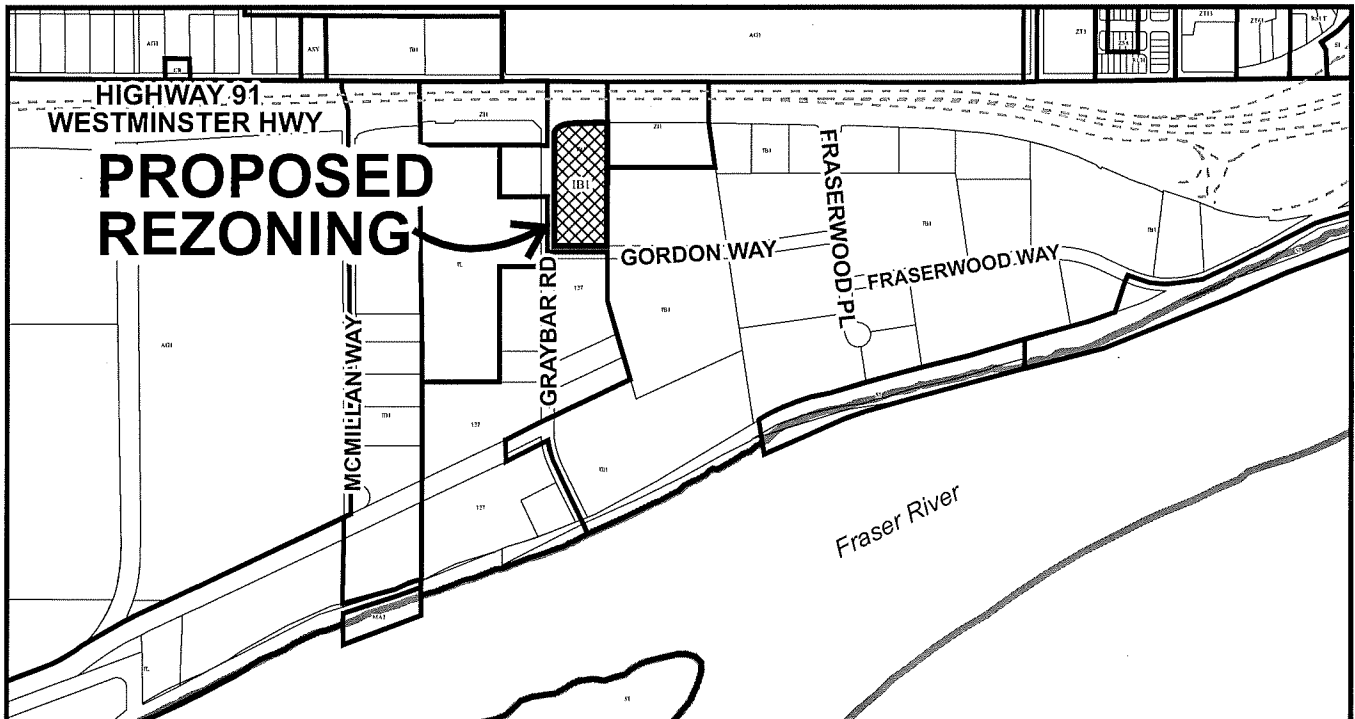
Jessica Lee
Planning Technician
(604-247-4908)

JL:cas

Attachment 1: Location Map and Orthophoto Map
Attachment 2: Survey Plan
Attachment 3: Proposed Area to Permit New Use
Attachment 4: Development Application Data Sheet
Attachment 5: Proposed Parking Plan
Attachment 6: Rezoning Considerations



City of
Richmond



ZT 18-841250

Original Date: 11/21/18

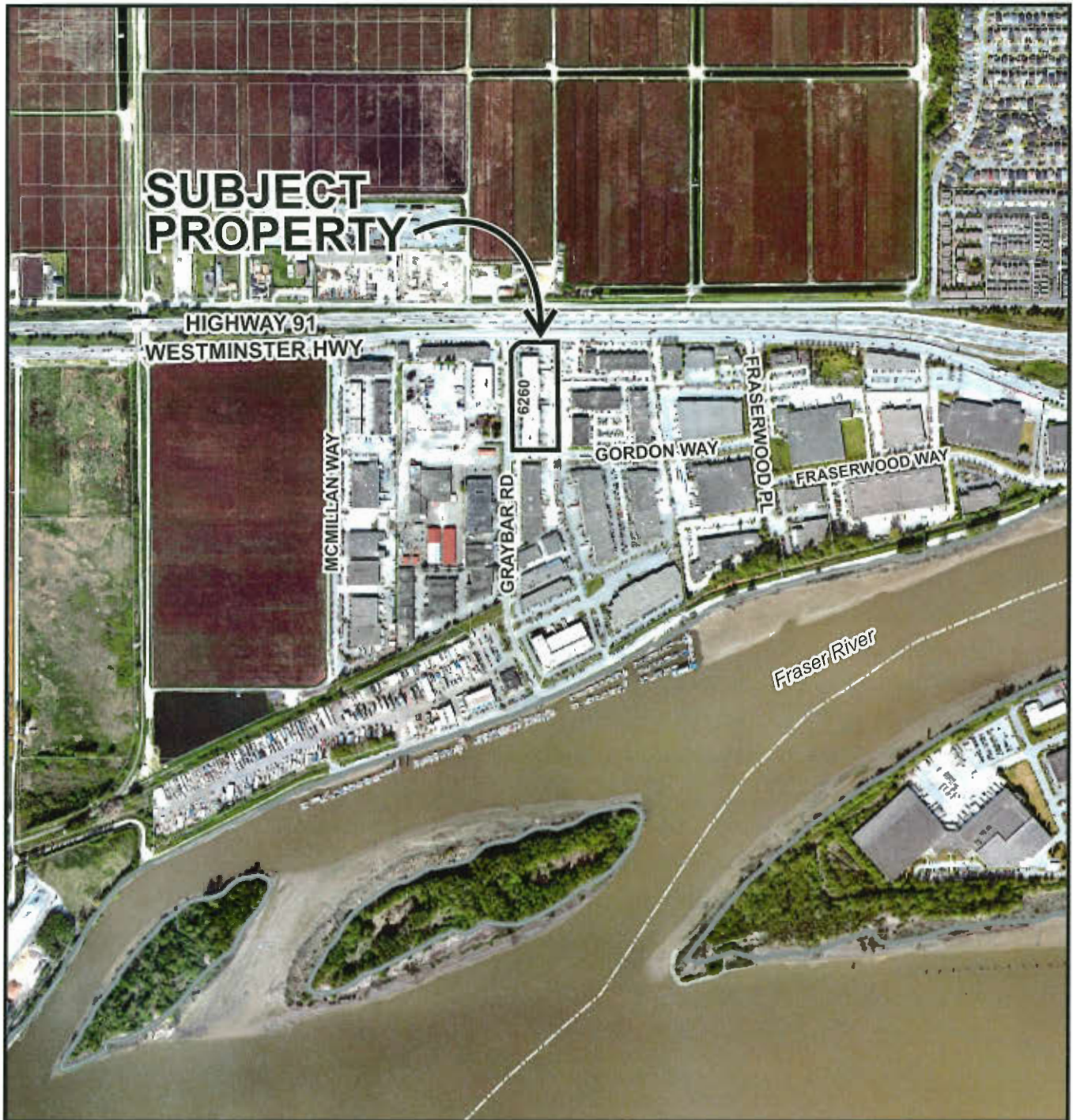
Revision Date: 11/29/18

Note: Dimensions are in METRES

PLN - 141



City of
Richmond



ZT 18-841250

Original Date: 11/22/18

Revision Date: 11/29/18

Note: Dimensions are in METRES

PLN - 142

SURVEY PLAN OF LOT "A", EXCEPT PART IN PLAN BCP25768 SECTION 10 BLOCK 4 NORTH RANGE 4 WEST NEW WESTMINSTER DISTRICT PLAN 75510

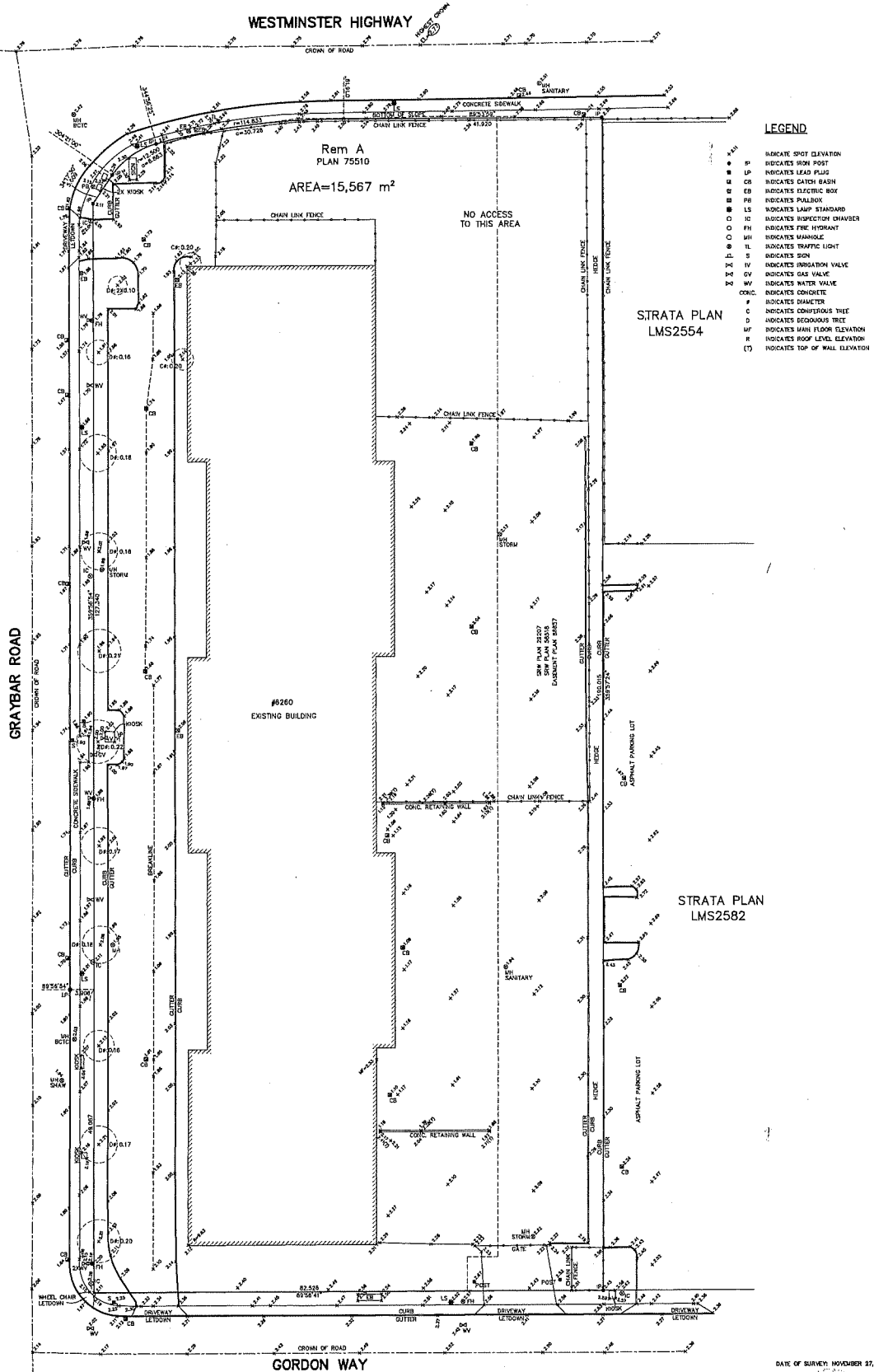
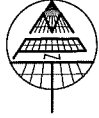
PARCEL IDENTIFIER (PID): 008-338-906

CIVIC ADDRESS
#6260 GRAYBAR ROAD
RICHMOND, B.C.

SCALE 1:300
ALL DISTANCES ARE IN METRES

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND IPN MONUMENT #983 (20K412)
- LOCATED AT NELSON ROAD SOUTH PUMP STATION WITH AN ELEVATION OF 4.051 METRES 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 #48037



© COPYRIGHT

MATSON PECK & TOPUSS
SURVEYORS & ENGINEERS
#330 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PH: 604-270-1331
FAX: 604-270-4137
CADFILE: 18872-TPG-06.DWG

R-18-18872-TPG

GORDON WAY

PLN - 143

DATE OF SURVEY: NOVEMBER 27, 2016

SEALED

St. Stephen
J. STEPHEN CAUFIELD
B.C. LAND SURVEYOR (4712)
THIS DOCUMENT IS NOT VALID
UNLESS ORIGINALLY SIGNED
AND SEALED.





**City of
Richmond**

Development Application Data Sheet
Development Applications Department

ZT 18-841250

Attachment 4

Address: 6260 Graybar Road

Applicant: Farrell Estates Ltd.

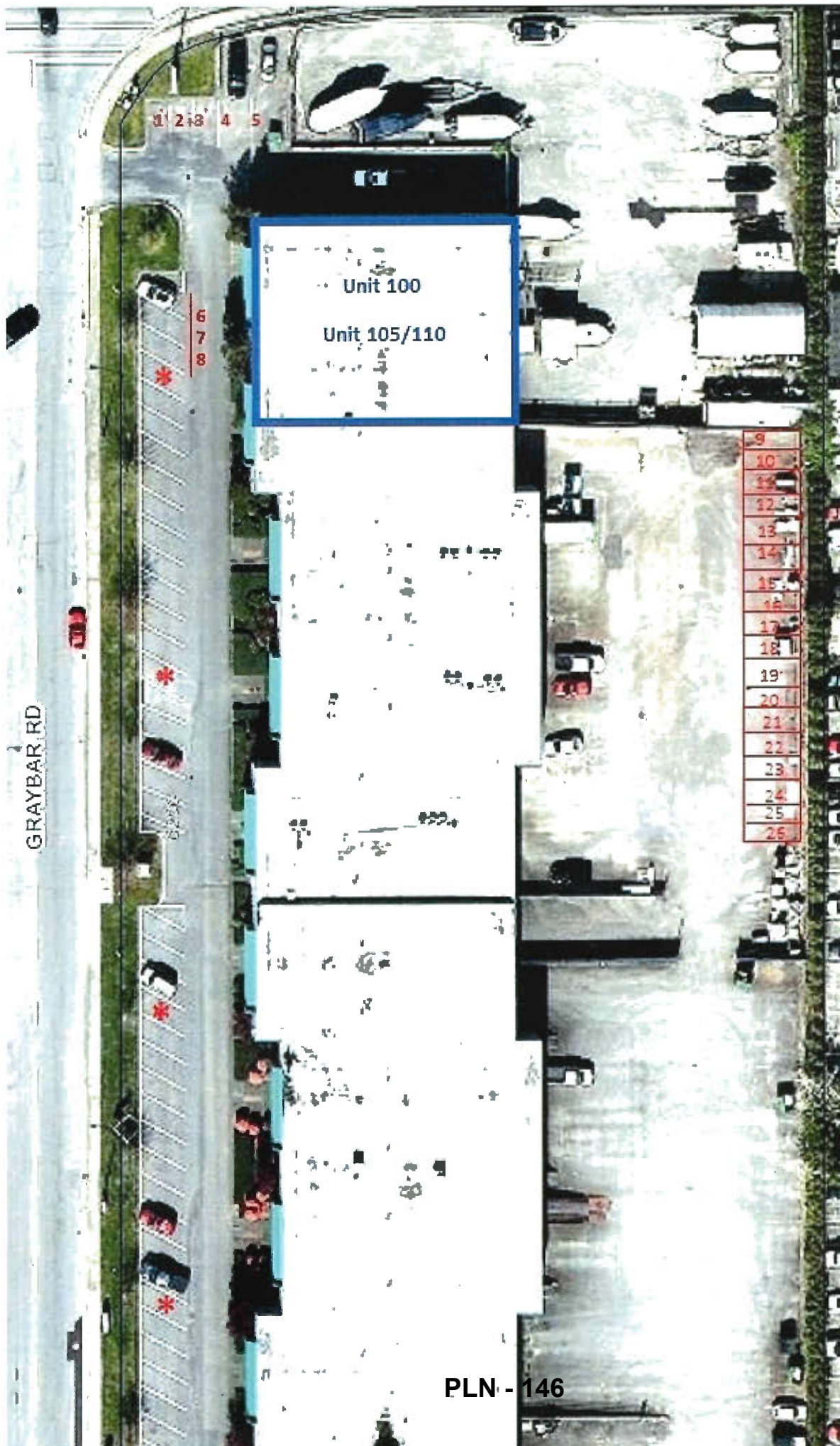
Planning Area(s): East Richmond

| | Existing | Proposed |
|-----------------------------------|--|---|
| Owner: | Farrell Estates Ltd. | No Change |
| Site Size (m²): | 15,567 m ² | No Change |
| Land Uses: | General industrial, office, vehicle repair | General industrial, office, vehicle repair, vehicle sale/rental |
| OCP Designation: | Mixed Employment | No Change |
| Area Plan Designation: | N/A | N/A |
| Zoning: | Industrial Business Park (IB1) | No Change |

| On Future Subdivided Lots | Bylaw Requirement | Proposed | Variance |
|----------------------------------|-------------------|-----------------------------------|----------------|
| Density (units/acre): | N/A | N/A | none permitted |
| Floor Area Ratio - Building: | Max. 1.0 | 0.40 (No Change) | none permitted |
| Lot Coverage (% of lot area): | Max. 60% | 31% (No Change) | none |
| Lot Size: | None | 15,567 m ² (No Change) | none |
| Setback – Front Yard (m): | Min. 3.0 m | > 3.0 m (No Change) | none |
| Setback – Side & Rear Yards (m): | Min. 0 m | > 0 m (No Change) | none |
| Height (m): | 12.0 m | < 12.0 m (No Change) | none |
| Off-street Parking Spaces | 90 | 90 (No Change) | none |
| Off-street Loading Spaces | 7 | 17 (No Change) | none |

ATTACHMENT 5

Proposed
Parking Plan:
Units 100 and
105/110 at
6260 Graybar
Road



*
Customer
Parking
Spaces

PLN - 146



City of
Richmond

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

Address: 6260 Graybar Road

File No.: ZT 18-841250

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9977, the developer is required to complete the following:

1. Provide proof that the required parking spaces have been implemented and secured to the satisfaction of the Director of Development.
2. Provide, at no cost to the City, a 2.0m wide utility right-of-way along the entire west property line to accommodate the existing water main, to bring it up to City standards.
3. Coordinate with tenants of the existing building and the City Works Yard to confirm which of the three (3) existing water connections to the development site are currently active. The applicant is then required to install water meters on any active, unmetered water connections found during the investigation at the applicant's sole cost. Based on City records, additional water meters are expected to be installed on two (2) of the three (3) water connections.

Note:

- 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 _____

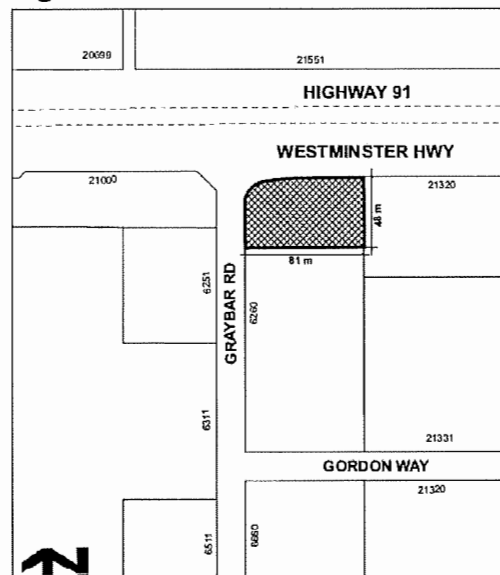


**Richmond Zoning Bylaw 8500
Amendment Bylaw 9977 (ZT 18-841250)
6260 Graybar Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.3 [Industrial Business Park (IB1, IB2)] by:
 - a) adding “**vehicle sale/rental**” to the end of Section 12.3.3B (Additional Uses);
 - b) adding the following as new Sections 12.3.11.7 and 12.3.11.8, and renumbering the remaining sections:
 - “7. **Vehicle sale/rental** shall only be permitted on the following listed **sites**:
 - a) 6260 Graybar Road
P.I.D. 008-338-906
Lot A Except Part in Plan BCP 25768 Section 10 Block 4 North Range 4
West New Westminster District Plan 75510.
 8. In the case of the **site** listed in Section 12.3.11.7(a), 6260 Graybar Road, **vehicle sale/rental** shall be limited to a maximum **gross floor area** of 926.5 m² and located on the **site** in the area shown on Figure 1 below.

Figure 1



2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9977”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

| | |
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MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Barry Konkin
Manager, Policy Planning
Date: December 3, 2018
File: 08-4430-03-10/2018-
Vol 01
Re: **Cannabis Cultivation in the Agricultural Land Reserve - Council Referral Response**

Staff Recommendation

1. That the "Cannabis Cultivation in the Agricultural Land Reserve – Council Referral Response" report dated December 3, 2018 from the Manager, Policy Planning be received for information and endorsed.
2. That this report be forwarded along with Richmond City Council's written request to the Provincial Government that:
 - a. a moratorium on the cultivation of cannabis on farmland be established by the Provincial Government;
 - b. cannabis be eliminated from the *Farm Practices Protection (Right to Farm) Act*; and
 - c. local governments be permitted to determine whether or not cannabis should be grown on farmland within the municipality.

Barry Konkin
Manager, Policy Planning

Att. 4

| REPORT CONCURRENCE | |
|--|---------------|
| CONCURRENCE OF GENERAL MANAGER | |
| REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE | INITIALS: |
| APPROVED BY CAO | |

Staff Report

Origin

At the November 13, 2018 regular Council meeting, Council received a report on Cannabis related Official Community Plan (OCP) and Zoning Bylaw amendments in response to changes in Provincial Agricultural Land Reserve (ALR) Legislation. The following referral was passed:

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

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

This report responds to the November 13, 2018 referral by providing information to support Council's request to the Provincial Government regarding the significant negative impacts to farmland resulting from the production of cannabis in the ALR.

This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

- 1.1. Policy and service models that reflect Richmond-specific needs.*
- 1.2. Program and service enhancements that improve community safety services in the City.*

This report supports Council's 2014-2018 Term Goal #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.*

Findings of Fact

Provincial ALR Legislation – Cannabis Production

On July 13, 2018, the *ALR Use Subdivision and Procedure Regulation* was amended to allow for the lawful production of cannabis in the ALR as a farm use if production occurs:

- Outdoors in a field or in a building or structure with a soil base; or
- In an existing building or structure (or under construction) used for the purpose of growing crops.

Although the new regulations enables local governments to prohibit new industrial type purpose build facilities (i.e., buildings with concrete slabs/foundations), they fall well short of protecting the agricultural viability of farmland across the Province. In staff's opinion, these measures still leave ALR land open to substantial risk of development as a direct result of the provincial regulations. These regulations will still allow significant loss of agricultural land by permitting the displacement of food based crops in favor of the production of cannabis on farmland.

Overview of Washington State – Cannabis Production Regulations

At the November 13, 2018 Council meeting, reference was made to the regulation of cannabis in Washington State. City staff researched and reviewed cannabis related regulations at the state, county and local government (i.e., city or town) level in Washington State in response to Council's November 13, 2018 referral. The following is a list of key findings applicable to Washington State:

- In 2012, through "Initiative 502", Washington State legalized cannabis and established a regulatory framework for production, processing and retailing activities.
- Washington State (through the Liquor and Cannabis Board), is responsible for licensing and regulating all cannabis operations (production, processing and retailing).
- A county, city or town may adopt zoning to prohibit or regulate all cannabis related activities. Staff researched various counties across the State and confirm that most counties consider the production of cannabis as an industrial use, and is not considered farming.
- A Washington State issued license for cannabis production, processing or retailing is not exempt from the applicable regulations of the county, city or town. Therefore, a cannabis related operation is subject to regulations implemented by the local government.

Limited Ability for Local Government to Regulate Cannabis on Farmland

The July 2018 amendments to the ALR regulations do not provide sufficient discretionary powers to Local Government regarding the production of cannabis in agricultural areas. The current regulatory regime is based on:

- Federal licenses issued for cultivation/production/processing; and
- Provincial licenses for distribution and retail/storefront activities.

The City's current limit of authority is over retail licensing (city-wide) and cannabis production/cultivation activities occurring outside of the ALR only. Given the scope and scale of issues emerging over all aspects of cannabis legalization, staff are of the opinion that additional regulatory powers should be granted to local governments as demonstrated in the Washington State example provided above.

Since March 2014, OCP regulations have been in place for Richmond that restrict commercial cannabis production facilities and related uses to "Industrial" and "Mixed Employment" areas only, which reflects Richmond City Council's concerns over this activity occurring in the ALR and emphasizes the City's request to have full authority to regulate cannabis on farmland.

Analysis

Importance of Allowing Local Authority to Manage the Production of Cannabis in the ALR

The commercial production of cannabis in the ALR as a farm use can have significant negative impacts to the surrounding area in regards to the generation of significant odors, light pollution/overspill and noise from cultivation activities and accessory uses. The provincial regulations fall short in addressing these issues as they do not provide any supporting rules to properly mitigate these impacts, while at the same time permitting the use outright without any oversight. Enabling local government the ability to have full control and authority to restrict the production of cannabis in the ALR is best means to protect farmland, manage these land use proposals and establish regulations to mitigate negative effects of noise, odor and light.

Negative Impacts to Agricultural Viability from the Production of Cannabis on Farmland

Staff have identified a number of negative impacts on the capacity for farmland to be used for food production, arising from the current regulation that allows the lawful production of cannabis on farmland. This information is being submitted in support of Council's request to the Provincial Government to not allow any form of cannabis cultivation in the ALR, to enable local government control over this land use issue and to establish a moratorium on the cultivation of cannabis on farmland. It is staff's opinion that the amended Provincial ALR regulations, while restricting industrial type cannabis production facilities on agricultural land, does not adequately protect agricultural land for food production, and does not fully address the potential displacement or elimination of viable food production.

The production of cannabis as a permitted farm use under the ALR regulations, either soil based or in existing converted building, would potentially result in the following:

- Loss of arable farmland available for the production of crops to support the local, regional and provincial food system, focused on providing opportunities for local sources of food. The importance of this was highlighted in a Ministry of Agriculture information report published in 2006 titled "BC's Food Self-Reliance" (Attachment 1). The use of agricultural land for non-food crops such as cannabis weakens the resiliency of the local food system and appears to lack the long-term vision and provincial stewardship these lands deserve.
- The ALR regulations allow for the conversion of existing buildings/structures as of July 13, 2018, which were used for the growing crops, to the production of cannabis. Under this potential scenario, existing greenhouse structures that were previously used for the production of food could be converted to the production of cannabis, resulting in decreased capacity to grow food on farmland. An example of this is occurring in the City of Delta where substantial greenhouse complexes and their capacity to produce food are being converted to primarily support the production of cannabis.
- Displaced greenhouse space that has been converted to cannabis production results in these facilities having to relocate on other prime agricultural land. Demands from local, regional and global markets for food production is anticipated to only increase in the future, placing additional greenhouse development pressures on agricultural land and reducing opportunities for soil-based agriculture. The provincial regulations allowing the

conversion of existing greenhouses to cannabis production and provincial regulations that permit greenhouses to be constructed anywhere in the ALR ultimately results in the loss of farmland for soil-based agriculture across the Province.

- The use of ALR land for cannabis production will result in a decrease in the ability of the province to grow and produce food locally, which is contrary to Metro Vancouver's Regional Food System Strategy goal of increasing capacity to produce food close to home and protect agricultural land for food production (Attachment 2 – Metro Vancouver's Regional Food System Action Plan).
- Accessory uses needed to support soil based cannabis production, including but not limited to buildings for processing, storage and administration and driveways/service areas for vehicles and machinery have not been sufficiently detailed in the provincial regulations. This lack of clarity in the provincial regulations would be subject to abuse and potential increase in non-compliant operations that ultimately will result in a negative impact on agriculture and additional loss of farmland.
- The introduction of new land use conflicts related to noise, lighting, odour, security and other operational impacts from cannabis production activities that are not compatible with existing permitted agricultural activities and uses in the ALR. In the opinion of staff, these impacts have not yet been fully examined by the Province and warrants additional consideration and regulation.

Moratorium on the Cultivation of Cannabis in the ALR

The interim report titled "Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission" (released on July 31, 2018) forwarded to the Minister of Agriculture by the BC Minister of Agriculture's Advisory Committee outlines the Committee's concerns over the size and scale of cannabis production facilities in the ALR. In particular, the Committee report noted "near unanimous support from stakeholder and the public for significant restrictions, including an outright ban, on cannabis production in the ALR". The report also contains supporting recommendations to establish an immediate moratorium on non-soil bound cannabis production, establish rules/criteria for cannabis production and require cannabis production proposals in the ALR to go through an ALC application process (See Attachment 3 for the full report with reference to page 19 and 20 for information on restricting cannabis production in the ALR).

The table contained in Attachment 4 summarizes the disconnect between the recommendations from the BC Minister of Agriculture's Committee and the resulting actions of the Provincial Government in regards to restricting cannabis production in the ALR. The following is a summary of the resulting negative agricultural impacts:

- Continued use and targeting of agricultural land by cannabis producers/industries to establish facilities in the ALR.
- Loss of farmland and reduced capacity to grow food on farmland across the Province.
- Limited rules and criteria from the Province on the production of cannabis in the ALR (i.e., conflicts related to noise, light pollution/overspill, odor and security measures) is subject to potential abuse and arising non-compliant activities – All of which negatively impacts agricultural viability.
- No authority given to local government to manage or restrict the production of cannabis on ALR land within their jurisdictions.

In May 2018, the Union of BC Municipalities (UBCM) executive supported a moratorium on the production of non-medical cannabis on ALR land until the provincial government undertakes a comprehensive review and broad consultation with local governments. There has been no direct response from the Province to this moratorium request and it is staff's opinion that the July 13, 2018 changes to the Provincial ALR regulations on the production of cannabis on farmland is only a partial response.

On May 28, 2018, Richmond City Council supported the following motion and letters were sent to all individuals identified:

That a letter be sent to the Premier of BC, the BC Minister of Agriculture, and the BC Minister of Finance, with copies to all Richmond Members of the Legislative Assembly, the Leader of the Third Party, the Leader of the Official Opposition, and the Chair of the BC Agricultural Land Commission requesting that the province impose a temporary moratorium on the use of lands in the Agricultural Land Reserve for cannabis production.

The above referenced recommendations from the BC Minister of Agriculture's Advisory Committee interim report to the Minister of Agriculture, the position of the UBCM Executive and Richmond Council's previous motion (May 28, 2018) all note significant concerns about the production of cannabis in the ALR. As noted in summary table contained in Attachment 4, there has been no action by the Provincial Government in response to the requested moratoriums tabled by numerous local government's and related organizations across the Province. The lack of response and direct action by the Province on these moratoriums support Council's repeated request and continued pressure on the Province to establish a moratorium on the cultivation of cannabis on farmland.

Financial Impact

None.

Conclusion

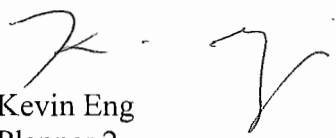
This report provides information in support of Council's November 13, 2018 referral referencing the significant concerns that remain and shortfalls of the current regulatory framework in regards to the Provincial Government continuing to permit the cultivation of cannabis as a farm use in the ALR. The negative impacts to agricultural viability that are expected to result from the current provincial framework include:

- Loss of land with high-quality agricultural soils for food production purposes, which reduces food security provincially and at the regional/local scale.
- Reduced food production capacity from the conversion of greenhouses to cannabis production.
- Displacement of existing greenhouses that have been converted to cannabis production into other land in the ALR, resulting in continued loss of prime arable soils in the ALR.

- In addition, allowing cannabis production in the ALR as a farm use is not consistent with public/stakeholder feedback conducted by the BC Minister of Agriculture's Advisory Committee and does not respond to the numerous requests submitted province-wide to establish a moratorium on the production of cannabis in the ALR.

On this basis, staff recommend the following:

- That the information contained in this report be received and endorsed; and
- That this report be forwarded along with Richmond City Council's written request to the Provincial Government that:
 - a. a moratorium on the cultivation of cannabis on farmland be established by the Provincial Government;
 - b. cannabis be eliminated from the *Farm Practices Protection (Right to Farm) Act*; and
 - c. local governments be permitted to determine whether or not cannabis should be grown on farmland within the municipality.


Kevin Eng
Planner 2

KE:cas

- Att. 1: BC's Food Self-Reliance (Ministry of Agriculture 2006 information report)
- 2: Metro Vancouver's Regional Food System Action Plan
- 3: Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission – Interim Report from the BC Minister of Agriculture's Advisory Committee
- 4: Summary Table: BC Minister of Agriculture's Advisory Committee Recommendations and Provincial Government Response

B.C.'s Food Self-Reliance

Can B.C.'s Farmers Feed Our Growing Population ?



Context of Results

The attached report was conducted by the Ministry of Agriculture and Lands in 2006.

The goal of the study was to get a perspective on total food production and food self-reliance in the Province of British Columbia. The study used a methodology to estimate food self-reliance using farm gate production rather than wholesale value.

The report is an information piece, and does not necessarily represent current or future policy direction. The statistical data in the report is factual and will be used to develop benchmarks for further research and study by Ministry staff.

EXECUTIVE SUMMARY

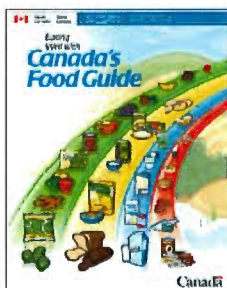
The question of food self-reliance is often raised at sustainable development planning exercises. Previous estimates of food self-reliance in B.C. have compared product flows at the wholesale level. The use of wholesale prices provides some insight into the planner's question, but it does not connect the food productive capacity to the resources in the province or the community that planners can influence. A more useful tool for sustainable development planners would be a link between food self-reliance and the resources they influence - land and water.

The general approach of this study is to estimate the food self-reliance in B.C. at the primary production level, and to use this information to examine the impacts of a change in eating habits and a change in population on the level of food self-reliance in B.C.



Production and consumption information from 2001 is used in the calculations. It is estimated that B.C. farmers produce 48% of **all** foods consumed in B.C. and produce 56% of foods consumed that can be economically grown in B.C. The following table shows the level of self-reliance for the different food groups.

| Food Group | B.C. Consumption Million Kg's | B.C. Production Million Kg's | % Self-Reliant |
|----------------------------------|----------------------------------|---------------------------------|----------------|
| Dairy | 1080 | 617 | 57% |
| Meat & Alternatives ¹ | 467 | 298 | 64% |
| Vegetables - Grown in B.C. | 764 | 331 | 43% |
| Fruit - Grown in B.C. | 172 | 273 | 159% |
| Grain for Food | 315 | 43 | 14% |
| Total - Grown in B.C. | 2798 | 1562 | 56% |
| Fruit - Not Grown in B.C. | 310 | | |
| Vegetables- Not Grown in B.C. | 1 | | |
| Sugar | 136 | | |
| Total - B.C. | 3245 | 1562 | 48% |



When comparing current production to recommended consumption by *Canada's Food Guide to Healthy Eating*², B.C.'s food self-reliance drops to 34%. This is primarily because a healthy diet recommends a higher level of consumption of fruits and vegetables over actual 2001 consumption levels and fruits and vegetables is a food group in which B.C. is not self-reliant³.

¹ Alternatives includes pulses and nuts.

² Published by Health Canada. http://www.hc-sc.gc.ca/fn-an/food-guide-aliment/index_e.html

³ While B.C. produces and exports a lot of fruit, B.C. still imports 3 times as much fruit as it exports.

Given the production technology available today, over half a hectare of farmland (0.524 ha) is needed to produce the food for one person for one year. This is roughly equivalent to 6 city lots. In order to produce a healthy diet for British Columbians, farmers need 2.15 million hectares of food producing land of which 10% (215,000 hectares) needs to be irrigated. In 2005 the Ministry of Agriculture and Lands estimated that approximately 189,000 hectares of farmland had access to irrigation.

To produce a healthy diet for the projected B.C. population in 2025, farmers will need to have 2.78 million hectares in production of which 281,000 will need access to irrigation. This means that to produce a healthy diet for British Columbians in 2025, given existing production technology, the farmland with access to irrigation will need to increase by 92,000 hectares or 49% over 2005 levels.

To maintain the current level of self-reliance through to the year 2025, farmers will need to increase production by 30% over 2001 levels. The increased production will be concentrated on the land that has access to irrigation – land that is typically near the urban centers.



OUTLINE

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1. Background

The question of food self sufficiency is often raised at sustainable development planning exercises. The focus of food self sufficiency can be on a local area, a region or a province. The basic question behind the discussion of food self sufficiency can be framed as follows:

‘What portion of the food consumed in a (local area, region, province) is produced in that area and, as the population grows, what is needed to maintain or expand the portion of food produced in that area?’

The term food self sufficiency can include an element of affordability. The question from the sustainable planning perspective is more related to capacity – what is our capacity to produce our own food? The term self-reliance has been used to better fit the sustainable development planning perspective.

The population in British Columbia is projected to grow by 30% from 2001 to 2025⁴. Over the same period the demand for food will experience a similar 30% increase. Some sustainable development planners are beginning to include food in sustainability considerations. The question they ask is ‘Can our farmers meet the increase in demand for food - can they continue to feed us?’

The answer to this question is complex. It depends on consumer demands, the level of production technology in the farming community, the availability of farmland and water for irrigation, the impact of global markets (imports and exports) and others. The ability to analyze the question is further challenged by the lack of complete and accurate data for all these elements.

Two previous studies on food self-reliance in British Columbia (Markham and Riemann)⁵ looked primarily at the flow of products at the wholesale level. The advantage of this approach is that it captures food at the same point in the marketing channel and data for the main marketing channels is readily available. The disadvantages are:

- it captures a point in time, which can be influenced by large annual swings in production,
- it needs to account for imports and exports which adds an additional level of inaccuracy to the estimates,
- it does not consider yearling cattle produced in B.C. and shipped out of province for finishing,
- it does not account well for farm direct marketed products, and
- it does not consider the forage and grain inputs used for livestock production.

The use of wholesale value provides some insight into the planner’s question, but it does not connect the food productive capacity to the resources in the province or the community where the planners are working. A more useful tool for sustainable development planners would be a link between food self-reliance and the resources the planners influence - land and water.

⁴ Lower Mainland Employment Study; Coriolis Consulting, 1999

⁵ Reference on page 8.

2. Introduction

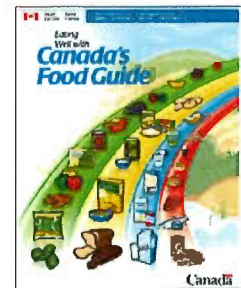
The goal of this study is to develop a methodology to estimate food self-reliance using farm gate production rather than wholesale value. This approach will provide a link between the food productive capacity of the province and the land base, water resources, and changing food needs of the population.

The results of the study will help answer the following questions:

- what is our current level of food self-reliance?
- what impact will a growing population have on our food self-reliance?
- what impact will changing food consumption patterns have on our food self-reliance?

The approach used in this study is different from previous studies in that it:

- examines primary production (farm gate) rather than wholesale value.
- uses land in production and average yields to estimate production rather than the value of production that reaches the wholesale level.
- estimates the amount of land needed for self-reliance now and in the future.
- compares production to both actual consumption and the recommended consumption according to *Canada's Food Guide to Healthy Eating*.



Using farm gate production eliminates some of the challenges of the wholesale value approach. Specifically it:



- eliminates the need to address imports and exports as they net out (on a weight basis) in the production approach,
- captures all the direct market sales by capturing the production,
- includes the weight of all yearling calf production in B.C., and
- includes forage and grain production required for livestock feed.

An added benefit of using farm gate production as compared to wholesale value is that food production can be connected to farmland. Connecting food production to the land base provides the opportunity to explore the impacts of changes in population and production technology on the land needs for the future, and enables policy makers to better understand the impacts of land use policy decisions on B.C.'s food self-reliance.

The methodology can examine the impact of production technology (through improved yields), however, that analysis is beyond the scope of this study. For the analysis and discussion of the impacts of population growth in this study, it is assumed that food production technology is held constant.

3. General Approach

The general approach of this study is to estimate the food self-reliance in B.C. at the primary production level. An important consideration was to structure the analysis so that it could be repeated in the future. The majority of the data used is obtained from Statistics Canada. For this report the 2001 census data was used. Specific references are included in the bibliography in Section 9.

A number of data challenges were identified in Sections One and Two. They include: accounting for cross border food product flows, estimating production, accounting for forage and feed grain for livestock production, and considering the responsiveness of food production to market pressures. The following paragraphs outline how these challenges were addressed.



Cross-Border Food Product Flows

Commodities that are produced in B.C. for trade create a challenge when analysing food self-reliance at the wholesale level. For example B.C. produces high quality greenhouse tomatoes that are sold to the U.S while at the same time it imports less expensive field tomatoes from California. Estimating farm gate production directly eliminates the need to use imports and exports to estimate what portion of the wholesale value is produced in B.C. The wholesale value approach will also tend to overestimate B.C. production on a weight basis as B.C. tends to export high value tomatoes and import lower value tomatoes⁶.

B.C. yearling cattle are often sold to Alberta where they are fed for a period of time before slaughter. Some of this meat is shipped back to B.C. for consumption. In this study, for calves finished out of province, the calf to yearling stage of production in B.C. was added to B.C. production.



Estimating Production

Estimating production poses the challenge of capturing the growing farm direct market sales, and adjusting for unusually large or small crops in the study year. These two challenges are addressed by estimating the area of production and multiplying by an average or standard yield. The advantage of this approach is that it smoothes production spikes, includes production for farm direct sales, and better estimates B.C.'s production 'capacity'. It may, however, overestimate production in some areas where farm management practices vary significantly, i.e. forage and pasture management on small acreages.

⁶ This means that \$10 of exports may relate to 5 lbs of tomatoes exported while \$10 of imports may relate to 10 lbs of tomatoes imported.

Inputs for Livestock Production

Forage and grain inputs are required to feed livestock in order to produce meat, eggs and dairy products. B.C.'s ability to meet the feed requirements of these animals is included in the analysis of food self-reliance.

Other Considerations

Agricultural land produces more than just food, and food also comes from B.C.'s ocean and rivers. The focus of this study was to connect the land based food production to the land. The food self-reliance was estimated with and without seafood, and the non-food agriculture production is also estimated.

The soils and climate in B.C. can support the production of many food products, however, some popular foods such as bananas, some vegetables and citrus fruit cannot be produced economically in B.C. Self-reliance is calculated for foods produced in B.C. and also when including foods not normally produced in the province.



4. Other Studies

There has been limited work done on addressing the issue of food self-reliance in a large regional area. Much of the work examining the term 'food self sufficiency' involves providing food to disadvantaged groups, looking at very small regional production areas and including consideration for food prices.

Two studies have looked at food self-reliance in B.C., Markham (1982)⁷ and Riemann (1987)⁸. Van Bers (1991)⁹ did a future estimate of self-reliance in 5 provinces for the year 2031 and Warnock (1982)¹⁰ did a less rigorous estimated of self-reliance in 1982. The results are summarized in Table 1:

⁷ Markham, Roe. *Supply and Demand Balance in the B.C. Food Sector: A Statistical Analysis*. ARDSA Project No. 271304. (1982).

⁸ Riemann, Walter. *The B.C. Food Balance*. B.C. Ministry of Agriculture and Fisheries (1987).

⁹ Van Bers, C. 1991. *Sustainable Agriculture in Canada : a scenario of the future*. M.A. Thesis, University of Waterloo, ON

¹⁰ Unpublished report – no longer available

| Table 1 Summary of Self-Reliance Estimates of Previous Studies in BC | | | | | | | |
|--|------|------|------|------|------|------|-------|
| | 1975 | 1978 | 1980 | 1982 | 1984 | 1985 | 2031 |
| Markham | 51% | 53% | 56% | | | | |
| Warnock | | | | 47% | | | |
| Reimann | | | | | 69% | 73% | |
| Van Bers | | | | | | | < 50% |

Both Markham and Riemann looked at foods produced in B.C. and used the wholesale value of production and consumption. Looking at wholesale value (\$) as compared to quantity (weight) will tend to increase the estimated level of self-reliance because:



- B.C. tends to produce more high value to weight products (e.g. more meats as compared to vegetables), and
- B.C. produces more high value products within commodity groups. For example B.C. produces more greenhouse vegetables relative to field vegetables, and more fluid milk relative to industrial milk.

The main difference between Markham's and Riemann's results are their estimates for red meats – Markham estimated roughly 25% self-reliance while Riemann estimated 49%. The different estimates are primarily the result of Riemann considering the B.C. contribution of yearling cattle to the Alberta feedlots, while Markham did not.

Warnock concluded that BC was 47% self-reliant and that to maintain this level would require a 40-60% increase in production to the year 2000. The complete paper was not available¹¹.

Van Bers (1991) conducted a futuristic estimate of food self-reliance for 5 Canadian provinces in 2031. The study looked at food groups but excluded meat and animal feed. The estimates for B.C. are shown below in Table 2:

| Table 2 Van Bers - Self-Reliance Estimates for B.C. - 2031 | |
|--|-----|
| Vegetables | 23% |
| Fruit | 25% |
| Grain – Food | 86% |
| Grain – Feed | 16% |
| Forage / Hay | 69% |

Van Bers estimate suggests a total level of self-reliance at or below the other studies.

¹¹ The author was contacted and indicated it was not a very rigorous study

5. Results

This section summarizes the results of the two approaches taken by this report to estimate food self-reliance in B.C.

Table 3 summarizes the results for the comparison of actual consumption to B.C. production in 2001. Table 4 is a summary of the comparison of consumption as recommended by the *Canada's Food Guide to Healthy Eating* to B.C. production in 2001.

Production Compared to Actual Consumption

The estimates in Table 3 separate the foods that are grown in B.C. from the foods that are not grown in B.C. Fish is considered separately. Feed and forage needs for the production of meat and dairy are estimated. Both are noted at the bottom of Table 3 for interest.

These results are consistent with previous studies and with the prevailing perceptions in industry and government agencies¹². Self-reliance estimates on a commodity basis are presented in the detailed data sheets in Section 9.

| Table 3 Summary of Comparison of Food consumed in B.C. and Food Produced in B.C. | | | |
|--|--|--|-----------------------|
| Food Group | B.C. Consumption Million Kg's | B.C Production Million Kg's | % Self-Reliant |
| Dairy | 1080 | 617 | 57% |
| Meat and Alternatives | 467 | 298 | 64% |
| Vegetables - Grown in B.C. | 764 | 331 | 43% |
| Fruit - Grown in B.C. | 172 | 273 | 159% |
| Grain for Food | 315 | 43 | 14% |
| Total - Grown in B.C. | 2798 | 1562 | 56% |
| Fruit - Not Grown in B.C. | 310 | | |
| Vegetables- Not Grown in B.C. | 1 | | |
| Sugar | 136 | | |
| Total - B.C. | 3245 | 1562 | 48% |
| Fish | 38 | 179 | 471% |
| Forage and Feed Grain | 3538 | 3795 | 107% |

If fish is added to the land based production it would raise the self-reliance on products produced in B.C. from 56% to 61% and total food from 48% to 53%

¹² Anecdotal evidence from the author's interactions with other agencies indicates there is a general perception that B.C. is roughly 50% self-reliant in food production

While the level of feed and forage production meets the input needs of the industry on a weight basis, it does not meet the needs on a grain/forage ratio basis. Currently the horse industry uses over 200 million kilograms¹³ of forage per year that is not part of food production and the poultry, dairy and hog sectors use more grain than is produced in B.C.

The dairy sector has recently received a higher relative allocation of the national milk quota so it is likely that self-reliance in dairy food products will be higher in 2006.¹⁴



Production Compared to Consumption Based on Canada's Food Guide to Healthy Eating

Canada's Food Guide to Healthy Eating makes recommendations in 'servings per day'. For a comparison to actual production, production had to be converted to servings per day. Table 4 shows the actual and recommended consumption in servings per day and compares them to actual production in servings per day.

| Table 4 Summary of Food Guide Recommendations with Food Produced in B.C. | | | | | | |
|--|---|---------------|--|---|---|--|
| Food Group | Daily Servings (consumption) | | | Home Grown Production Million Kg's | Home Grown Production as % of Recommended (Food Guide) | Home Grown Production as % of Consumption |
| | Food Guide | Actual | Actual as % of Food Guide | | | |
| Dairy | 2.87 | 2.23 | 78% | 1.28 | 45% | 57% |
| Meat & Alternatives | 2.25 | 2.37 | 105% | 1.49 | 66% | 64% |
| Fruits | 3.75 | .75 | 20% | 1.47 | 39% | 159% |
| Imports ¹⁵ | | 1.18 | 31% | | | |
| Vegetables | 3.75 | 2.91 | 78% | 1.6 | 41% | 43% |
| Grain - Food | 8.5 | 9.8 | 115% | 1.3 | 15% | 14% |
| Total | 21.12 | | | 7.14 | 34% | |
| Fish | .25 | .25 | 100% | 1.09 | 436% | |

Canada's Food Guide to Healthy Eating recommends higher consumption of dairy, fruit and vegetables and lower consumption of meat and grains than is currently consumed in B.C.

Imported fruits have been included (tan colour) in the comparison of British Columbians' actual consumption to the recommended consumption. Combining the locally grown fruit (20%) and import fruit (31%) totals actual consumption of 51% of the Food Guide recommendation for fruits.

When looking at the foods we produce, a shift to the recommended healthy diet by all British Columbians would reduce our food self-reliance to 34%.

¹³ Ministry of Agriculture Fisheries and Food, *B.C. Horse Industry in the 1990's*. 2000

¹⁴ This may reduce self-reliance in forage production, however, it will depend on how and where the increased production occurs.

¹⁵ This may reduce self-reliance in forage production, however, it will depend on how and where the increased production occurs.

6. Discussion and Implications

6.1 Trends in Food Self-Reliance

While it is difficult to summarize across studies that use different methodologies, the various analysis of B.C.'s food self-reliance indicate B.C. is at best maintaining past levels of self-reliance. Previous studies, most focusing on products B.C. farmers produce, have estimated self-reliance between 47% and 73%. The estimate of 56% in this study is in that range.

Self-reliance in supply managed¹⁶ commodities was limited in the 1980's and 1990's by a national policy of allocating quota on historical population distributions. B.C. producers have recently been given additional quota based on actual population so the level of self-reliance will likely increase in these sectors in 2006 – particularly in dairy.

The population of B.C. has increased 82% from 1971 to 2001. Agriculture (including non-food) output, adjusted for inflation, has gone up 114 %¹⁷ over the same period. Farm output¹⁸ has been able to grow along with an expanding population to meet market demand. How long B.C. farmers can continue to meet this growing demand for food is uncertain.

6.2 Land Needs for Self-Reliance

The methodology used in this study connects the food production to the land base. This provides the opportunity to estimate the land needed to produce food for British Columbians today and in the future.



Table 5 is a summary of the land needed to produce a healthy diet for one person. It is important to recognize that some foods can only be economically produced on land that is irrigated¹⁹. Land that needs to be irrigated is noted in green and includes fruit, vegetable and dairy production.

¹⁶ Production of dairy and poultry products in B.C. are regulated under the Natural Products Marketing Act. The Act limits imports and allocates production (supply) in B.C.

¹⁷ Statistics Canada Census of Agriculture adjusted by the CPI for food.

¹⁸ Farm output includes non-food agriculture such as floriculture and nursery that have shown very high growth over this period.

¹⁹ Farmland can be very broadly divided into land that does not have access to additional water (dry land farming) and land that has access to water for irrigation. Many crops, particularly fruits and vegetables need supplemental water to be economically grown in most of B.C.

| Table 5 Hectares Needed to Produce a Healthy Diet for One Person | | | | | |
|--|----------------------|-----------------------|------------------------|---------------------------------|------------------------------------|
| | Servings /day | Raw Weight/day | Raw Weight/Year | Yield/Ha/yr²⁰ | Hectares Needed (Irrigated) |
| Dairy | 2.87 | 718 g | 262 L | 13,000 L | .020 |
| | | | | Grain | .048 |
| Meat | 2.5 | 188 g | 68.6 kg | | .394 |
| | | | | Range ²¹ | |
| Grains | 8.5 | 140 g | 51.1 kg | 1,750 kg | .029 |
| Vegetables | 3.75 | 225 g | 82.1 kg | 6,600 kg | .0177 |
| Fruit | 3.75 | 319 g | 116 kg | 9,600 kg | .0152 |
| Total | | | | | .471 |
| | | | | | .053 |

Combining the 0.471 ha of non-irrigated land with the 0.053 ha of irrigated land adds up to just over one half a hectare(0.524ha) of producing agriculture land is needed to produce a healthy diet for one person for one year. 10% of the land needs to have access to irrigation. In 2001, British Columbians needed 2.15 million hectares of food producing land to meet their food needs. 217,000 hectares of that land needed to be in the fruit, vegetable and dairy producing areas and have access to irrigation. By 2025, with similar production technology, British Columbians will need 2.78 million hectares of food producing land, of which 281,000 hectares would need access to irrigation, to meet their food needs. In 2005 the Ministry of Agriculture and Lands estimated that approximately 189,000 hectares of farmland in B.C. had access to irrigation.



In 2001 farmers in the fruit, vegetable and dairy producing areas reported irrigating 88,000 hectares - approximately 40% of what is needed for self-reliance. Interestingly, the estimated level of self-reliance in the sectors that need irrigation, dairy, fruit and vegetables, was 45%, 39% and 41% respectively – close to the proportion of reported hectares under irrigation²².



6.3 Pressure on Agriculture Land

The study indicates that as population grows and the demand for food grows, major pressure on agriculture land will likely come in the form of:

- the need for more irrigated land in the fruit, vegetable and dairy producing areas, and
- the need for more broadly applied pasture/forage management practices.

²⁰ Farmland can be very broadly divided into land that does not have access to additional water (dry land farming) and land that has access to water for irrigation. Many crops, particularly fruits and vegetables need supplemental water to be economically grown in most of B.C.

²¹ Farmland can be very broadly divided into land that does not have access to additional water (dry land farming) and land that has access to water for irrigation. Many crops, particularly fruits and vegetables need supplemental water to be economically grown in most of B.C.

²² Some irrigated land is for forage production for beef operations and in a few small areas fruits and vegetables can be grown without irrigation

The largest self-reliant shortfall in B.C. is in fruit and vegetable production. To be economically viable, fruit and vegetable production in B.C. needs irrigation. In 2001 farmers located in the main vegetable, fruit and dairy producing regions reported irrigating approximately 40% of the land needed for food self-reliance.

If prices for imported fruits and vegetables begin to rise, there will be significant pressure to bring more irrigated farmland into production to meet local demand.

The estimate for animal feed and forage self-reliance is based on the assumption that all census farms are using good pasture management techniques - achieving average production levels of 75% of those achieved in forage trials. This is not always the case. To continue to achieve self-reliance in animal feed and forage production the management of pasture land, particularly on small parcels around the urban centers, will need to be improved.

6.4 Regional Considerations

Agriculture production in B.C. is regionalized. For example, grains and oilseeds are produced primarily in the north, beef ranching occurs mainly in the Interior, the majority of tree fruits are produced in the Okanagan, dairy is concentrated in the Fraser Valley and north Okanagan, and the major production area for small fruits and vegetables is in the Fraser Valley. These regional differences are primarily driven by climate and soil type. Regional production differences need to be considered when evaluating farmland needed to meet the food needs in B.C. For example for B.C. to expand small fruit and vegetable production it will need access to more farmland with irrigation in the Fraser Valley or Vancouver Island. If B.C. needs to expand tree fruit production it will need access to more farmland (with access to irrigation) in the Okanagan.



6.5 Production from Dry Land Compared to Irrigated Land

The table below further illustrates, in very general terms, the difference in production potential between dry land and irrigated land²³.

| | <u>Land Base</u> | | <u>Sales</u> | |
|---------------------------|------------------|-----|--------------|-----|
| | ('000ha) | % | (\$million) | % |
| Farmed Land | 2,587 | | 2,224 | |
| Dry Land Production | 2,476 | 96% | 1,328 | 60% |
| Irrigated Land Production | 111 | 4% | 896 | 40% |

Commodities that normally use irrigation make up only 4% of the producing land while accounting for 40% of the farm gate receipts.

²³ Irrigated land from Census of Ag 2001. Irrigated land sales included field vegetable, all fruits, grapes, nursery and dairy. Indoor agriculture (poultry, hog, mushroom, greenhouse) that also needs access to water was not included. It appears that the methodology is effective as a broad indicator of the need for irrigation for food production.

6.6 Role of Greenhouses in Food Production

Greenhouse production technology is very efficient at producing certain food crops. For a specific commodity, greenhouse production on a square meter basis can be 20 times higher than field crop production. Currently only 3 major vegetable crops are produced in greenhouses - tomatoes, peppers and cucumbers and the products produced in greenhouses tend to be at the 'premium' end of the price and quality spectrum. Greenhouse production currently meets 48% of tomato consumption, 150% of pepper consumption and 75% of cucumber consumption in B.C.



The limited number of food crops that can be economically grown in greenhouses in B.C. suggests that both greenhouse and field crop production are needed to meet the quantity and diversity of food needs in B.C.



6.7 Non-Food Production on Farmland

In 2001 the non-food sectors used 150,000 hectares of farmland to produce agriculture products. The sod, floriculture and much of the nursery production need access to irrigation.

| Commodity | Hectares in Production |
|-----------------|------------------------|
| Nursery | 42,077 |
| Sod | 837 |
| Christmas Trees | 6,018 |
| Floriculture | 3,000 |
| Horses | 100,000 |
| Total | 151,932 |

Floriculture greenhouse farms are averaged at 4 hectares in 2001²⁴ and the horse estimate is from the 1998 Horse Industry Survey.

Land in the Okanagan, Fraser Valley and Vancouver Island is capable of producing a wide range of food products, but the actual use of farmland is market driven. If the demand for food increases and production of specific food crops becomes more profitable for food production than non-food production, the land currently used for non-food production may shift from non-food to food crops.

²⁴ The number of floriculture producers was used with an estimate of 4 ha per farm.

7. Data Challenges and Future Considerations

A number of data challenges arose when doing this study. The author chose to use readily available sources so the study could be duplicated in the future. The more significant challenges were in estimating consumption statistics and estimating production yields.

Consumption Statistics

Consumption statistics are currently available on a national basis only. There are differences in food preferences between provinces that may affect the estimated food consumption on a provincial basis. Due to the ethnic make-up of B.C.'s population, certain foods are in higher or lower demand than in other provinces and may differ from the national reported amount. This affects the quality of consumption data for non-staple commodities, such as Chinese cabbage, mushrooms and goat meat.

Yield Estimates

The information used for the average yield estimates are not all from the same source. The method used was to first take the most reliable yield estimate provided by Crop Insurance²⁵, and then to use Ministry of Agriculture and Lands (MAL) planning budgets²⁶ to fill in the blanks. "Crop Insurance" estimates are assumed to be more accurate (updated) as the entity is paying out money based on these estimates. MAL planning budgets are considered a reliable source as the tool is designed by Ministry specialists to help planning initiatives for B.C. farmers. The issue is that some of the stated average yields are from older sources. Therefore, it is uncertain how reliable these estimates are given recent technology changes in the industry. The estimates used from planning budgets are published between 1988 and 2002 (publication dates vary on a commodity basis).

The two sources use different methods, as the yield estimates are used for different purposes. At this point the two sources are the most accurate information available.

Yield estimates are mostly based on production in the Fraser Valley and Okanagan regions. In addition, average yields differ for processing crops as compared to fresh market sales. This data is not available for all processing crops and for consistency purposes is ignored in this study. It should be noted that only a small percentage of B.C.'s crops go for processing.

A complete list of average yields for crops grown in BC would be an asset for future versions of this study. This data should take into account regional growing/management differences and crops for processing, as crops for processing typically have higher yields.

The estimated waste factors applied to food "Disappearance" data in "Food Statistics" are experimental. Likewise, the methods in which these factors are applied to estimated production are experimental.

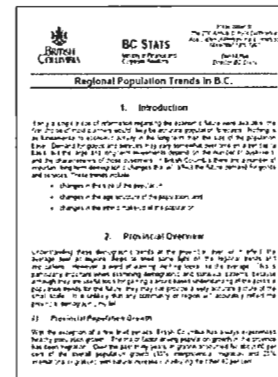
²⁵ The Crop Insurance program is a production insurance program for farmers of specific crops. Farmers pay an annual premium for coverage against crop failure. Payouts are based on 'average yields'.

²⁶ Ministry of Agriculture and Lands did a series of planning budgets (*Planning for Profit*) for different crops and livestock. Part of the planning budget involves estimating production.

The weight per serving for fruits, vegetables and grain products are estimates. The USDA National Nutrient Database is a standard reference; however, matching difficulties between consumption, production, recommended consumption and the database do occur.

“Food statistics”²⁷ were first published in 1976, and similar studies have been done to note changes in consumer behaviour with the release of new health information. Insight could be gained on a provincial basis by comparing changes in BC production, since farmers typically alter production in response to consumer demand. Further analysis could also indicate how fast BC farmers can respond to changes in consumer behaviour.

Taking demographics into consideration in this study offers valuable information now and in the future. In a ten year period B.C. will see a major demographic shift. The major variables of the shift will occur as outlined in *Regional Population Trends in BC*²⁸, are changes in the age structure, size and ethnic make-up of the population. Measuring these changes can help shed light on how B.C.’s food needs shift with demographics.



8. Methodology and Detailed Analysis

8.1 Consumption and Production Data

Per capita “food disappearance” and “actual consumption” is disclosed in Stats Canada’s annual publication, “Food Statistics.” Consumption data for 2001 is used in comparison to production data from the 2001 Census. Total B.C. food consumption is based on the reported population of B.C. for 2001 (3,907,740 persons).

Food Statistics refers to “Food Disappearance” as the amount of food available for consumption. B.C.’s food self-reliance, on a commodity basis, is the ratio of B.C. production to “Food Disappearance” data.

The amount of recommended food intake is the amount of food that is actually consumed rather than the amount of food available for consumption. To determine self-reliance on a food group basis, “Food Disappearance” data and B.C. production estimates are adjusted to account for food wastage. These adjustments produce comparable data to Health Canada’s recommended food consumption. In “Food Statistics” the consumption data adjusted for food wastage is referred to as “Actual Consumption”.

The waste factors used to calculate “Actual Consumption” account for retail, household, cooking and plate loss. The waste factors may vary from year to year. This study used waste factors on a commodity basis for consumption data averaged over three census years, 2001, 1996 and 1991.

²⁷ Statistics Canada Catalogue no. 21-020-XIE

²⁸ A publication of B.C. Stats, <http://www.bcstats.gov.bc.ca/data/pop/pop/apecb97.pdf>

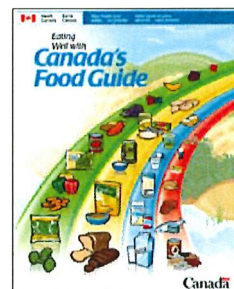
The estimated weight per serving differs on a commodity basis for raw and processed foods. Similarly, for consumption data, processed commodities have different waste factors than fresh products. In order to get production data in the same terms, the percent of production to processing on a commodity basis is estimated. The percent to processed sales for 2001 is applied to estimated production to get the amount of production to processing on a commodity basis. The amount of production that goes to processing is adjusted by a waste factor for comparison to consumption data. The adjustment results in a better estimation of what is actually consumed from what B.C. farmers produce.

B.C. production is estimated by using the reported producing area for 2001 multiplied by the average yields. Average yield estimates are derived from “Crop Insurance” data and Ministry of Agriculture and Lands commodity planning budgets. Yield data from “Crop Insurance” are considered a better estimate and are used when available. Otherwise, the “average” yields from Ministry of Agriculture and Lands planning budgets are used.

Consumption data for fruits and vegetables separates fresh and processed items. To determine BC’s self-reliance on a commodity basis, the processed amounts for fruit and vegetables are converted to its fresh equivalent weight for a fair comparison to production data. This conversion is not necessary for the comparison of recommended consumption and production data as recommended serving sizes differ between fresh and processed goods.

8.2 Food Guide Recommendations

The recommended consumption on a food group basis is from *Health Canada’s Food Guide to Healthy Eating*. The guide places food into the following four groups: “Grain products”, “Vegetables and fruit”, “Milk products”, and “Meat and alternatives”. Foods that are not included in these groups fall into the “Other” food category. These foods tend to be low in nutritional value and high in fat. Health Canada recommends citizens limit the intake of these foods for obvious health reasons. These items are not included in the approach to self-sufficiency on a food group basis.



The recommended number of servings an individual should consume everyday from the four food groups will vary with his or her activity level, body size, age and gender. For women, it will vary when pregnant or breastfeeding. The recommended daily intake is 5-12 servings of grain products, 5-10 servings of vegetables/fruits and 2-3 servings of Meat and alternative products. For milk products a more personalized recommended number of servings are given. The recommended intake for children 4-9 years of age is 2-3 servings per day. For youth 10-16 years of age the recommended intake is 3-4 servings per day. For adults the recommended intake is 2-4 servings per day, and if breastfeeding or pregnant 3-4 servings per day.

For comparison to production estimates and land needs it is necessary to find an absolute serving size per food group. Health Canada gives a range of servings to indicate to individuals that their consumption levels will vary based on personal characteristics.

BC’s demographics were considered while estimating an absolute recommended number of servings per food group. The main variables taken into consideration are age structure and the gender sex ratio. The 2001 “Average person profile” published by BC Statistics indicates: 25% of the population is less than 20 years of age, 36.3% is 20-44, 25.1% is 45-64, 13.6% is 65 and older, and the mean age is 38.4 years. The population is 51% female and 49% male.

After analysis of demographical information it is concluded that there is not significant evidence to take a number other than the average of the range for the number of recommended servings. The purpose of this estimation is to determine the number of servings that would meet the requirements of the indicated characteristics of the 2001 population.

A weighted average is used to find the average number of servings for milk products. The guide recommends a range of servings for this food group based on age and if pregnant or breastfeeding. The 2001 census profile gives the age distribution. Some age categories are not grouped the same between the food guide and census profile, thus, some estimates were made in the calculations. The 2000/01 birth population is used to give an estimate of the population that is either pregnant or breastfeeding.

For comparative analysis, consumption and production data is converted to servings consumed/produced per day. In order to accomplish this, a weight per serving on a commodity basis is necessary. The Food Guide discloses serving sizes on a weight basis for fluid milk and meat products. For the other groups it is not as clear cut. Refer to “Canada’s Food Guide to Healthy Eating” for serving size descriptions. For instance, the guide indicates that a slice of bread is equal to one grain serving. For conversion purposes, the amount of grain present in a slice of bread is estimated and used as the recommended serving size. The recommended amount for fruits and vegetables is also given as a qualitative description rather than measured by weight. To determine weight per serving on a commodity basis, the USDA National Nutrient Database is used to provide a standard reference. The weight of a recommended serving is estimated based on matching descriptions with the Nutrient database. Refer to the supplement material for more detail on how the tool is applied.



9. Data Tables

BC Food Self Reliance Data Tables

metrovancouver



REGIONAL FOOD SYSTEM ACTION PLAN 2016

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THE REGIONAL FOOD SYSTEM STRATEGY

The *Regional Food System Strategy (RFSS)* was adopted by Metro Vancouver in 2011, with a vision to create, “a sustainable, resilient and healthy food system that will contribute to the well-being of all residents and the economic prosperity of the region while conserving our ecological legacy.” This food system approach illustrates the multiple ways food reaches our plates and the linkages among agencies, the private sector and communities working on food issues. The RFSS contains five goals and twenty-one strategies (see below) that highlight opportunities for all levels of government, the private sector, and civil society to advance actions that support the vision and public benefits derived from the regional food system.

THE REGIONAL FOOD SYSTEM STRATEGY FRAMEWORK

| Goals | Strategies |
|---|--|
| Goal 1: Increased Capacity to Produce Food Close to Home | 1.1 Protect agricultural land for food production |
| | 1.2 Restore fish habitat and protect sustainable sources of seafood |
| | 1.3 Enable expansion of agricultural production |
| | 1.4 Invest in a new generation of food producers |
| | 1.5 Expand commercial food production in urban areas |
| Goal 2: Improve the Financial Viability of the Food Sector | 2.1 Increase capacity to process, warehouse and distribute local foods |
| | 2.2 Include local foods in the purchasing policies of large public institutions |
| | 2.3 Increase direct marketing opportunities for local foods |
| | 2.4 Further develop value chains within the food sector |
| | 2.5 Review government policies and programs to ensure they enable the expansion of the local food sector |
| Goal 3: People Make Healthy and Sustainable Food Choices | 3.1 Enable residents to make healthy food choices |
| | 3.2 Communicate how food choices support sustainability |
| | 3.3 Enhance food literacy and skills in school |
| | 3.4 Celebrate the taste of local foods and the diversity of cuisines |
| Goal 4: Everyone has Access to Healthy, Culturally Diverse and Affordable Food | 4.1 Improve access to nutritious food among vulnerable groups |
| | 4.2 Encourage urban agriculture |
| | 4.3 Enable non-profit organizations to recover nutritious food |
| Goal 5: A Food System Consistent with Ecological Health | 5.1 Protect and enhance ecosystem goods and services |
| | 5.2 Reduce waste in the food system |
| | 5.3 Facilitate adoption of environmentally sustainable practices |
| | 5.4 Prepare for the impacts of climate change |

THE REGIONAL FOOD SYSTEM ACTION PLAN

While the broad framework of the RFSS considers the role of stakeholders across the entire food system, the Regional Food System Action Plan (Action Plan) adopts a narrower focus on actions that local governments are planning to undertake in the next 3-5 years that will concretely advance implementation of the RFSS. It also identifies a number of new strategic and collaborative actions that local governments can undertake together to advance efforts toward a resilient and sustainable food system in Metro Vancouver. The Action Plan is set within the context of the dedicated, progressive and innovative work already accomplished or underway by local governments, civil society groups and other food system stakeholders. In addition, this Action Plan is intended as a reference guide for local governments to learn from each other's respective actions and experiences.

Staff from local governments identified the actions in the Action Plan, including the new collaborative initiatives being proposed to respond to gaps and emerging directions. The Action Plan:

- Demonstrates the local government role through ongoing and planned actions;
- Identifies areas of the RFSS where more local government efforts are desirable;
- Recommends opportunities for collaborative local government action;
- Highlights actions that could be expanded across the region; and
- Provides a resource to learn from each other and signals where new partnerships can be pursued to address food system issues.

The Action Plan was developed by Metro Vancouver, member municipalities, the Tsawwassen First Nation and the BC Ministry of Agriculture. Input was also provided by regional and municipal Agricultural Advisory Committees, external stakeholders and a series of three Roundtable events hosted by Metro Vancouver in 2013 and 2014.

Ongoing engagement with stakeholders has resulted in an Action Plan that highlights:

- 160 existing actions planned by local governments to advance RFSS implementation;
- 18 new collaborative local government actions;
- Where local governments are most active in the food system, which is in: protecting agricultural land, supporting direct marketing, aligning policies to food system goals, supporting vulnerable populations' access to nutritious food, and encouraging urban agriculture;
- Areas where local governments are less engaged, including: using farmland for food production, supporting new farmers, facilitating local food processing capacity, increasing awareness of local food, promoting food recovery, and preparing for impacts of climate change;
- Emerging issues that have become more pertinent since the RFSS was adopted in 2011 and that require local government attention, including: food emergency planning; linking poverty, food & health issues; and building local government capacity to work with civil society groups; and
- A collaborative approach to implementation that ensures ongoing coordination among local governments.

Why an Action Plan?

The Action Plan is focused on the actions that local governments are planning to undertake in the next 3-5 years that will concretely advance the region towards a sustainable food system.

By consolidating planned local government activity, the Action Plan achieves more than the sum of its parts, by:

- Enabling knowledge transfer among local governments
- Providing an opportunity to expand best practices across the region
- Identifying opportunities to collaboratively address persistent and cross-jurisdictional regional food system issues

ROLE OF LOCAL GOVERNMENTS IN THE REGIONAL FOOD SYSTEM

Food system issues span government, private sector and community organizations, yet necessitate government leadership at all levels. The federal government has authority over national and international issues related to trade, agriculture, fisheries, health, and food safety. The province of British Columbia shares the government mandate for agriculture and health, while also having authority over economic growth, job creation, social welfare, transportation and the environment.

Local governments are more directly connected to communities and therefore are well-positioned to address food system issues related to land use, utilities, community services and to work directly with the civil society groups that are actively engaged in food system issues in their communities. Municipalities can capitalize on strengths to manage growth and development, diversify the economy, educate residents, support vulnerable populations and adapt to a changing environment. The regional district provides regional utility services for water, wastewater and solid waste and undertakes regional planning with an aim to guiding anticipated growth to the right places. This includes supporting the development of complete communities, protecting important lands (including agricultural lands), and enabling the provision efficient infrastructure, including transportation.

In Metro Vancouver, the combined efforts of the regional district, 21 member municipalities and the Tsawwassen First Nation creates an opportunity for a collective approach that can effectively address a wide range of food system issues. There remains a strong reliance on the provincial government to enable the policy, regulatory and fiscal framework. Partnerships with business, community organizations and educational institutions are also essential to advancing innovative solutions to address the challenges in the regional food system.

The Action Plan acknowledges a distinctive role for local governments in the Metro Vancouver region while recognizing that each local government has unique characteristics and circumstances and therefore addresses agriculture and food issues in its own way. For example, municipalities with

Definitions

With many sectors involved, there can be differing assumptions regarding some of the terminology. The following key terms were identified by stakeholders as important to define as used in the context of this Action Plan:

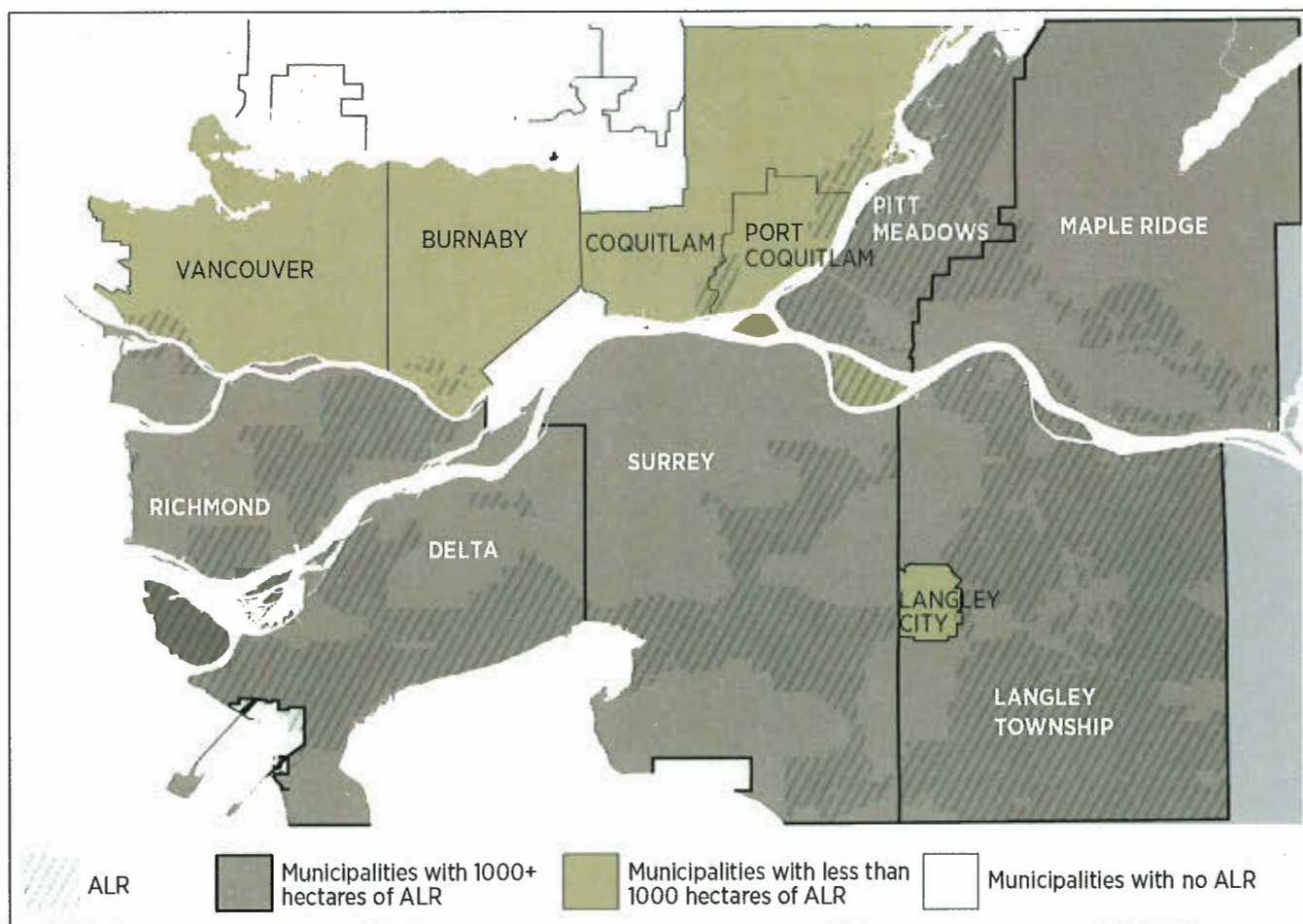
A Sustainable Food System is one that requires protecting and conserving the region's rich ecological legacy while taking actions that provide for ongoing profitability in the food sector, support healthier eating habits and address inequities in food access. A sustainable food system must also be resilient - capable of recovering from unforeseen setbacks and short-term crises. And, a sustainable food system is also a healthy system, one that improves the well-being of individuals and reduces the stress on the health care system through better food choices and eating habits (Metro Vancouver Regional Food System Strategy, 2011).

Food Security exists when all people, at all times, have physical and economic access to sufficient, safe and nutritious food to meet their dietary needs and food preferences for an active and healthy lifestyle (United Nations Food and Agriculture Organization, 2001).

Food Insecurity refers to the inability to acquire or consume an adequate diet quality or sufficient quantity of food in socially acceptable ways, or the uncertainty that one will be able to do so. It is often associated with lack of financial ability to access adequate food. (Health Canada, 1994)

significant agricultural land play a crucial role in protecting farmland and promoting the viability of agriculture. In Metro Vancouver, there are six municipalities that contain 95% of the region's agricultural land (Delta, Langley Township, Maple Ridge, Pitt Meadows, Richmond, and Surrey). For the purposes of the Action Plan, these municipalities are referred to as the "Agricultural" municipalities. Although other municipalities are also stewards of the Agricultural Land Reserve, most of the remaining lands are located within the Urban Containment Boundary, as defined by *Metro Vancouver 2040: Shaping our Future* (Metro 2040), the regional growth strategy.

THE AGRICULTURAL LAND RESERVE IN METRO VANCOUVER



CHALLENGES

The challenges identified in the RFSS remain pertinent - supporting healthier diets, reducing the carbon footprint of food, preparing for uncertain global food supplies, ensuring food security and creating opportunities for local food businesses. The ability of government agencies to work across multiple jurisdictions to capture synergies also remains a challenge.

Through the development of the Action Plan, municipalities expressed a strong desire to ensure that nutritious food is available to everyone, local agri-food businesses thrive, agricultural land is protected and associated ecological goods and services are maintained over the long term. Additional challenges faced by local governments in responding to local food issues identified during the development of the Action Plan include:

- local governments having many competing priorities and obligations;
- a lack of adequate resources committed to food and agricultural issues;
- a lack of consistency in terms of where and how agri-food issues are addressed within each municipality, which makes it difficult to coordinate among departments and across the region; and
- the range of levels of political commitment to a food system approach often results in actions being completed when staff time and funding become available, rather than as a strategic priority.

KEY FINDINGS

A number of notable themes emerged through the development of the Action Plan. First, it has become evident that a regional federation of local governments working together on some issues provides an effective way to optimize the building of resilient, sustainable regional food system. The Action Plan's success is reliant on the complementary relationships that allow each community to build on its own strengths and unique circumstances to address food issues, but also to work

together on cross-cutting actions. This Action Plan provides the opportunity to learn from the experiences of others, expand innovative approaches across the region, and embark on new initiatives to address the persistent challenges and emerging regional food system issues.

Next, the importance of the interdependent relationship between the communities that are producing most of our local food, and the communities that are primarily the consumers, cannot be overstated. For example, agricultural municipalities tend to be focused on protecting agricultural land and expanding commercial food production, while the municipalities with less agricultural land can help bring local food awareness and social benefits to residents through activities such as farmers' markets and urban agriculture. Building an awareness and understanding of the respective roles and interdependence of local governments is key to effectively expand local food production.

Efforts to expand the supply and demand for local food also strengthens the call to protect agricultural land by containing growth within the urban containment boundary, as defined in *Metro 2040*. Strong connections between communities can further increase understanding of the issues that will confront the region in the future, especially as climate change and emergency management take a higher priority on all government agendas.

Lastly, there is a wide range of food-related policies, plans and programs being implemented by local governments, yet these initiatives are often not labeled as such. In addition to the agriculture plans, food strategies and food charters prepared by municipalities, actions in support of a food system approach have emerged from a broad range of other policy tools such as Official Community Plans, zoning bylaws and development permit area guidelines. There are also supportive actions embedded in Local Area Plans, Park Plans, Climate Action Plans, Environmental and Social Sustainability Strategies, and Healthy Built Environment initiatives. While municipalities are responding to the growing interest in local food issues by using available tools and resources. A more strategic, integrated long-term approach that includes dedicated staff, funding, and partnerships is needed.

A SPECIAL MENTION – COMMUNITY GROUPS, NON-GOVERNMENTAL ORGANIZATIONS & HEALTH AGENCIES

In addition to local governments, key players in the regional food system include non-governmental organizations, community groups, educational institutions and the private sector. Many of these groups are leading actions that support the implementation of the *Regional Food System Strategy*, and are often crucial partners for local governments.

Provincial Health Authorities also take a strong leadership role in putting food on the public agenda, and in providing partnership opportunities that support local government and community groups to better engage with food system challenges.

Most local governments rely on community organizations to be on the front lines for food security issues. With senior governments continuing to reduce support for research and extension¹, agricultural producers are increasingly reliant on educational institutions for job training and skills development. In the Metro Vancouver region, post-secondary institutions have been active in advancing research, as well supporting on the ground initiatives, such as changes in institutional procurement practices to include local foods. The connections between the private sector and local government are becoming more collaborative as businesses recognize social obligations and opportunities to be agents of change, and as food issues become more complex. In addition, food banks, charitable organizations and foundations are providing critical community services and conducting public engagement and education activities.

Civil Society

Civil society groups, non-government organizations and community associations are the true engines of innovation and progress. Although this Action Plan is focused on the role of local government, the ongoing work of civil society groups on the ground is critical in advancing food security issues throughout the region.

WHAT'S IN THE ACTION PLAN

The Action Plan uses the RFSS goals and strategies framework to structure planned and new local government actions. Each of these five Action Plan goals has a chapter that includes:

Local Government Role – describes the current state of RFSS implementation in 2015 and the types of actions that have been completed since the adoption of the RFSS in 2011.

Planned Actions – identifies specific actions local governments are planning to undertake within the next five years. These actions are occurring on an ongoing basis, or are planned for the next 3-5 years. The planned actions were identified by local government staff for their own jurisdictions. *These planned actions have been previously considered and approved by local government decision-makers.* The list of actions represents a 'snapshot' in time, is forward looking and therefore does not include completed actions and may not be fully comprehensive. The Action Plan is intended as a "living resource" that is flexible and adaptable: it will be updated as local governments complete new actions, or choose to submit new planned actions that weren't initially identified. This approach supports regular updates to the Action Plan.

¹ As noted in the RFSS: "Agricultural extension encompasses a wide range of scientific, technical, marketing and other business support for agricultural producers and is usually provided by a government agency or university."

New Collaborative Actions for Local Governments – identifies actions to address the current gaps in RFSS implementation, many which can be achieved by aligning efforts among local governments. These new actions form the basis for collaborative implementation of the Action Plan. *These recommended actions have not yet been endorsed by local government decision-makers.* There are two types of collaborative recommendations:

- New actions that harness the collaborative potential of local government to jointly address the identified gaps in the RFSS; and
- Expansion of practices currently underway in one or more jurisdictions. These are initiatives that have the potential for broader application throughout the region.

Emerging Issues in the Regional Food System

The last section of the Action Plan addresses actions that were not included in the original scope of the RFSS, but that since its adoption, have become more prevalent throughout the region.

What's not in the Action Plan

It is important to acknowledge that local governments have already adopted, funded and implemented many programs and initiatives that support the regional food system. Past actions have contributed to the strength of the regional food system today, and have set the stage for the future actions identified in the Action Plan. As expressed in the figure below, **actions that have been completed since the adoption of the RFSS are not included in the Action Plan.**

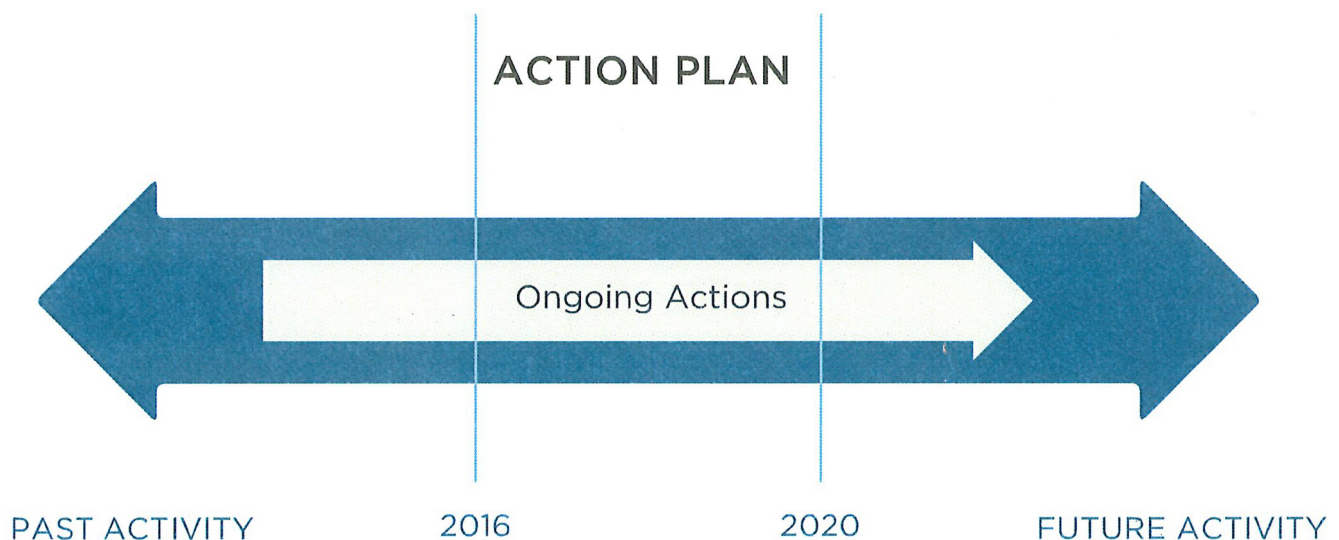


Figure 1. Scope of the Action Plan

GOAL 1

Increase Capacity to Produce Food Close to Home

This RFSS goal aims to expand the amount of food that can be commercially produced in the region. The five strategies under this goal address: agricultural land, fish habitat, avenues to invest in future farmers and the expansion of commercial food production in rural and urban areas. Protecting the agricultural land base is critical, but is only the first step – equally important is enabling farmers to operate a viable business and the use of agricultural lands for food production.

LOCAL GOVERNMENT ROLE

Local governments are strongly engaged in responding to Goal 1 through policy and regulations for managing land use issues within their jurisdictions. Agricultural municipalities and Metro Vancouver support the Agricultural Land Commission by protecting the region's agricultural land base. There are also ongoing efforts to expand the region's food production capacity both in rural and urban areas.

Since the adoption of the RFSS, local governments have undertaken actions such as:

- **protecting** agricultural land through the implementation of *Metro 2040*, including the policy limiting sewer connections on *Metro 2040* Agricultural and Rural designated lands, yet significant effort is spent

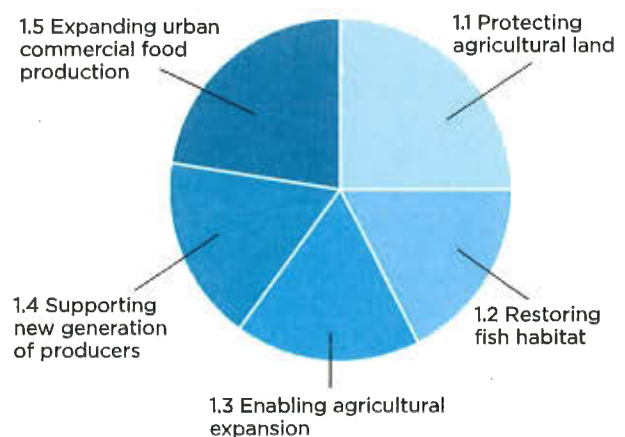
addressing the everyday threats of non-farm use on agricultural lands.

- **adopting** guidelines to restore and enhance fish habitat;
- **investigating** options to increase actively farmed land and discourage non-farm uses in the ALR;
- **continuing** to address the deposition of illegal fill on farmland through municipal bylaws and enforcement activities;
- **investing** in irrigation and drainage infrastructure, at a cost of hundreds of thousands of dollars, to enable farmers to maintain expand food production in the ALR; and
- **continuing** to seek ways to facilitate commercial food production in urban areas.

PLANNED ACTIONS

Local governments identified 40 planned actions for the next five years to advance implementation of Goal 1. These planned actions include a mix of short- and medium-term and ongoing initiatives. The chart below illustrates the distribution of the actions. Due to the combined efforts of the regional district, agricultural and other municipalities, most of the activity is evenly distributed among the five RFSS strategies. The distribution of actions by RFSS strategy is illustrated in the following chart.

Goal 1: Planned Actions (2016–2020)



1.1 PROTECT AGRICULTURAL LAND FOR FOOD PRODUCTION

Local governments continue to protect the region's farmland in support of the provincial Agricultural Land Reserve.

| Planned Actions | Agency Timeline | |
|---|--|-----------------|
| | Ongoing | Next 5 Years |
| Respond to proposed new transportation and other infrastructure to minimize or mitigate the loss of agricultural land or capability | Delta, Richmond, Metro Vancouver | |
| Ensure zoning and farm bylaws are consistent with the provincial "Guide for Bylaw Development in Farming Areas" | Langley Township, Port Coquitlam, Richmond | |
| Address truck parking on agricultural land by investigating the feasibility of designated parking areas | Surrey | |
| Conduct research and implement Farm Home Plate regulations | Surrey | |
| Advocate for the preservation and enhancement of the ALR for food production | Metro Vancouver, Vancouver | |
| Reduce and prevent damage or erosion of the ALR by non-farm uses to support production and economic development in the agricultural sector | Burnaby, Richmond, Surrey | |
| Lead a pilot project to seek preventative solutions to illegal fill deposition on farmland in partnership with municipalities | | Metro Vancouver |
| Partner with the Ministry of Agriculture to update the Regional Agricultural Land Use Inventory with participation from member municipalities | Metro Vancouver | |
| Represent regional interests in regulatory and policy changes to provincial legislation and federal development proposals impacting agriculture | Metro Vancouver | |
| Continue to work to minimize and mitigate the recreation / agricultural interface impacts along the Boundary Bay dyke | Delta | |

1.2 RESTORE FISH HABITAT AND PROTECT SUSTAINABLE SOURCES OF SEAFOOD

Protecting, restoring and enhancing fish habitat is essential to sustaining commercial fisheries as well as protecting salmon for community and ceremonial use by First Nations. These actions represent only a small component of the broader aim to support sustainable sources of fish and seafood. Most local governments with fish-bearing streams recognize the multiple values associated with protecting fish habitat and are actively involved in streamside enhancement projects.

| Planned Actions | Agency Timeline | |
|--|---|------------------------------|
| | Ongoing | Next 5 Years |
| Restore and enhance riparian and fish habitat, including partnering with community organizations | All local governments | |
| Host, fund and in-kind support for celebratory and educational public events drawing attention to importance of fish habitat | All local governments | |
| Implement Environmentally Sensitive Areas (ESA) guidelines and watercourse protection regulations to protect fish bearing streams | Burnaby, Maple Ridge, New Westminster, Port Moody | |
| Develop new Riparian Area Development permit Guidelines to protect fish bearing streams | Surrey | New Westminster |
| Maintain fish programs for Capilano smolt trap and truck program to transport salmonid populations around Cleveland Dam | Metro Vancouver | |
| Establish a fish migration & capture facilities (e.g. at Metro Vancouver new proposed hydroelectric facility at Cleveland Dam; sites in Maple Ridge) | | Maple Ridge, Metro Vancouver |
| Establish, support or maintain fish hatcheries | Maple Ridge, Metro Vancouver, Port Moody, Surrey | |

1.3 ENABLE EXPANSION OF AGRICULTURAL PRODUCTION

Local governments have an interest in expanding commercial food production. Agricultural municipalities continue to invest in irrigation, drainage and other infrastructure projects and advance their agricultural plans, while many urban municipalities are supporting research to expand local food production on small lots.

| Planned Actions | Agency Timeline | |
|--|--|-----------------|
| | Ongoing | Next 5 Years |
| Support, through financial or other means, the Kwantlen Polytechnic University's Southwest BC Bio-Region Food System Design Project that will explore the economic, environmental stewardship and food self-reliance of a bio-regional food system | Burnaby, Delta, Langley City, Langley Township, Maple Ridge, Metro Vancouver New Westminster, North Vancouver City, North Vancouver District, Pitt Meadows, Port Coquitlam, Port Moody, Richmond, Tsawwassen First Nation, Vancouver, White Rock | |
| Continue to improve water infrastructure/drainage upgrades including activities such as dyke and pump upgrades and maintaining ditch conveyance | Burnaby, Delta, Pitt Meadows, Richmond, Surrey | |
| Implement Farm Protection Development Permit guidelines | Surrey | |
| Develop road design criteria for farmland | | Surrey |
| Complete and implement Integrated Stormwater Management Plans to minimize any stormwater increases to farmland | Surrey | New Westminster |
| Advance the Garden City Lands Legacy Landscape Plan that focuses on detailed design and on-site water management to enable farming activity | | Richmond |
| Investigate farm property tax policies to identify options to encourage actively farmed land and discourage non-farm use of the ALR | | Metro Vancouver |

1.4 INVEST IN A NEW GENERATION OF FOOD PRODUCERS

A major barrier for new producers in starting a farm business is gaining access to agricultural land and capital. Three Agricultural municipalities identified taking a direct role in encouraging new farms by putting resources into establishing incubator farms and supporting business and skills training.

| Planned Actions | Agency Timeline | |
|---|-----------------|-------------------------|
| | Ongoing | Next 5 Years |
| Support the Langley Sustainable Agriculture Foundation to host workshops to assist new farmers | | Langley Township |
| Advance the Gardens Agricultural Park Plan for incubator farms and community gardens | | Richmond |
| Advance the Garden City Lands Legacy Landscape Plan through the development of the Agricultural Management Strategy using a "one farm, multiple farmers" approach | | Richmond |
| Create a Virtual Incubator Farm Project Online system to connect potential farmers with agri-related resources | Surrey | |
| Establish Agri-business Financial Literacy Program to provide accredited ag-business financial training for the John Volken Academy BioPod students | Surrey | |
| Implement the Colebrook Park Master Plan that aims to create a leasing program for incubator farms on the agricultural land | | Surrey |
| Host the Kwantlen Polytechnic University's Farm School initiative | | Tsawwassen First Nation |

1.5 EXPAND URBAN COMMERCIAL FOOD PRODUCTION IN URBAN AREAS

Most municipalities support increased commercial food production in urban areas.

| Planned Actions | Agency Timeline | |
|--|----------------------|-------------------------------------|
| | Ongoing | Next 5 Years |
| Zoning and regulatory updates to further encourage agricultural production and allow urban farming | | Burnaby, New Westminster, Vancouver |
| Secure tenure for Loutet Farm in Loutet Park and support the establishment of a new farm in the Sutherland Schoolyard | North Vancouver City | |
| Establish the Bio-Pod Initiative which is an Agricultural Training and Research Demonstration Greenhouse | | Surrey |
| Support an Ag-Research Program to develop agri-technology and crop science R&D for the commercial greenhouse industry | | Surrey |
| Support research and development into new food production methods / models | | Surrey, Vancouver |
| Establish a Research and demonstration training facility | | Surrey |
| Create policy to enable commercial food production in the City including a farming business license | | Vancouver |
| Increase the number of urban farms in Vancouver from 17 to 35 by the year 2020 (backyard farms to mid-scale operations) | | Vancouver |
| Facilitate development of Klee Wyck commercial food production facility through business licensing and other in-kind support | | West Vancouver |

COLLABORATIVE ACTIONS

Local government responses to Goal 1 suggest that although there is significant activity across the region to protect agricultural land and expand commercial agricultural production, some gaps exist that can be addressed by increased collaboration among municipalities and Metro Vancouver, including:

- advocating for provincial and federal funding to support irrigation and drainage infrastructure necessary to maintain and expand food production in the Agricultural Land Reserve, especially in the face of climate change; and
- supporting the ability of new farmers to access land and start a farm business.

The recommended actions to collaboratively address these gaps are:

| New Actions | Agency | Timeline |
|--|---|-------------|
| 1. Collectively advocate to senior governments for funding programs to expand investments in irrigation and drainage infrastructure necessary to adapt to climate change | Metro Vancouver and Agricultural municipalities | 1-3 years |
| 2. Investigate the feasibility and desirability of a regional land trust to increase access to agricultural land | Metro Vancouver and Agricultural municipalities | 1-3 years |
| 3. Expand municipal involvement in programs that enable new farmers to start a business such as Surrey's Virtual Incubator Farm Project Online system | All local governments | 1 - 3 years |

GOAL 2

Improve the Financial Viability of the Food Sector

The aim of RFSS Goal 2 is to strengthen economic prosperity for farmers and the food industry by creating opportunities to distribute and sell primary and value-added products to residents and institutions. The five strategies under this goal address facilities for processing and distribution, institutional food procurement policies, direct marketing, a collaborative approach to marketing, as well as a review of government policies and programs.

LOCAL GOVERNMENT ROLE

Actions to support the financial viability of the agri-food sector often fall beyond the sphere of local government, yet there is a role to enable the expansion of the local food businesses. This is achieved by considering ways to increase private investment and procurement by public institutions, while also ensuring that existing policies, programs and regulations help foster local food activities. Merro Vancouver has less of a direct role in Goal 2, but can promote the agri-food sector's contribution to the regional economy.

Since the adoption of the RFSS, local governments have undertaken actions such as:

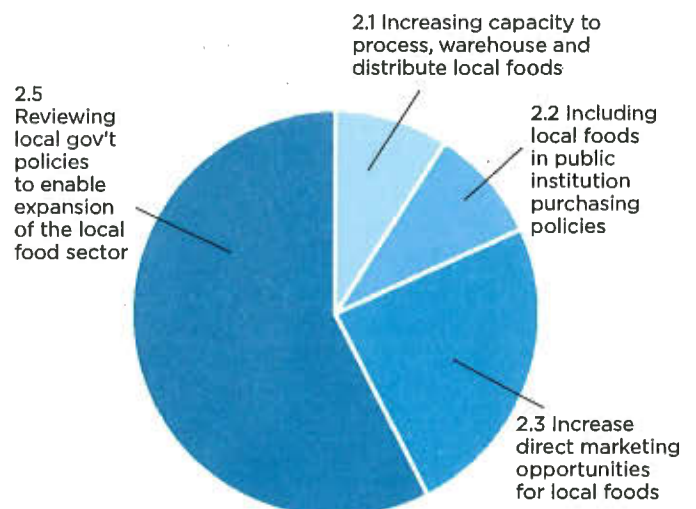
- **reviewing** their procurement policies and investigating ways to include local food in purchasing agreements where appropriate;

- **expanding** efforts to support the direct marketing of local foods by enabling farmers markets through leases on city owned lands, providing access to utilities and municipal services, and improving signage and promotion of farm tours and events; and
- **developing** plans to address food related issues and reviewing regulations, bylaws and policies to remove obstacles and to create a more enabling business environment for local food enterprises.

PLANNED ACTIONS

Local governments identified 33 actions that will be undertaken over the next five years to advance Goal 2 implementation. The most common activities planned are to increase direct marketing opportunities and to review and align government policies and programs. Few local government actions are planned to increase capacity to process and distribute local food or leverage the purchasing policies of public institutions. Creating value chains of collaborative networks among industry stakeholders is not addressed as it is largely outside the scope of local government jurisdiction. The distribution of planned actions by RFSS strategy is illustrated in the following chart.

Goal 2: Planned Actions (2016–2020)



* there are no actions currently identified for Strategy 2.4

2.1 INCREASE THE CAPACITY TO PROCESS, WAREHOUSE AND DISTRIBUTE LOCAL FOODS

A few municipalities have identified actions to address the lack of facilities for processing and distributing locally produced food.

| Planned Actions | Agency Timeline | |
|--|-----------------|---------------------------------------|
| | Ongoing | Next 5 Years |
| Conduct or fund a food hub feasibility study | | Langley Township, Richmond, Vancouver |
| Examine the feasibility of creating farming co-ops and Surrey-based wholesaling | | Surrey |
| Identify opportunities for multi-purpose structures and other infrastructure to be used for farmers markets and other community events | | Vancouver |

2.2 INCLUDE LOCAL FOODS IN THE PURCHASING POLICIES OF LARGE PUBLIC INSTITUTIONS

A number of municipalities have adopted a 'buy local' policy to increase the purchasing of local foods by public institutions. However, experience to date suggests there may be challenges to overcome, including the challenge of defining 'local food', and the increase in scope to address nutritious food, sustainability and other considerations as part of the process.

| Planned Actions | Agency Timeline | |
|--|-----------------------|--------------|
| | Ongoing | Next 5 Years |
| Review purchasing agreements and integrate local food options where appropriate | Burnaby, Pitt Meadows | |
| Explore opportunities for mobile food business, schools and city facilities to increase local food purchases | Vancouver | |
| Measure the percentage of local food procured by the city and make recommendations for an appropriate target | | Vancouver |

2.3 INCREASE DIRECT MARKETING OPPORTUNITIES FOR LOCAL FOODS

Most municipalities support direct marketing of local foods through farmers' markets, farm tours, tourism, and other education activities within their communities.

| Planned Actions | Agency Timeline | |
|---|--|---------------------------------|
| | Ongoing | Next 5 Years |
| Ensure local zoning / regulations align with liquor sale permits at farmers markets | | New Westminster, Port Coquitlam |
| Provide in-kind support or direct incentives for farmers' markets (e.g. space, infrastructure, advertising, discounted leases) | Burnaby, Coquitlam, Delta, Maple Ridge, New Westminster, Port Coquitlam, Port Moody, Richmond, Surrey, Vancouver, White Rock | |
| Develop and promote local farm tours and agri-tourism opportunities | Langley Township, Richmond | Burnaby, Surrey |
| Provide direct and in-kind support to facilitate farm signage on municipal boulevards to inform the public of local farms and food sales | Delta | |
| Explore local street vending opportunities through an existing pilot program, or by adopting pilot program policy | | New Westminster, Richmond |
| Support alternative food / retail distribution models including Community Supported Agriculture programs and fresh food deliveries to recreation and civic facilities | New Westminster | Surrey, Vancouver |
| Explore farm gate sales for urban farms | | Vancouver |
| Support day trips to agri-food tourism destinations that encourage the purchase of local food products | White Rock | |

2.4 FURTHER DEVELOP VALUE CHAINS WITHIN THE FOOD SECTOR

There is a limited role for local governments in developing connections between food businesses.

| Planned Actions | Agency Timeline | |
|--|-----------------|--------------|
| | Ongoing | Next 5 Years |
| No actions identified by local governments | | |

2.5 REVIEW GOVERNMENT POLICIES AND PROGRAMS TO ENSURE THEY ENABLE THE EXPANSION OF THE LOCAL FOOD SECTOR

Municipalities across the region are making a concerted effort to review and align policies to be deliberately supportive of businesses producing and distributing local food. Equally important, many municipalities are also developing new environmental, economic and community plans and strategies that incorporate agriculture and food issues, an approach commonly referred to as adding a “food lens”.

| Planned Actions | Agency Timeline | |
|---|----------------------|--|
| | Ongoing | Next 5 Years |
| Bylaws and regulatory updates: | | |
| Review zoning bylaws to expand support for local food | | Anmore, New Westminster, Surrey |
| Explore regulatory revisions to allow urban agriculture / 'market food gardening' in residential areas | | New Westminster |
| Update regulations to support local craft brewing and distilling | | Coquitlam, New Westminster, Port Coquitlam, Port Moody |
| Amend / promote bylaw changes that support bee keeping in some residential and other zones | | Maple Ridge, North Vancouver District, Surrey |
| Prepare draft Development Permit Application Sustainability Checklist that includes a food sustainability category | | New Westminster, North Vancouver City |
| Review current policies for protecting agricultural lands | | North Vancouver District |
| Amend the Procedure Bylaw to permit staff authority to issue Flood Hazard Lands Development Permits in ALR | Surrey | |
| Host staff education activities to ensure consistent implementation of agricultural legislation | | Surrey |
| Develop or incorporate food policy into plans: | | |
| Explore developing a community based food strategy | | Burnaby, New Westminster |
| Finalize and approve Environmental Sustainability Strategy which includes a food systems theme | | Burnaby |
| Conduct an Economic Sustainability Strategy that will include promoting Delta's rural character and farmland | | Delta |
| Set short term goals for local food activity in the Urban Agriculture & Food Security Action Plan and revise policies/regulations as needed | | North Vancouver City |
| Provide funds to support development of a business case for integrating local food into municipal plans and policies and develop a food policy | | North Vancouver District |
| Adopt / implement a Food Charter and fund organizations to assist staff to integrate a food lens into municipal policies and processes | North Vancouver City | New Westminster, North Vancouver District |
| Include policies for new development that encourages on-site green space, community gardens and urban agriculture in the Parks and Recreation Master Plan | | Port Moody |
| Update the Sustainability Charter to guide development and incorporate decisions related to agricultural production and access to food | Surrey | |

| | | |
|--|--|---|
| Prepare the West Clayton and Grandview Neighbourhood Concept Plans to support the protection of agricultural land | | Surrey |
| Update Official Community Plan to include or revise food security and related policies | | New Westminster, West Vancouver, White Rock |
| Apply a 'food systems lens' to planning processes by creating a food system checklist to assist in reviewing development applications, rezoning and/or community plans and a toolkit to help development applicants incorporate food system elements in new developments | | Vancouver |

COLLABORATIVE ACTIONS

Local government responses to Goal 2 reflect that there is only a minor role in directly supporting value-added processing of primary agricultural products, with the exception of some engagement with implementing provincial regulatory requirements. Other gaps in implementing this goal include:

- Identifying avenues to increase capacity for local food processing/ storage both within the Agricultural Land Reserve and in Urban Centres;
- Increasing effort to share information and lessons learned from existing local food purchasing policies, practices and investigations;
- Increasing effort to explicitly consider impacts on the regional food system when embarking on other local government planning processes (referred to as a *food lens*); and
- Building capacity to take a proactive role in supporting local food availability by advocating to the private sector about the importance of agricultural viability when engaging with businesses on other issues.

The recommended actions to collaboratively address these gaps are:

| New Actions | Agency | Timeline |
|---|---|-----------|
| 1. Develop policies to expand processing, storage and distribution of local food (e.g. revitalization tax exemptions) | All local governments | 1-3 years |
| 2. Share information on the potential opportunities to increase local food purchasing strategies | All local governments | 1-3 years |
| 3. Profile and incorporate agri-food business ventures into regional and municipal economic development plans | Metro Vancouver and Agricultural municipalities | 3-5 years |
| 4. Convene bulk food purchasers to explore how to increase local food purchasing | Metro Vancouver to facilitate with participation from all local governments | 1-3 years |

GOAL 3

People Make Healthy and Sustainable Food Choices

RFSS Goal 3 aims to help citizens build knowledge and skills around local food, healthy eating and the connection to sustainability. Four strategies address supporting healthy food choices, promoting local food, education and celebrating our international cuisines. A key dimension lies in increasing awareness of the opportunities to promote the local food.

LOCAL GOVERNMENT ROLE

Local government has a role in raising awareness about local, nutritious food and why it is important to communities. This role is often delivered through public education and partnerships with civil society groups and health authorities. Municipalities are connecting residents to fresh, locally grown products through, outreach, tourism and other community events. They also facilitate skills development opportunities for residents and for vulnerable populations through social service providers. Metro Vancouver has developed avenues to engage students and youth through curriculum development, fostering experiential learning, and teacher training.

Since the adoption of the RFSS, local governments have undertaken actions such as:

- **ongoing** outreach and educational activities within their communities including hosting annual events;

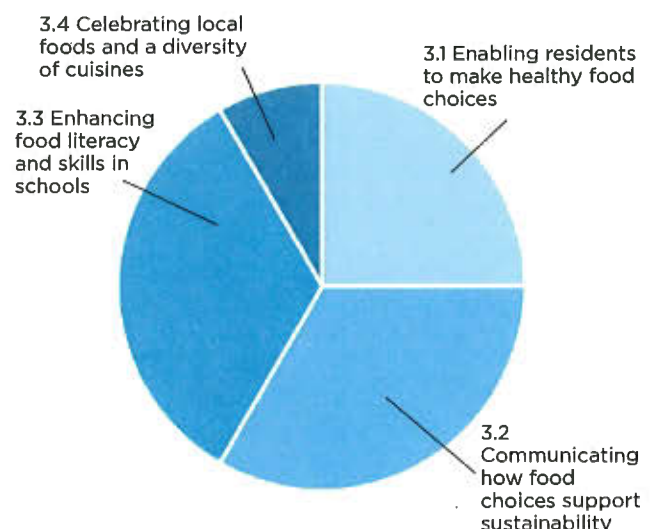
- **initiating** a program to increase student capacity to manage and expand teaching gardens, and supporting agricultural-related content and programming at the local museum; and
- **developing** new curriculum resources to support K-12 teachers and students on integrating 'food systems' thinking into the classroom.

Goal 3 reflects the supportive role local governments often play in funding or supporting non-governmental organizations, community groups, and educational institutions to increase knowledge, build capacity and make the community connections. Health agencies and civil society groups often take the lead on work in this realm. There may be opportunities for collaboration with health agencies to minimize overlap with local government efforts.

PLANNED ACTIONS

Local governments identified 24 actions that will be undertaken over the next five years to advance implementation of Goal 3. The majority of these actions are ongoing. The strategy receiving the most attention for local governments is the celebration of local food, followed by planned actions related to education. The distribution of actions among the four RFSS strategies is illustrated in the following chart.

Goal 3: Planned Actions (2016–2020)



3.1 ENABLE RESIDENTS TO MAKE HEALTHY FOOD CHOICES

Some local governments are educating the public about healthy eating, but for the most part, social service providers and health authorities take on this role, sometimes in partnership with local governments.

| Planned Actions | Agency Timeline | |
|---|--|-------------------------|
| | Ongoing | Next 5 Years |
| Support the Golden Ears Feast that provides cooking education programs for parents of low income families and host an Educational Speakers Series | Maple Ridge | |
| Continue involvement in Table Matters that provides education, public engagement and community development | North Vancouver City, North Vancouver District | |
| Support the Tasty Connections Program and cooking classes that helps individuals prepare a diversity of nutritious meals | White Rock | |
| Develop partnerships with community groups and health authorities to deliver outreach and workshops on healthy eating and growing food | Burnaby, Metro Vancouver, New Westminster, North Vancouver District, Port Moody, Richmond, Surrey, Vancouver | |
| Provide workshops teaching people to grow their own food, reduce their waste and support their local wild edible ecology | Coquitlam, Langley Township, North Vancouver City, North Vancouver District, | |
| Develop an implementation strategy that supports the Blue Dot movement, which includes the right to eat nutritious food | | New Westminster, Surrey |

3.2 COMMUNICATE HOW FOOD CHOICES SUPPORT SUSTAINABILITY

Providing information about locally produced food is the most common local government practice to increase awareness about food choices and sustainability.

| Planned Actions | Agency Timeline | |
|--|------------------------------------|--------------|
| | Ongoing | Next 5 years |
| Implement a communications strategy that explains the connection between sustainability and nourishment, as part of Environmental Sustainability Strategy | | Burnaby |
| Help fund signage on farmland that identifies the crops being produced in the fields | Delta | Surrey |
| Promote local agriculture on the municipal website with information on local food event and markets | Delta, Richmond, Surrey, Vancouver | |
| Promote the 'True North Fraser' local food brand and agricultural experience | Maple Ridge | |
| Promote local farm tourism through Circle Farms Tours, a self-guided tour of local farms and food producers | Langley Township | |
| Prepare Surrey version of the Farm Fresh guide that highlights organic, u-pick and crop information on Surrey farms and support the Food for Thought Program that showcases farm and food producer information | Surrey | |
| Increase access to multi-lingual food resources, groups and information materials | New Westminster | Vancouver |
| Develop "School District #40 Healthy School Vision" with one of the pillars being food programs and supports | New Westminster | |

3.3 ENHANCE FOOD LITERACY AND SKILLS IN SCHOOLS

There is a strong response to student and youth education from local governments.

| Planned Actions | Agency Timeline | |
|--|----------------------------------|--------------|
| | Ongoing | Next 5 Years |
| In kind-support to promote the Youth Connection School Learning Gardens Project to increase capacity of students to manage and expand school learning gardens at all 8 secondary schools | Burnaby | |
| Host and support education programs, including the Barn Kids Program that includes children in gardening and cooking food produced at Hawthorne Grove/Harris Barn | Delta | |
| Support the Neighbourhood Champions program "More peas please" that teaches children how to grow food | Maple Ridge | |
| Develop the Green Ambassadors program for high school students to apply what they learn at City events | Richmond | |
| Host the Stewart Farm Day Camp where children can experience what it's like to be a farmer, "Farmhand Fever" | Surrey | |
| Update and develop new K-12 resources to support teachers and students to become "Food Systems Thinkers and Leaders" | Metro Vancouver | |
| Collaborate with K-12 schools and partners to increase food literacy of students and/or parents | Metro Vancouver, New Westminster | |
| Integrate Food Systems Thinking literacy into Metro Vancouver School & Youth Leadership Programs - in support of actions for sustainable schools | Metro Vancouver | |

3.4 CELEBRATE THE TASTE OF LOCAL FOODS AND THE DIVERSITY OF CUISINES

Municipalities plan to continue to host food and agriculture related festivals and events and provide funding to civil society groups to support awareness and community events.

| Planned Actions | Agency Timeline | |
|--|------------------|--------------|
| | Ongoing | Next 5 Years |
| Award agricultural awareness grants to non-profit organizations across the region | Metro Vancouver | |
| Host or partner on food related events and educational activities that celebrates food: | | |
| Multiple Festivals (including funding) | Burnaby | |
| Harvest Fall Festival | Delta | |
| Seedy Saturday | Delta | |
| Aldergrove Festival Days | Langley Township | |
| Country Celebration in Campbell Valley Regional Park | Langley Township | |
| Fort Langley Cranberry Festival | Langley Township | |
| Country Fest and 4H clubs | Maple Ridge | |
| Golden Harvest event | Maple Ridge | |
| Front Yard Food Garden Contest | Maple Ridge | |

| Planned Actions | Agency Timeline | |
|--|----------------------|--------------|
| | Ongoing | Next 5 Years |
| Heritage Apple Festival at Derby Reach Regional Park | Metro Vancouver | |
| Feast of the Fraser | New Westminster | |
| StrEAT Festival | New Westminster | |
| Queensborough Urban Fall Fair | New Westminster | |
| Family Fusion Dinner | New Westminster | |
| Day of the Honey Bee | North Vancouver City | |
| Shipyards Friday Night Market | North Vancouver City | |
| Fingerling Festival | Port Moody | |
| Chefs to Field | Richmond | |
| Garlic Festival | Richmond | |
| Cloverdale Rodeo | Surrey | |
| Surrey Ag-Info Week | Surrey | |
| Party for the Planet on Earth Day | Surrey | |
| Olde Harvest Festival at Stewart Farm | Surrey | |
| Harvest Fall Festival | Surrey | |
| Surrey Salmon Run | Surrey | |
| Taste White Rock | White Rock | |

COLLABORATIVE ACTIONS

Local government responses to Goal 3 indicate that there are opportunities to more effectively:

- communicate the connection between food choices and sustainability; and
- coordinate consistent messaging and activities about the importance of local food to sustainability.

The recommended actions to collaboratively address these gaps are:

| New Actions | Agency | Timeline |
|--|---|-----------|
| 1. Develop a communication strategy with common messaging for local governments to educate residents about the connection between farmland, food security, climate change and sustainability | Metro Vancouver to facilitate with participation from all local governments | 1-3 years |
| 2. Collaborate with non-profit organizations, build on existing multi-lingual initiatives to develop and distribute information on sustainable and local food programs to new immigrants | Surrey to share resources with other local governments | 1-3 years |

GOAL 4

Everyone Has Access to
Healthy, Culturally Diverse
& Affordable Food

The aim of RFSS Goal 4 is to address some of the challenges of food insecurity, given that some residents do not have reliable access to sufficient quantities of nutritious, culturally appropriate food. Barriers to food access can be rooted in physical, social or economic inequities; with ongoing growth pressures and future impacts from climate change, access to food may become more challenging, and not just for vulnerable populations. This goal encompasses some of the broader dimensions of an equitable food system, including working to increase the availability of healthy and nutritious food, as well as access to this food for all residents. It also addresses some of the indirect social benefits (e.g. health, place-making, education, community-building) that accompany the more direct economic and nutrition dividends of urban agriculture. The three strategies target access for those most vulnerable to food insecurity, urban agriculture and the necessity to recover nutritious food.

LOCAL GOVERNMENT ROLE

Local governments are taking a strong leadership role in ensuring equitable access to nutritious food by delivering programs, financing assets, and supporting outreach to vulnerable populations. Much has been achieved by working closely with community organizations, funding initiatives and by helping these groups navigate regulatory processes. Of all the RFSS goals, Goal 4 has the strongest local government response in terms of planned actions.

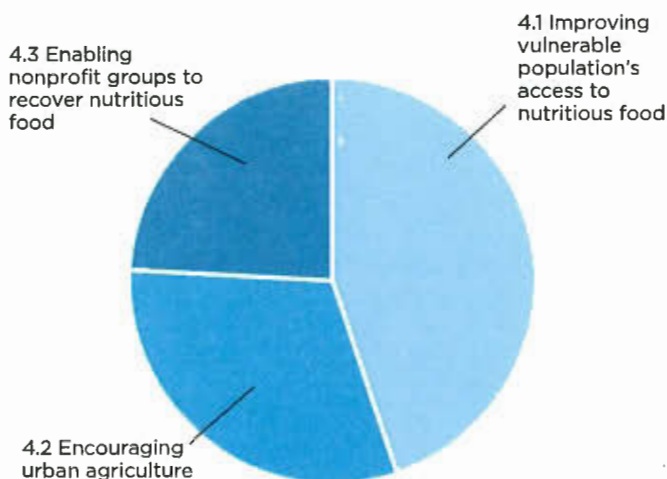
Examples of actions completed since the adoption of the RFSS include:

- **initiating** pilot projects to allow residential bee keeping (apiculture) and urban chickens in selected areas and under specific circumstances;
- **completing** research on how to improve food security in social housing sites;
- **supporting** programs to facilitate food access for vulnerable populations; and
- **creating** community gardens for residents, with plans for continuing to add new gardens.

PLANNED ACTIONS

Local governments identified 29 planned actions to be undertaken over the next five years to advance Goal 4 implementation. Although the majority of these actions focus on urban agriculture, more than a third seek to improve vulnerable populations' access to food. The distribution of actions by RFSS strategy is illustrated in the following chart.

Goal 4: Planned Actions (2016–2020)



4.1 IMPROVE ACCESS TO NUTRITIOUS FOOD AMONG VULNERABLE GROUPS

Many municipalities have existing programs or partnerships with community associations to provide food access to vulnerable populations, by helping overcome physical (e.g. location), socio-cultural (e.g. culturally appropriate or acceptable food) or economic (e.g. financial capacity) barriers.

| Planned Actions | Agency Timeline | |
|--|---|--------------------------|
| | Ongoing | Next 5 Years |
| Support hosting of the bi-annual Empty Bowls Fundraising Gala to raise money for food programs | Burnaby | |
| Support education, skill building and cooking activities for people most vulnerable to food insecurity | Burnaby, Langley Township, New Westminster, Richmond | Surrey |
| Offer discounted nutritious meals for seniors, immigrant or refugee families | Burnaby, Langley City, Langley Township, New Westminster, Richmond, Surrey, White Rock | |
| Provide grants to social service agencies to help increase the nutritional quality of meals served | Burnaby, Langley Township, Maple Ridge, New Westminster, North Vancouver City, North Vancouver District, Port Coquitlam, Richmond, Surrey | |
| Investigate options for increasing access to nutritious food through mobile produce stands or food hubs with the Greater Vancouver Food Bank Society | | Burnaby, New Westminster |
| Support trips to local farms for refugee families to enable direct access to fresh, local food and compile information on low cost sources of food | Surrey | |
| Improve access to information on participating in community gardens for under-represented ethno-cultural groups | Vancouver | |
| Analyze current opportunities and challenges facing community kitchens and compile an inventory of under-utilized kitchens | | Vancouver |
| Increase the number of community food markets in Vancouver from 4 to 15 by 2020 | | Vancouver |
| Offer grocery shopping support programs for seniors and persons with disabilities | Burnaby, New Westminster | |
| Encourage integration of community food markets into community and non-profit organization's programming as part of nutritious food options for youth and families | Vancouver | |
| Update Community Poverty Reduction Strategy to include policies related to poverty reduction and food security | | New Westminster |
| Develop an interactive asset map in the most commonly spoken languages, which includes information on food security and meal programs | | New Westminster |

4.2 ENCOURAGE URBAN AGRICULTURE

Urban agriculture is being pursued by municipalities across the region. While a substantial amount of municipal effort goes toward improving the availability of community gardens for residents, or adding new gardens, there is a wide array of other activities planned to encourage urban agriculture and connect residents with the social benefits of local food.

| Planned Actions | Agency Timeline | |
|---|---|--|
| | Ongoing | Next 5 Years |
| Encourage, via in-kind support, backyard sharing programs that match homeowners with residents looking for gardening space | Burnaby, North Vancouver City | New Westminster |
| Continue outreach and launch pilot projects to test the feasibility of permitting new types of urban agriculture (e.g. bee keeping, backyard chickens, container gardening, fruit bearing trees on public land) | Port Moody, Vancouver | New Westminster, Surrey |
| Review development applications for opportunities to incorporate urban agriculture activities | Burnaby, New Westminster, North Vancouver City, North Vancouver District, Port Moody, Vancouver | |
| Host annual programs celebrating gardening and urban agriculture | Delta, Maple Ridge | |
| Establish a new Langley Urban Agriculture Demonstration Project | | Langley City |
| Support the Maple Ridge Garden Club | Maple Ridge | |
| Community gardens: | | |
| • Review and improve the approval process for community gardens | | New Westminster, Surrey |
| • Fund, support or maintain residents' access to community gardens | All local governments | |
| • Establish new community gardens, and in some circumstances with an intent to improve physical access (e.g. through universal design) | | New Westminster, North Vancouver District, Richmond, Surrey, Vancouver, West Vancouver |

4.3 ENABLE NON-PROFIT ORGANIZATIONS TO RECOVER NUTRITIOUS FOOD

Food recovery efforts are being led by urban municipalities and Metro Vancouver, although much of the future work requires better coordination among all levels of government, health agencies and civil society groups.

| Planned Actions | Agency Timeline | |
|---|-----------------|--|
| | Ongoing | Next 5 Years |
| Continue to support the "Food Runners" pilot project at two selected sites, and investigate opportunities for pilot project expansion | Burnaby | |
| Fund the "Scaling Up Food Rescue Project" that encourages partnerships between potential donors and recipients (social agencies) | | North Vancouver City, North Vancouver District |
| Explore pilot food recovery programs and initiatives to channel surplus nutritious food to people | | New Westminster, Vancouver |
| Participate in promotion of food recovery guidelines with the BC Centre for Disease Control | | Metro Vancouver |
| Explore tax incentives to support food recovery | | Metro Vancouver |
| Educate the public on how to reduce unnecessary discards of edible food | | Metro Vancouver |
| Form partnership with the Local Health Authority, School District, Tsleil-Waututh Nation and community groups to explore ways to feed hungry children at school with recovered food donated by food retailers | | North Vancouver District |

COLLABORATIVE ACTIONS

While there is some activity underway across the region, specific aspects of food insecurity require further attention from local governments. Gaps in implementing this goal include:

- a lack of coordination among all levels of government, the private sector and civil society groups to respond to poverty and increasing numbers of residents that are reliant on food banks and social services for nutritious food; and
- actions in response to opportunities for the recovery of nutritious and edible food.

The recommended actions to collaboratively address these gaps identified are:

| New Actions | Agency | Timeline |
|--|-----------------------|-----------|
| 1. Promote the Food Donation Guidelines (developed by BC Centre for Disease Control and other partners), for instance, to food distribution and food service sectors through municipal and regional business correspondence and events | All local governments | 1-3 years |
| 2. Draw from Surrey's experience to create and share information on culturally relevant local food availability for refugee and new immigrants | All local governments | 1-3 years |
| 3. Draw from Vancouver's study on community kitchens to identify opportunities and challenges for expanding food preparation and processing in under-utilized kitchens | All local governments | 1-3 years |

GOAL 5

A Food System Consistent with Ecological Health

RFSS Goal 5 focuses on actions that contribute to sustaining our natural systems and resources and encouraging better land stewardship. The four strategies in this goal address ecosystem goods and services, food and packaging waste, best management practices and adaptation to climate change. A systems approach ensures environmental impacts are minimized across all functions of the regional food system from production to distribution, consumption and waste management.

LOCAL GOVERNMENT ROLE

Local governments are responding to this goal through programs and projects aimed at protecting and enhancing wildlife habitat, pollination, and soil quality, while concurrently reducing impacts from waste, pesticides, and water and air contaminants. Unlike other goals, most actions are being undertaken directly by local governments with less involvement of community organizations and other groups. Municipalities are vigilant in protecting ecological assets and the Agricultural municipalities have shown leadership by promoting best management practices on agricultural land. Metro Vancouver has a leadership role in addressing food waste across the region.

Since the adoption of the RFSS, local governments have undertaken actions such as:

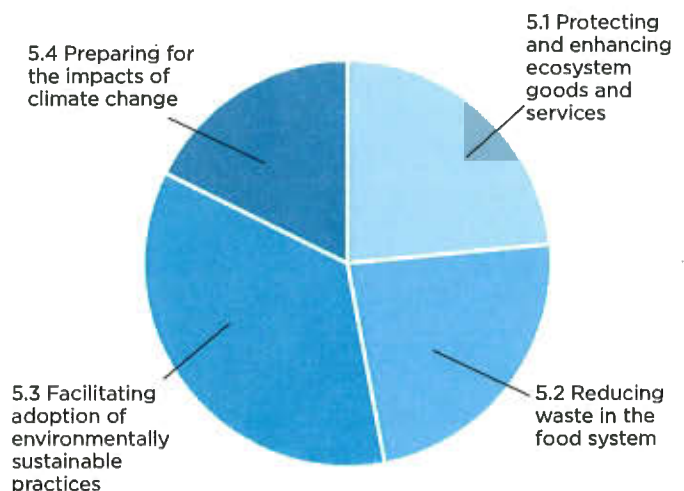
- **supporting** pollinator species by encouraging habitat enhancement projects;

- **developing** Integrated Stormwater Management Plans to manage water flowing from urban areas and the impact on aquatic and terrestrial species, vegetation manage, and groundwater recharge;
- **educating** residents and businesses about the disposal ban on food wastes through media campaigns and advising on ways reduce organics and food waste as part of the regional Organic Waste Ban;
- **launching** initiatives in support of Best Management Practices for stream crossings, and land management for horse and small-lot owners; and
- **developing** climate change adaptation strategies that considers impacts on local food production.

PLANNED ACTIONS

Local governments identified 34 planned actions to be undertaken over the next five years to advance implementation of Goal 5. Half of the actions are evenly split among protecting ecosystems and reducing waste, and approximately a third of all actions are focused on minimizing the environmental impacts of development and business activities. The distribution of actions by RFSS strategy is illustrated in the following chart.

Goal 5: Planned Actions (2016–2020)



5.1 PROTECT AND ENHANCE ECOSYSTEM GOODS AND SERVICES

Local governments continue to protect and enhance wildlife habitat, undertake flood protection, and support pollination and other ecological services.

| Planned Actions | Agency Timeline | |
|--|--------------------------|---|
| | Ongoing | Next 5 Years |
| Continue significant dyke upgrades by maintaining flood protection through pump stations, flood boxes, river and shoreline dykes | Burnaby, New Westminster | |
| New policies, plans and programs to protect eco-system health including investigating avenues for connecting existing high value habitat areas with habitat corridors | | Burnaby, New Westminster |
| Support the Day at the Farm event hosted by the Delta Farmland and Wildlife Trust, an organization that promotes the protection of migratory bird habitat through soil conservation and farm practices | Delta | |
| Implement a pilot Ecological Services Initiative for three years | | Langley Township |
| Create and enhance pollinator habitat through research, new policies and on-the ground projects | | Metro Vancouver, North Vancouver City, North Vancouver District, Richmond, Surrey |
| Implement the Winter Crop Cover Program as part of the snow geese management program | Richmond | |
| Engage agriculture representatives in the Biodiversity Farm Trust regarding dykes and waterways | | Surrey |
| Adopt an Urban Forest Management Strategy with a focus on food systems | | New Westminster |

5.2 REDUCE WASTE IN THE FOOD SYSTEM

As waste management is part of Metro Vancouver's mandate, the regional district has a leading role in directing research, education and awareness on food waste, as well as developing initiatives to support municipal efforts in reducing organic waste and food packaging in their communities.

| Planned Actions | Agency Timeline | |
|--|---|-----------------|
| | Ongoing | Next 5 Years |
| Develop a position statement on residential & commercial garburators including commercial digesters and macerators | | Metro Vancouver |
| Develop a new bylaw for fermentation operations (grains/fruits, breweries, wineries and distilleries) discharging to the sewer system | | Metro Vancouver |
| Promote the use of available commercial programs, to enable restaurants to measure, and then reduce food waste by improving food purchasing, storage and preparation methods | | Metro Vancouver |
| Develop outreach programs for residential and commercial operations to keep grease out of the sewer | | Metro Vancouver |
| Participate in the National Zero Waste Council's food working group in revising food labelling (best before/use buy/sell by dates) | | Metro Vancouver |
| Implement a 3-year "Love Food Hate Waste" campaign to help residents reduce food waste through menu planning, buying local and seasonal foods | | Metro Vancouver |
| Provide equipment and/or programming support for residents and schools to support organics collection and composting | Langley Township, New Westminster, North Vancouver District | |
| Support community composting education programs PLN - 203 | Langley Township, New Westminster | |

5.3 FACILITATE ADOPTION OF ENVIRONMENTALLY SUSTAINABLE PRACTICES

Local governments are integrating best management practices into their plans and policies and are educating the public on ways to reduce water consumption, and air and other contaminants in the environment.

| Planned Actions | Agency Timeline | |
|--|--|--------------------------|
| | Ongoing | Next 5 Years |
| Minimize environmental impacts from pesticides through Integrated Pest Management educational programs | Burnaby, Richmond | Surrey, Metro Vancouver |
| Provide workshops for residents on natural pest control and composting | Burnaby, Delta, Langley Township, Richmond | |
| Develop a Stream Crossing Guide and promote a Land Management Guide for agricultural landowners demonstrating best management practices | | Langley Township |
| Promote Environmental Farm Plan Workshops organized by community associations to increase awareness of the Environmental Farm Plan program | Langley Township | |
| Identify opportunities through community energy planning to address transportation emissions from imported food | | North Vancouver District |
| Explore parks programming around native plant foraging for edible and medicinal plants | | North Vancouver District |
| Identify opportunities for recycling greywater and reducing water use for parks, gardens and farms | North Vancouver District | Pitt Meadows |
| Promote the Council resolution to ban genetically modified crops | Richmond | |
| Promote the Seed Sale and Exchange to increase plantings of heritage vegetable, flower and herb seeds, fruit trees and nursery plants | Surrey | |
| Create healthy soil guidelines for urban farms | | Vancouver |
| Determine whether to exempt pest management from the proposed outdoor burning regulation | | Metro Vancouver |
| Conduct outreach to small & medium size enterprises to reduce energy and GHG emissions from food processors, wholesalers, and retailers | | Metro Vancouver |

5.4 PREPARE FOR THE IMPACTS OF CLIMATE CHANGE

Agriculture is at the forefront of experiencing impacts from climate change and therefore there are many direct actions to better understand and mitigate the risks to the region's food producing lands and the agricultural sector.

| Planned Actions | Agency Timeline | |
|--|-----------------|---|
| | Ongoing | Next 5 Years |
| Develop climate change adaptation strategies for the agricultural community, share results of an agro-economic flood study, support a flood preparedness toolkit and research into drainage and salinity implications for soil-based farms | | Delta |
| Complete an agricultural communication strategy that will raise awareness of the changing climate and local food production | | Delta |
| Include urban agriculture considerations as part of the Climate Change Adaptation Strategy | | New Westminster, North Vancouver District |
| Refurbish old pump stations to increase capacity, improve the electrical system, and adding new pump stations | | Pitt Meadows |
| Plan to accommodate up to 1metre of sea level rise by 2100 | Richmond | |
| Continue to implement the Serpentine and Nicomekl Lowland Flood Control Strategy | Surrey | |

COLLABORATIVE ACTIONS

Local government responses to Goal 5 reveal that the region is starting to formally recognize the ecological services that agricultural lands provide, in addition to the ecological benefits derived from the natural environment. Gaps identified in responding to Goal 5 include:

- recognition of the range of benefits provided by ecological goods and services (such as water, purification, climate regulation and nutrient cycling); and
- awareness and actions to prepare for the impacts of climate change on local food production and ecosystem services in urban environments.

The recommended actions to collaboratively address these gaps are:

| New Actions | Agency | Timeline |
|--|---|-----------|
| 1. Collaborate with provincial agencies to prepare a regional agriculture climate adaptation strategy for the Metro Vancouver region | Metro Vancouver and Agricultural municipalities | 3-5 years |

IMPLEMENTATION

EMERGING ISSUES IN THE REGIONAL FOOD SYSTEM

The planned actions identified by local governments demonstrate how each of the RFSS goals is being addressed and where further action is warranted. However, in developing the Action Plan, new food system issues emerged that, although not part of the RFSS, are becoming increasingly important for local governments.

1. Food access in emergency planning

Local government is responding to legislative requirements to undertake emergency management planning. These efforts help address and mitigate some of the risks associated with natural disasters or the impacts of climate change. In many cases, emergency plans lack process and protocols to address food related issues such as the availability of food in an emergency and food safety risks. This disconnect appears to be more pronounced in non-agricultural municipalities, although agricultural municipalities also have an opportunity to broaden the focus of emergency planning to more explicitly consider food insecurity implications (e.g. access to food, transportation and supply chain disruptions, etc.) in emergency plans and procedures.

| New Action | Agency | Timeline |
|---|-----------------------|-----------|
| 1. Identify how food security and emergency food issues are being addressed in each local government's emergency management plans and processes | All local governments | 1-3 years |

2. Recognizing the linkages among poverty, health and food

The RFSS recognizes some aspects of food insecurity by focusing on improved access to food for vulnerable populations, and on supporting community groups to recover nutritious food. Since RFSS adoption in 2011, and with input from health authorities and municipal social planners, a better understanding of food insecurity has emerged. In recognition of the key role that income plays on food insecurity and health outcomes, there is a need to build understanding of, and advocate for, more supportive policies to address the interconnection of social planning and food system planning throughout the region.

| New Action | Agency | Timeline |
|--|-----------------------|-----------|
| 2. Recommend policies and programs to address health outcomes of poverty and food insecurity to senior governments | All local governments | 1-3 years |

3. Food safety and training

The RFSS discusses the importance of food safety, and although it acknowledges the value of further investment in skills and competency in this area, it does not identify actions to address the issue. Improved knowledge of food safety among participants is critical to ensuring consumer assurance that local foods -whether from community initiatives or commercial producers- are safe. While provincial and federal agencies generally maintain responsibility for food safety, local governments have an opportunity to work with stakeholders to ensure appropriate food safety considerations underpin the ongoing growth of community and commercial food production.

| New Action | Agency | Timeline |
|---|-----------------------|-----------|
| 3. Work with Health Authorities, industry and appropriate agencies to ensure food safety is considered in commercial and community food production. | All local governments | 1-3 years |

FACILITATING ACTION PLAN IMPLEMENTATION

The Action Plan is intended to be a resource for local governments to work more effectively on regional food system issues by: offering a consolidation of 160 planned local government actions to advance a sustainable and resilient regional food system; and identifying 18 new collaborative actions for local governments to leverage partnerships and resources across the region.

As such, the Action Plan provides information and best practices for local governments as a means of information sharing and collaborative learning across municipal boundaries. The Action Plan takes a broad view of the food system, from growing food all the way through managing food waste, and it is intended to complement and strengthen other local government agricultural programs and plans. Although the Action Plan is focused on local governments, other food system stakeholders may find it a useful resource for identifying initiatives being advanced in different parts of the region and to take advantage of lessons learned.

Challenges can be magnified when coordinating actions among multiple jurisdictions. Implementation will require ongoing commitment by all local governments, and in particular will rely on:

- **Dedicated resources** – Local governments have varying levels of engagement with the regional food system. To build capacity to better address food sector challenges, local governments need to ensure resources are dedicated to carrying out the planned actions within their jurisdictions, and consider how to best enable staff to participate in relevant collaborative actions.
- **A forum for collaboration** – Participants in the Action Plan process expressed a strong interest in convening a forum for staff from across the region to continue to meet, discuss challenges, share lessons learned, and undertake the new collaborative actions identified in the Action Plan.
- **Flexibility** – To ensure ongoing relevance, the Action Plan needs to remain flexible and adaptable to accommodate new actions as opportunities arise.
- **Shared resources** – The activity undertaken by local governments in the region represents a large community of practice, and also presents the potential for local governments to share best practices and find further opportunities to pool resources to jointly address shared issues or joint initiatives.
- **Working with partners** – Building local government capacity to develop effective partnerships and to work more effectively with civil society groups will directly support the successful implementation of the Action Plan.

As a result, participants in the development of the Action Plan noted the need for two additional actions to address both resourcing and capacity building:

- Assign staff to address food system issues.
- Build capacity to work with civil society.

1. ASSIGN STAFF TO ADDRESS FOOD SYSTEMS ISSUES

To ensure the Action Plan advances in alignment with the above noted needs, and to pursue the most efficient approach to the actions identified in the plan, **the strongest mechanism for implementation is for each local government to assign a staff person for food system issues to coordinate local government participation in advancing the Action Plan.**

| New Action | Agency | Timeline |
|---|-----------------------|-----------|
| 1. Assign a staff member to advance local government efforts on food system issues and to participate in semi-annual working group meetings | All local governments | 1-3 years |

Participants in the development of the Action Plan voiced strong support for establishing a collaborative working group. Although participation would be voluntary, the working group would be intended to meet semi-annually to:

- foster a network of municipal and regional representatives engaged in food and agricultural issues;
- facilitate knowledge transfer, and share successes/challenges, best practices and resources;
- identify opportunities to advance collaborative and new planned actions;
- create a forum to engage with civil society groups, industry and other stakeholders; and,
- review Action Plan progress.

The working group would meet to monitor progress and help coordinate efforts to ensure an effective approach to the new collaborative actions described in the Action Plan. Members of the working group would also adjust meeting frequency to best meet interests and capacity.

2. BUILD CAPACITY TO WORK WITH CIVIL SOCIETY

The RFSS acknowledges the valuable role of civil society groups in addressing food system issues, and local government representatives have acknowledged they are not always well equipped to leverage the efforts and expertise of these groups and to work effectively in partnership with them. Work is already underway to help civil society groups better understand and be able to navigate local government programs and processes. However, **although linkages between local governments and civil society groups are strong, there is still room, and need for improvement.**

| New Action | Agency | Timeline |
|---|-----------------------|-----------|
| 2. Strengthen the linkages and understanding between local governments and civil society groups in relation to advancing food system issues | All local governments | 1-3 years |

Participants in the development of the Action Plan recognized the value of enhancing the effectiveness of local government relationships with civil society groups. Examples of specific actions to advance this broader objective include:

- convene a forum for local governments to explore how to build capacity to strategically support the work of civil society groups;
- local governments to share best practices for fostering working relationships with civil society groups; and,
- support civil society groups in learning about local government processes and policies.

SUMMARY OF NEW COLLABORATIVE ACTIONS

Member municipalities and the region are implementing their own planned actions. The proposed working group would provide assistance in this regard (for instance, through sharing of best practices or experiences addressing similar issues in their respective communities), but the primary role of the working group would be to advance the new collaborative actions identified in the Action Plan. The 18 new collaborative actions are summarized below.

| New Collaborative Actions | Agency | Timeline |
|--|---|-----------|
| Goal 1 | | |
| 1. Collectively advocate to senior governments for funding programs to expand investments in irrigation and drainage infrastructure necessary to adapt to climate change | Metro Vancouver and Agricultural municipalities | 1-3 years |
| 2. Investigate the feasibility and desirability of a regional land trust to increase access to agricultural land | Metro Vancouver and Agricultural municipalities | 1-3 years |
| 3. Expand municipal involvement in programs that enable new farmers to start a business such as Surrey's Virtual Incubator Farm Project Online system | All local governments | 1-3 years |
| Goal 2 | | |
| 4. Develop policies to expand processing, storage and distribution of local food (e.g. revitalization tax exemptions) | All local governments | 1-3 years |
| 5. Share information on the potential opportunities to increase local food purchasing strategies | All local governments | 1-3 years |
| 6. Profile and incorporate agri-food business ventures into regional and municipal economic development plans | Metro Vancouver and Agricultural municipalities | 3-5 years |
| 7. Convene bulk food purchasers to explore how to increase local food purchasing | Metro Vancouver to facilitate with participation from all local governments | 1-3 years |
| Goal 3 | | |
| 8. Develop a communication strategy with common messaging for local governments to educate residents about the connection between farmland, food security, climate change and sustainability | Metro Vancouver to facilitate with participation from all local governments | 1-3 years |
| 9. Collaborate with non-profit organizations, build on existing multi-lingual initiatives to develop and distribute information on sustainable and local food programs to new immigrants | Surrey to share resources with other local governments | 1-3 years |

| New Collaborative Actions | Agency | Timeline |
|--|---|-----------|
| Goal 4 | | |
| 10. Promote the Food Donation Guidelines (developed by BC Centre for Disease Control and other partners) to food distribution and food service sectors through municipal and regional business correspondence and events | All local governments | 1-3 years |
| 11. Draw from Surrey's experience to create and share information on culturally relevant local food availability for refugee and new immigrants | All local governments | 1-3 years |
| 12. Draw from Vancouver's study on community kitchens to identify opportunities and challenges for expanding food preparation and processing in under-utilized kitchens | All local governments | 1-3 years |
| Goal 5 | | |
| 13. Collaborate with provincial agencies to prepare a regional agriculture climate adaptation strategy for the Metro Vancouver region | Metro Vancouver and Agricultural municipalities | 3-5 years |
| Emerging Issues | | |
| 14. Work with Health Authorities, industry and appropriate agencies to ensure food safety is considered in commercial and community food production | All local governments | 1-3 years |
| 15. Identify how food security and emergency food issues are being addressed in each local government's emergency management plans and processes | All local governments | 1-3 years |
| 16. Recommend policies and programs to address health outcomes of poverty and food insecurity to senior governments | All local governments | 1-3 years |
| Facilitating Implementation | | |
| 17. Assign a staff member to advance local government food system issues and to participate in semi-annual working group meetings | All local governments | 1-3 years |
| 18. Strengthen the linkages and understanding between local governments and civil society groups in relation to advancing food system issues | All local governments | 1-3 years |

Review of progress on the Action Plan will be an iterative and ongoing process. The Action Plan is intended as a “living resource” that is flexible and adaptable. It will be updated as local governments complete actions, or choose to submit new planned actions. This approach supports annual reporting of progress updates to respective regional and municipal decision-makers, and ensures local governments have the capacity to contribute to the ongoing implementation in a manner that best reflects their interests and capacity.

REGIONAL FOOD SYSTEM ACTION PLAN 2016

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Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission

Interim Committee Report to the
Minister of Agriculture

Prepared by
B.C. Minister of Agriculture's Advisory Committee for
Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission

July 31, 2018

Acknowledgements

The Minister of Agriculture's Advisory Committee for Revitalizing the Agricultural Land Reserve and the Agricultural Land Commission (the Committee) includes the following members:

- Vicki Huntington (Chair);
- Irmi Critcher;
- Arzeena Hamir;
- Chris Kloot;
- Chief Byron Louis;
- Lenore Newman;
- Shaundehl Runka; and
- Brian Underhill.

Ministry of Agriculture staff serves as the Committee's Secretariat: Martha Anslow and Britney Irvine. Agricultural Land Commission staff serves as advisors to the Committee: Kim Grout, Liz Sarioglu and Lindsay McCoubrey. The Committee is grateful for the high value these staffs bring to the Committee's work.

The Committee wishes to thank the many individuals and organizations, too numerous to name, who provided input, expert advice and support in the development of the Committee's Interim Report. The report could not have been completed without their significant contribution, and the Committee wishes to express its gratitude.

The Committee would like to especially recognize the efforts of the current ALC Chair and former Chair of the Committee, Jennifer Dyson, whose dedication and vision set the path for much of the Committee's work.

Finally, the Committee wishes to thank the Honourable Lana Popham, BC Minister of Agriculture, for the opportunity to lead this important initiative and to be able to bring forward this Interim Committee Report.

Executive Summary

On January 4, 2018, the Honourable Lana Popham, B.C. Minister of Agriculture, appointed an independent Advisory Committee (hereafter “the Committee”; see Appendix A Terms of Reference) to lead stakeholder and public engagement and to deliver to the Province interim and final recommendations for legislative, regulatory and/or administrative changes that would revitalize the Agricultural Land Reserve (ALR) and the Agricultural Land Commission (ALC) now and for the future benefit of all British Columbians.

This interim report has been prepared to support the development of a bill for legislative change needed to address province-wide risks to the ALR and the work of the ALC. Additional recommendations will be made as part of the Committee’s final report later this fall.

This report focuses on three sets of recommendations for immediate action:

- Changes to the *Agricultural Land Commission Act* to address key impediments to a strong ALR and ALC;
- Provincial actions to ensure that the federal legalization of cannabis does not have an irrevocable impact on the value and integrity of the ALR; and
- Development of a strategy for the Northeast to promote responsible resource extraction while protecting the ALR and providing support for a strong farming sector.

In developing this report, the Committee considered the results of its nine community stakeholder meetings and other public engagement, including a survey of more than 2,300 online respondents, over 275 written submissions, and numerous expert presentations and reports.

This input led to the Committee’s identification of two critical concerns they considered core to the development of recommendations to strengthen and revitalize the ALR:

The urgent need for province-wide shift to an ‘agriculture-first’ focus in the ALR

- The Committee’s interim recommendations reflect the pressing need for strong provincial leadership and a government wide shift to an ‘agriculture-first’ policy approach to all government actions and decision-making in the ALR. It is the Committee’s considered opinion that unless the provincial government raises the profile of agriculture across all provincial ministries/agencies, the erosion of the ALR and the decline of British Columbia’s (B.C.’s) agricultural industry is a certainty.

The urgent need to curb speculation in the ALR

- As urban land prices increase and population grows, the pressure to develop agricultural land continues to build and prime agricultural land is being taken out of production by investors and speculators or converted to support non-farm uses.
- The Committee believes speculation on agricultural land must be curtailed if the long term viability of agriculture in B.C. is to be realized.

The recommendations contained in this report are organized into three parts:

Part I: Recommendations for Immediate Legislative and Regulatory Change

The need for immediate legislative and regulatory change is focused on four targeted areas:

- i. Protecting the ALR land base into the future;
- ii. Preserving the productive capacity of the ALR;
- iii. Improving governance of the ALR; and
- iv. Supporting farmers and ranchers in the ALR.

Part II: Recommendations for Immediate Action to Protect the ALR

Mitigating the impacts of oil and gas activity in the ALR:

The Committee is recommending the immediate establishment of a Deputy Minister level taskforce with internal and external agriculture partners and stakeholders from the natural resource sector. The Committee recommends that the taskforce be directed to develop a strategy to address the significant resource extraction issues impacting the ALR and its farmers and ranchers in B.C.'s Peace River region.

The development of the important and expanding provincial oil and gas resources in the North has exceeded the capacity of the current regulatory environment to protect farmland. The Committee believes there is a policy imbalance so acute that the productive agricultural land base of the area is threatened.

Restricting cannabis production in the ALR:¹

The Committee has significant concerns about the future regulation and production of cannabis in the ALR and is recommending actions be taken to better protect the ALR. The Committee did not seek specific comments from stakeholders and the public on cannabis; however the issue was a common and urgent concern heard throughout the engagement process. The Committee notes that the Minister of Agriculture recused herself from provincial cannabis-related decisions but was committed to bringing this key ALR-related concern to the Province's attention.

Part III: Key Issues Under Consideration for Final Report

As stated earlier, this report summarizes interim findings only and the Committee continues to examine issues that are important to stakeholders. This report should not be considered a complete list of recommendations put forward by the Committee, especially given the Committee has not yet had the opportunity to review the Agricultural Land Reserve Use, Subdivision and Procedure Regulation. As such, Part III presents other issues that are still to be considered for the final report.

¹ Although the Minister of Agriculture recused herself from cannabis-related decisions, the Committee has made recommendations on cannabis production in the ALR for forwarding to the Minister of Forests, Lands, Natural Resource Operations and Rural Development, who has assumed the Minister's role in cannabis-related decisions.

Some of the issues that the Committee continues to examine fall into themes that are interconnected with the recommendations set out in Parts I and II of this report. These recommendations are viewed also as potential policy actions that will support and complement the purposes of the ALR and work of the ALC. These include:

- Regulatory changes needed to preserve the productive capacity of the ALR;
- The encouragement of farming and ranching in the ALR; and
- Administrative and program changes.

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Interim Report

Introduction

The Agricultural Land Reserve (ALR) and the Agricultural Land Commission (ALC) were put in place in the early 1970's to preserve the limited agricultural land resource in British Columbia (B.C.) at a time when urban development was starting to have a serious negative impact. The legislation is unique and viewed around the world as visionary.

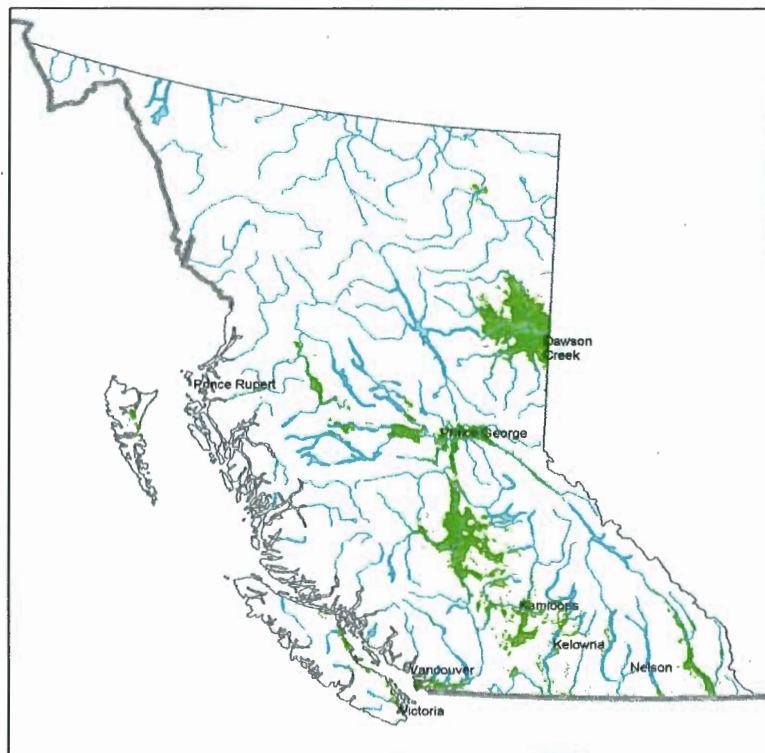
The ALR is a provincial zone in which agriculture is recognized as the priority use, farming is encouraged and non-agricultural uses are restricted. The ALR comprises just five per cent of B.C.'s total land base and is the area with the greatest agricultural capacity.

The ALR is a working landscape where the business of agriculture takes place and upon which farmers and ranchers rely to make a living and grow food for both local consumption and export. More than 17,500 farms operate within the ALR, employing more than 44,500 workers and producing more than 200 different agricultural products. Total farm capital in B.C. in 2016 was more than \$37.5 billion.

Agriculture is a strong component of the B.C. economy and a stable industry in many parts of the province. In 2016, B.C. agriculture generated \$2.5 billion in exports and \$1.3 billion in GDP.²

The work of the Minister of Agriculture's Advisory Committee (the Committee) is

Agricultural Land Reserve in BC



² Statistics were drawn from the "Sector Snapshot 2016: B.C. Agriculture", Ministry of Agriculture, https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/statistics/industry-and-sector-profiles/sector-snapshots/bc_agriculture_sector_snapshot_2016.pdf, August, 2017 and from "Agriculture in Brief", Ministry of Agriculture, https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/statistics/census/census-2016/aginbrief_2016_all_province_region_regional_districts.pdf, 2016

centered on the revitalization of the ALC and the ALR. The objective is not just about agricultural land and the people today, but is meant to be forward looking, resilient and poised for the future.

The Committee recognizes that the ALC needs to be innovative and flexible to adjust, while keeping the mandate as its compass and agriculture as its priority.

The ALR is based on the biophysical capacity of the soil and climate to produce agricultural products. Agricultural soils can be used again and again; however, agricultural land is an irreplaceable, non-renewable resource. Since its inception in 1973, the ALC has considered over 45,000 ALR land use applications.

The pressures on the ALR are significant and inevitably lead to a reduction in the amount of existing, agriculturally capable land within the ALR. They threaten the physical capacity and availability of ALR land to adequately support B.C. farmers and ranchers now and in the future. They impact B.C.'s option to grow its own food. They include:

- Natural limitations: portions of the ALR are covered by lakes, wetlands, waterways and other natural obstructions that impact agricultural production;
- Infrastructure and jurisdictional limits: portions of the ALR include or are impacted by roads, railways, rights of way, and other built or jurisdictional impediments (i.e. federally regulated lands), which impact the potential for agricultural production;
- Intensive non-farm use: land owner activities that do not support agriculture include large scale residential development, commercial activities and resource extraction. All impact the productive capacity of ALR parcels;
- Increasing agricultural land prices that arise from speculation and non-farm use impacts both the ability of existing farmers to expand their farm businesses, and for new entrant farmers to purchase farmland;
- Extensive operations that may or may not be ancillary to agriculture 'pave over' large sections of ALR parcels, rendering them un-farmable and thereby undermining the purpose and intent of the ALR;
- Proliferation of unauthorized and illegal activity, including the illegal dumping of fill and urban waste disposal, severely impacts the agricultural capacity of the soil; and
- Uses permitted in the regulation are being conducted with little or no connection to on-farm agricultural production.

The ALC works with local governments at the municipal and regional level to ensure that an agriculture lens is presented and that land use planning is consistent and supportive of the ALR. The ALC also works with provincial government agencies and ministries to ensure agricultural land is a priority and the function of the ALC is understood by a wide array of stakeholders.

Despite the success of the ALR, the nature of pressures has been changing and remains significant and relentless. Many of the pressures have little to do with the business of agriculture but everything to do with urban expansion. The pressure threatens the physical capacity and availability of ALR land to adequately support B.C. farmers and ranchers now and in the future.

The Committee's Interim Report addresses many of these pressures through recommendations to better protect and revitalize the ALR, to reduce physical impacts to the ALR's productive capacity, and to ensure strong governance of the ALR well into the future. It is the hope of the Committee that the recommendations for legislative and regulatory changes will not only inform and support the Minister as

she proceeds with the revitalization of the ALR and ALC, but will also set the stage for effective, final recommendations from the Committee.

ALR and ALC Revitalization Objectives

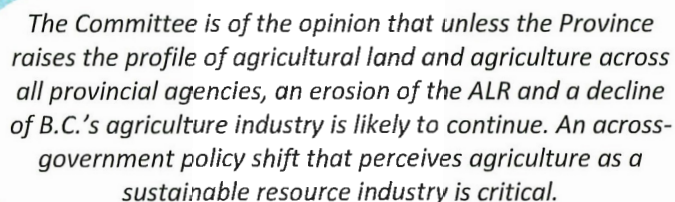
To better understand ALR pressures and opportunities, the Committee undertook stakeholder and public engagement from February 5 to April 30, 2018, and prepared a [Discussion Paper](#) focused on ten common ALR and ALC themes and three broad revitalization objectives:

1. Preserve the productive capacity of land in the ALR;
2. Encourage farming of land in the ALR for uses related to agriculture and food production; and
3. Strengthen the administration and governance of the ALR and ALC to both increase public confidence and to ensure that land use regulation and land use decisions are about preserving agricultural land and encouraging farming and ranching in the ALR.

Over the course of its nine-community stakeholder consultations, broad online public engagement, and research and reporting from sector experts, it became clear to the Committee that these objectives are also fundamental principles for effective revitalization and that they have broad and deep public support. They have guided the Committee's work, and the resulting principle and objectives-based approach to revitalization is reflected in the Committee's interim recommendations. They will also be integral to the Committee's final report.

Urgent Need for a Province-wide Shift to an 'Agriculture-first' Priority Focus in the ALR

The Committee's interim recommendations reflect the pressing need for an 'agriculture-first' policy shift based on strong provincial leadership and a commitment not only to preserve and protect farmland, but also to support farming and ranching in B.C.



The Committee is of the opinion that unless the Province raises the profile of agricultural land and agriculture across all provincial agencies, an erosion of the ALR and a decline of B.C.'s agriculture industry is likely to continue. An across-government policy shift that perceives agriculture as a sustainable resource industry is critical.

Indeed, throughout the Committee's stakeholder and public engagement, the need for an 'agriculture-first' priority approach was a key message of farmers, ranchers, local governments, agricultural organizations, partner organizations, and experts across the agricultural spectrum. This message has guided the development of the Committee's Interim Report. It is the Committee's strong opinion that an 'agriculture-first' approach to all government actions and decision-making in the ALR is necessary going forward.

Urgent Need to Curb Speculation in the ALR

As urban land prices increase and population grows, the pressure to develop agricultural land continues to build. Agricultural land is being taken out of production and investors and speculators are being allowed to exploit tax system incentives intended only for those who farm.

The permissive nature of the ALC Act and regulations, that include very few, if any, limits on the size and scale of permitted farm and non-farm uses, including both mega-homes, and regulations that allow anyone to apply to remove land or develop non-farm uses in the ALR regardless of how long they have owned a property or farmed it, contributes to the perception that the ALR is “open for development”.

The Committee believes speculation on agricultural land must be curtailed if the long term viability of agriculture in B.C. is to be realized. The ALC was intended to protect and encourage the agricultural use of land. It was not intended to be a rationing board tasked with regulating the slow release of agricultural land from the reserve or the conversion of the land base to support non-farm uses.

Committee Engagement and Research

Throughout the development of the interim recommendations, the Committee considered previous analyses of the ALR and ALC; the current and past authority and functions of the ALC; farmland protection in other jurisdictions; and the results of stakeholder meetings and public responses. The Committee reviewed and considered all written submissions, a significant body of research, expert presentations, and advice from recognized industry, academic and other agriculture sector leaders. Please see the Appendix 2 Bibliography for more information.

The Committee’s consultation process took place from February 5 to April 30, 2018, and included stakeholder meetings in nine communities, public engagement via an online survey, and mail and email responses. More than 2,300 British Columbians responded to the online survey, including more than 750 farmers; 115 agriculture specialists; and more than 1,400 responses from the general public. There were also 240 responses from people representing an agricultural industry or interest group. South Coast residents completed 900 surveys, while submissions topped 800 from the Island, 200 from the Okanagan, and more than 100 from each of the North, Kootenay and Interior regions. Over 270 direct email and regular mail submissions were also received by the Committee.

Part I: Recommendations for Immediate Legislative and Regulatory Change

The Committee's interim recommendations include changes to the legislative and regulatory framework under the authority of the Minister of Agriculture.

Recommendation 1: Strengthen the Act to prioritize agriculture by better defining the ALR, including the purposes of the ALR, and establishing 'agriculture-first' criteria for consideration in all ALC decisions

Issue/Rationale:

The ALC Act (the Act) currently includes the purposes of the ALC, but does not include the purpose of the ALR. Putting renewed emphasis on the nature and longevity of the land reserve itself and committing to actions that effectively preserve it for farming now and into the future is the single-most important action the Province can take to revitalize B.C.'s ALR and instill additional meaning into its administrative structure.

The existing purposes of the ALC are often interpreted differently (and at times incorrectly) by local governments, ALR landowners and other stakeholders and, sometimes unwittingly, result in an attempt to use the ALR for non-agricultural purposes. Given the significant challenges and pressures impacting the ALR at this time, it is critical to focus ALC decision-making on protections that sustain the scope, scale and productive capacity of B.C.'s agricultural land and uses that are strongly connected to agriculture and supportive of farming.

The Committee heard from stakeholders throughout the province that revitalization of the ALR and ALC is not possible without strong, stated provincial government leadership. Despite the important role of the ALC, agricultural land continues to be targeted for uses other than farming, and farmers receive increasingly fewer supports and incentives to actively farm. Clear statutory direction/authority for the ALC to consider priority factors and considerations that ensure a farmable, sustainable ALR is essential. Stakeholders emphasized the need to focus on agricultural land preservation and protection in the interest of farming and farmers.

Acting upon this recommendation will build greater clarity, enhanced transparency, and improved consistency of ALC decision-making. These changes will require the ALC and Ministry of Agriculture to not only take leadership in shifting provincial agencies to an 'agriculture-first' model, but will also require an on-going public education program to solidify support for the ALR.

Recommendation 2: Increase the autonomy, independence and effectiveness of the ALC by ensuring that merit based Commission appointments are made in consultation with the Chair and by increasing the oversight role of the Chair in the selection of both Commission members and the CEO

Issue/Rationale:

Strong, stable governance is critical to the long-term success of ALC revitalization. The ALR must be preserved and positioned to support and sustain agricultural production into the future—across the province. To do this, the ALC must be an independent, administrative tribunal able to make strong, sound and final decisions on agricultural land use within the ALR.

Previous policy decisions to move away from merit-based Commission appointments, and remove active Chair participation in the selection of Commissioners and the ALC Chief Executive Officer, have eroded the ALC's credibility and its capacity to reflect agriculture sector interests and effectively lead and guide

appropriate ALC decisions, programs and services. At times, government interference in the appointment process and in ALC governance, contributed to an erosion of public trust.

ALC Commissioners should be appointed as set out in the *Administrative Tribunals Act* and with the same rigour as other administrative tribunals in B.C. The Committee heard strong support for ALC independence; merit-based Commission appointments; well-managed and timely decision-making structures and processes; and responsive programs and services.

Recommendation 3: Ensure province-wide decision making that is consistent and fair with an ALC governance structure that is flexible, locally-informed, regionally-representative, and puts 'agriculture-first'

Issue/Rationale:

Based on the need for strong, stable governance and a provincial-level understanding and approach to ALR decision making, the Committee considered whether the current panel structure supports the revitalization of a strong and defensible ALR and ALC into the future. It is the Committee's opinion that:

- The current structure of one Chair, six Vice Chairs and 12 Commissioners (for a total of 19 Commission members), operating in six statutorily-prescribed regional panels with an Executive Committee reviewing decisions, is costly in many ways;
- While the panels provide for regional views, panel decisions have been overturned by the Executive Committee because of issues and inconsistencies respecting Commission purposes and ALC policies;
- The prescribed regional panel structure and function do not support an over-arching provincial vision and approach to protection of the provincial ALR. The existing governance structure has what amounts to six 'regional commissions'—with little evidence the panels can maintain a provincial ALR focus. A lack of provincial perspective (particularly at the local government level) was one of the primary reasons for creating a provincial body in the first place. The issue remains just as important and relevant today; and
- The existing structure provides limited opportunity for the training and education of the Commissioners so they better understand the provincial focus, let alone other regions of the province.

It is the Committee's view that the existing statutorily-prescribed regional panel structure makes what should be provincial-scale values and decision-making vulnerable to local perspectives and influence. A flexible, locally informed, regionally representative and 'agriculture-first' ALC structure allows for the ALC to determine how best to deploy its government-appointed Commissioners to meet the Commission's operational and legislative requirements. Operational flexibility is an important component of managing the Commission workload, utilizing the expertise of individual Commissioners and maintaining a provincial perspective during the consideration of regional interests.

The Committee heard arguments both for, and against, the current panel structure from stakeholders and members of the public across the province. Most stakeholders supported some form of regional representation. Many stakeholders were frustrated with the current process for panel decisions; with review by the ALC Executive Committee; and with the added time required for the full review process to be complete. Other stakeholders were concerned about the integrity of the ALR given the inherent potential for disparate views and approaches to decision-making in the ALR by six separate three-

member panels. There was also concern expressed that panel members could, unwittingly or otherwise, make locally-biased and/or expedient decisions.

Recommendation 4: Safeguard agricultural values across the province by reinstating a one-zone ALR decision-making model across B.C.

Issue/Rationale:

The Committee heard strong support from stakeholders and the public for the removal of the artificial distinction between ALR land in Zones 1 and 2. The majority of respondents strongly felt that the objective of allowing other economic activities and non-farm considerations to be on par with—and in some cases, to supersede—agriculture in Zone 2, weakened the Act and created expectations that the ALR was open for non-farm development.

It is important to emphasize that lands in Zone 2 are some of the best agriculturally capable soil in the province, and large areas that may be viewed as lower quality are the best lands for extensive ranching activities. Currently, Zone 1 comprises 353,000 hectares of Agricultural Capability Class 1-4 land, while Zone 2 comprises 2,072,000 hectares of Class 1-4 land.

The majority of stakeholders felt the two-zone ALR was unfair, and undermined the concept of a province-wide ALR, with the same law and regulation. The Committee believes a two zone ALR system weakens the purposes of the ALC to preserve agricultural land and to encourage farming across the province and diminishes the priority of agriculture in 90 per cent of the ALR for no discernible benefit. Zone 2 appears to have been established solely to support economic development and other community interests in the ALR and impacts the credibility and stability of decision-making across the ALR.

Reinstating a single zone will provide a strong, stable and consistent legislative and administrative framework for governance across the ALR at a time of significant and rapidly growing pressures and challenges. It will support more consistent and equitable agricultural land use, and ensure agriculture remains the central focus of decision-making in the ALR.

Recommendation 5: Strengthen ALC compliance and enforcement tools, and capacity, to better protect the ALR

Issue/Rationale:

Stakeholders and the public are very supportive of stronger ALC compliance and enforcement tools, particularly for obvious instances of non-compliance such as unauthorized uses, non-farm uses, and mega-home residential development.

ALC compliance and enforcement efforts struggle to be effective due to both the vastness of the ALR across the province and the lack of legislative authority for low and mid-level penalties that would support and enforce compliance. The ALC advises that its compliance and enforcement must be enhanced by increasing Commission resources, and by developing the capacity to effectively use additional legislative tools and instruments.

Smaller scale, immediate enforcement options, on a par with other provincial enforcement officers and mechanisms, would enable the ALC to appropriately address minor non-compliance issues. These enforcement options would also help develop greater public awareness of inappropriate activity on the ALR. Consistency between the Act and other legislation in the arena of enforcement would enable the ALC to properly exercise its responsibility to decrease the incidence of unauthorized uses in the ALR. Over three-quarters of stakeholders (78 per cent) surveyed in the ALC's 2018 Local Government

Engagement Survey indicated that more enforcement from the ALC would be an effective strategy to reduce non-compliant activity in the ALR.

Recommendation 6: Protect the ALR from residential speculation by establishing a maximum total floor area for all primary residences in the ALR (e.g. Minister's Bylaw Standards) and providing local government flexibility to zone below the maximum. Enable new regulations for residential siting, secondary dwellings, and home plate size.

Issue/Rationale:

The Committee heard unanimous support across the province for prohibiting 'estate-style homes' in the ALR and for restricting residences over an established size. The promotion and building of large homes for non-farmers in the ALR is a serious speculation issue in parts of the ALR. Purchase of ALR land by non-farmers, coupled with no provincial limits on the scale and size of residential development, is pushing the cost of land out of the reach of farmers. These property owners are also able to take advantage of lower tax rates on ALR land. This supports neither provincial ALR objectives nor consistency with the Act.

'Estate-style homes' directly impact the land base due to size and required infrastructure. There can be significant impacts where siting choices place homes in the middle of a parcel. Often owners choose not to farm the remainder of the parcel or make it available for other farmers to lease. Estate owners who lease their land to farmers are able to exploit tax advantages meant exclusively for those who farm. Additionally, rural/urban issues tend to increase.

During stakeholder and public engagement, the Committee heard the following:

- Speculation associated with large homes significantly overvalues farmland, restricts new entrants, and undermines the value and viability of farming across B.C.;
- Local governments are struggling to establish bylaws and are looking for clear provincial rules around house size limits in the ALR;
- There is a perception and reality of unfairness and inconsistency in the way different local governments/communities zone and manage residential size in the ALR;
- As farms are bought and converted by non-farmers to support large residential and estate development, the remaining productive farmland is becoming smaller and less usable, and short-term leases are increasingly the only option;
- Lease arrangements provide very limited security for lessees and do not support the long-term viability of farming in B.C.; and
- The regulation of housing in the ALR is currently a local government authority. Local governments across the province appear pressured to allow large-scale residential development in the ALR and the Committee heard from over 40 local governments about the need for clear provincial rules in the ALR—including the need for rules on maximum house size.

To promote consistency, fairness and an 'agriculture-first' lens in the ALR, the Committee recommends the total area for all primary residences be based on the Minister of Agriculture's Bylaw Standards.

The Ministry consulted extensively with local governments in the development of the standards, which assist local governments in developing bylaws supportive of agriculture in farming areas. Local governments are encouraged but not required to adopt the Minister's Bylaw Standards, unless they are

a 'regulated community'. A number of local governments have successfully passed bylaws modeled on the standards, while some have found it difficult to implement them. Others do not have zoning bylaws.

The Committee is of the opinion that provincial rules on house size and the home plate in the ALR are necessary. Local governments surveyed in 2018 by the ALC considered 'additional dwellings necessary for farm help' the most difficult permitted use to regulate: over half of the local governments surveyed (56 per cent) identified it as a challenge, and one-third (30 per cent) ranked it as their top challenge.

Recommendation 7: End the impact of illegal fill on the agricultural capability of the ALR by redefining and restricting fill throughout the ALR

Issue/Rationale:

The placement of fill is a non-farm use that is allowed in the ALR as it is specifically provided for in the Act and the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation* (the Regulation). Illegal fill—fill that is not allowed under the Act and the Regulation, or approved by the ALC—is a substantial issue in the ALR. Each year broken glass, drywall, asphalt, concrete, boulders, and many other types of construction and demolition waste are dumped in the ALR, often in a paid arrangement with a landowner. Fill is defined in the Act as "any material brought on land in an agricultural land reserve other than materials exempted by regulation." The rules surrounding fill are confusing, which makes enforcement a challenge.

The concern over illegal fill in the ALR is two-fold:

1. Land owners who state fill is necessary for their farm operations are not required to seek approval from the ALC (as outlined in the Regulation). The volumes then brought onsite frequently exceed, to a significant extent, what would be an acceptable amount under normal farm practice; and
2. If a land owner does get approval from the ALC through a non-farm use application, the amount actually brought on typically exceeds the approved volume, sometimes significantly.

Fill often affects large tracts of land and seriously degrades the capability and utility of the land. The land lost to fill is considerable and rarely results in any practical benefit to the agricultural land base. Fill placement in excess of what might be needed for farming in most cases is financially motivated, and can be a lucrative business for ALR landowners. In the South Coast Region, for example, landowners are paid \$50 to \$200 per truck load to take fill. According to the ALC, *the average volume of fill deposited onto a property in the ALR is 43,000 m³ (equivalent to 6,000 truckloads), generating anywhere from \$300,000 to \$1,200,000 in revenue for an ALR landowner.*

An ALC review of the issue notes that illegal fill represents approximately 42 per cent of all ALC compliance and enforcement case files.

Fill was raised as an important concern throughout the Committee's stakeholder consultation and prohibiting fill in the ALR was a common suggestion for revitalization. Defining the type and volume of fill legitimately required by farmers for agricultural activities is a critical issue. Left unchecked, the current dumping practice in the ALR will render significant portions of farmland unproductive and will permanently change the soil quality and capability.

Defining thresholds for fill will protect ALR capability and will support local governments who are trying to deal with fill issues via local bylaws. It will provide needed clarity and support improved consistency

of application of fill rules across the ALR. The Committee will provide recommendations on fill thresholds in the final report to the Minister.

Recommendation 8: Address speculation through better land use planning by only considering exclusion of ALR land through a joint local government-ALC land use planning process

Issue/Rationale:

The current ability for ALR landowners to apply to exclude (permanently remove) land from the ALR is likely a significant contributor to speculation and the increasing cost of land in the ALR. Land is purchased or optioned for residential, port, industrial, and other uses unrelated to agriculture, with the idea that it might eventually be excluded. The resulting land values are placing agricultural land well beyond the reach of farmers.

Although applications for exclusion by individual landowners represent a smaller portion of applications received by the ALC when compared to subdivision and non-farm use applications, the perception that the ALR is open to individual, one-off exclusions has an incalculable impact on the long-term resilience of the ALR.

A landowner may currently apply to have land excluded from the ALR as soon as it is purchased. Individual landowners often make the case that parts of their land are not capable of growing an agricultural product and should be excluded. However, during the initial establishment of the ALR, smaller areas of lower capability land were intentionally included within the ALR boundaries to support compatible uses, reduce potential conflicts with adjacent land, and to ensure a contiguous ALR.

In many instances today, applications for exclusion are not about the quality of the land but about the financial benefits of converting ALR land to a more lucrative use. This was not the intention of the application process and is the antithesis of the ALC mandate. Internationally, successful agricultural land preservation regimes are planned by government, and the ones that last do not include individual exclusion routes.

Collaboration on land use planning processes between local governments and the ALC have been successful in the past in identifying lands for future exclusion based on a regional planning perspective and quantifiable need by the local government. Focusing on this more proactive approach is necessary to ensure that the haphazard development associated with individual landowner exclusions no longer negatively impacts the ALR. Directing exclusions through a joint local government-ALC planning process will also:

- Help eliminate speculative purchasing and holding of ALR land for uses other than agriculture;
- Help maintain a contiguous ALR within the boundaries to avoid infiltration of non-agricultural uses that conflict with the surrounding agricultural landscape;
- Reduce the potential of impacting the ALR via ‘death by a thousand cuts’; and
- Create a defensible and rationalized ALR boundary with a long-term land use planning lens.

Recommendation 9: Make the ALR application review process more efficient by prescribing acceptable non-farm use and subdivision applications

Issue/Rationale:

Approximately 80 per cent of applications to the ALC are for subdivision and non-farm uses, *and the vast majority of the applications are not from farmers or ranchers.* These types of applications are for uses

where the land remains in the ALR but is used for non-agricultural purposes. Significant ALC resources are spent processing these applications that often have nothing to do with farming in the ALR.

This high volume and application-heavy focus limits the ALC time and resources needed to focus on other key aspects of its mandate, including collaboration with both other governments and government entities to encourage farming in B.C. The ability of landowners to apply for such a wide range of activities, which ALC has experienced as quite literally any type of land use activity, further drives speculation and land costs based on the perception of what is possible in the ALR.

The intent of non-farm use applications was for the ALC to exercise discretion related to uses that were not permitted in the Regulation but might still be compatible with agriculture. The primary purpose of subdivision applications, however, is to create a new lot for residential purposes. The impacts and conflicts that arise from adding strictly residential uses in the ALR can negatively impact agricultural land and businesses. The cumulative nature of ALC decisions for subdivision and non-farm uses is significant.

Opportunities for narrowing the range of applications to the ALC to uses complimentary, compatible and/or supportive of agriculture include:

- Creating an application framework that considers proposals compatible with the ALR;
- Ensuring the ALC, and not local government or the approving officer, is the decision-maker for all non-farm uses in the ALR;
- Eliminating the speculative nature of purchasing or holding agricultural land in hopes of using it for something other than agriculture; and
- Instilling an 'agriculture-first' lens to applications and potential changes to land use.

Recommendation 10: Improve clarity around the two ALC reconsideration processes

Issue/Rationale:

Reconsideration of ALC application decisions consists of two distinct processes, a decision reconsideration requested by an applicant and a decision reconsideration requested by the Chair, which can be confusing to the public and take up considerable ALC resources. ALC decision-making will be improved by ensuring the two reconsideration processes are clearer, less cumbersome, and less confusing.

Reconsideration of a decision requested by an applicant:

Regardless of whether an application is refused or approved, an applicant may ask that a decision be reconsidered. The purpose of this reconsideration is to allow the Commission to revisit decisions if they were fundamentally flawed due to consideration of incorrect information or, if subsequent to a decision, compelling information is provided that would have significantly contributed to the Commission's understanding of the facts at the time of its original deliberation. A request for reconsideration is not intended to provide an applicant with an opportunity to periodically revisit the Commission's decision in perpetuity. However, at times this is how it has been interpreted and used by applicants.

The Regulation does not define a length of time a reconsideration request must be submitted within, define how many requests can be submitted per application decision, or outline what can be submitted in a reconsideration request as 'evidence'.

In 2017/18, the ALC received 78 requests to reconsider applications. Of those, only 18 were referred for reconsideration and of those only three were reversed.

The Committee recommends improving the criteria for reconsideration requests by:

- Establishing submission timeframes;
- Putting limits on the number of requests that can be made per decision; and
- Providing clarity with respect to the expected substance of a request.

These improvements will reduce the number of unsubstantiated requests that require a considerable amount of ALC resources. This would bring the ALC in line with other B.C. laws that define specific criteria for reconsideration.

Reconsideration of a decision as directed by the Chair of the ALC

Regardless of whether an application is refused or approved, the ALC Chair has the authority to direct the Executive Committee to reconsider an application decision made by a regional panel that the Chair considers may not fulfill the mandate of the Commission or adequately consider Zone 2 criteria. The purpose of this authority is to provide the Chair with oversight to ensure consistency of decision considerations according to the Act.

The Committee heard from stakeholders and the public that the Chair-directed reconsideration process is not clear. Local government representatives spoke about concern and frustration raised by the public regarding the fairness of decisions and the perception of unfairness when decisions are provided to applicants, but then some time later they receive a notice of a Chair-directed reconsideration.

In 2017/18, the Chair directed the Executive Committee to review 19 of the 391 decisions made.

A review of the current legal process of Chair-directed reconsiderations is needed such that the Chair retains the important ability to review and direct decisions for review to ensure consistency with the ALC mandate, but there is a reduction in the uncertainty of a decision for the applicant and local government.

Recommendation 11: Ensure a province-wide agricultural perspective by removing the ALC's capacity to delegate subdivision and non-farm use decision-making authority to local governments

Issue/Rationale:

Section 26 of the Act enables the ALC to enter into an agreement with a local government to delegate the ALC's decision-making authority for subdivision and for non-farm use. Under a delegated agreement, local government elected officials take on the decision-making role of the ALC. The provision for the ALC to enter into voluntary delegation agreements with local governments was established in 1994. The intention was to enable sharing of the ALC's application processing workload and to bring more local community planning knowledge and responsibility into the decision making process. In the early 2000's, government direction was to promote delegation agreements to local governments; however, most local governments were not interested in taking on this responsibility.

Delegating decision-making to a local government creates significant potential for inconsistency in application processing, decision consideration, and decision rationale around the province. To assess the delegated decision process and decisions, the ALC must audit decisions made by delegated local governments. Managing an agreement with local government requires ongoing audits of the decisions being made, administrative law training for the delegated decision makers and local government staff, and other decision making training specific to the ALC mandate. This has created additional work for the ALC and for local governments. There is also an increased potential for bias for delegated decision-

makers, as they fill both the role of an elected local government representative and that of an ALC decision maker.

In total, only three delegation agreements were established with the ALC, of which only one is active (with the Regional District of Fraser Fort George, established in 2001). According to the ALC, the Regional District of Fraser Fort George has made an average of 10 delegated decisions per year since 2002. Given the number of delegated decisions being made, the ALC's review of agreement decisions, and the recommendation in the Auditor General's 2010 "Audit of the Agricultural Land Commission", the Committee believes that the ALC should be the independent body that considers and decides applications submitted under the Act.

Removing the ability for delegation to local government ensures: arms-length, independent decision-making with an 'agriculture-first' focus; province-wide consistency of decision making; adherence to administrative law; and review with a provincial perspective. Since 2002, there has been very limited interest across the province in taking on the added responsibilities of a delegation agreement.

The Committee believes that maintaining a resource-heavy program for minimal delegations is not an effective use of the ALC's resources. The ALC would be better suited to achieve its mandate to concentrate its resources that are currently required to manage a local government delegation agreement on other more proactive aspects of working with local governments.

Recommendation 12: Build better planning and land use decisions for agriculture by requiring all local government bylaws that affects the ALR to be endorsed by ALC resolution

Issue/Rationale:

The ALC is charged with exercising a variety of duties under the Act. These duties include: planning; boundary reviews; compliance and enforcement; applications; delegation agreements; and policy development. The planning function includes review and comment on the development, amendment or repeal of an official community plan that might affect the ALR. It also involves ensuring that local government bylaws are consistent with the Act, the Regulation and the orders of the ALC.

Local governments and their planning documents are often the first and only place the public, land owners, developers and real estate agents look to for land use information, including information on the ALR. Bylaws that do not accurately reflect the permitted uses in the ALR misinform the public, create expectations and misperceptions, and impact the ability for the ALC to conduct compliance and enforcement.

It is currently the responsibility of local governments to ensure that their zoning bylaws, regional growth strategies, official community plans, and official development plans are consistent with the Act. If they are not consistent with the Act, they are considered to have no force or effect. Legally, local governments only have to refer official community plans to the ALC after first reading if the plan might affect land in the ALR.

The strength of local legislative frameworks for farmland protection can vary considerably across the approximately 150 local governments with land in the ALR, from very strong to very weak. In some areas of the province there are no zoning bylaws or there are dated bylaws that are inconsistent with the current Act and Regulation. Most ALC challenges are with the interpretation of the Act and the Regulation through zoning and building permit plan review. Bylaws inconsistent with the Act have no force and effect, but when used to allow for a land use inconsistent with the Act and the Regulation, the negative impact on the land base has already occurred. The ALC works to communicate with local governments regarding inconsistent bylaws and policies that are not supportive of agriculture under its

mandate to encourage consistency. However, in the absence of having the legislative authority to comment and/or approve of zoning that effects the ALR, it is an incremental, reactive and relatively ineffective way to try and ensure consistency.

It is essential that the ALC be involved officially and earlier in bylaw review and land use processes in order to ensure consistency with the Act and to maximize public clarity as to what is permitted in the ALR. Local governments are currently under no obligation to have the ALC confirm that non-statutory plans and bylaws are consistent with the Act and the Regulation.

Going forward, annual long term ALC resources towards improved education and communication are essential. This includes increasing efforts with local governments after municipal elections to ensure that zoning bylaws are consistent with the Act and the Regulation, similar to the structure and approach used for regional growth strategies.

Recommendation 13: Strengthen ALC administration by clarifying and updating the Act and Regulation to improve ALC's daily operation

Issue/Rationale:

The ALC occupies a distinctive role within the Canadian legal system. While it is part of “government” as broadly defined, it is a quasi-judicial body and is not part of any government Ministry. The ALC is instead part of the Canadian community of independent administrative tribunals, vested with important statutory powers, whose members are obliged to exercise those statutory powers in accordance with the law.

Over the last decade, the ALC has not been involved in the changes to the Act that have resulted in ALC operational challenges. This has rendered portions of the Act redundant or not clear, making day-to-day operations cumbersome. The result is that the Act is missing clarifying definitions and operational provisions that would greatly assist with implementation of the legislation. The ALC has identified a list of minor legislative amendments. The government is encouraged to work closely with the ALC to include these changes.

Part II: Recommendations for Immediate Action to Protect the ALR

Mitigating the Impacts of Oil and Gas Activity in the ALR

The Committee recognizes that the energy sector is vitally important to the British Columbian economy. But so too is the extraordinary soil capability and micro-climate of the Northeast of the province, both of which support a robust and large-scale agricultural industry.

The Committee has previously noted that it is imperative there be a government-wide policy shift in identifying agricultural land and industry as a resource equivalent to other resources, and oil and gas is no exception. It is essential an 'agriculture-first' approach be applied to the ALR in the Northeast.

The development of the energy sector has exceeded the capacity of the current regulatory environment to protect farmland. The impacts of oil and gas extraction on agricultural land and farm businesses in Northeast B.C. have reached a breaking point. Cumulative impacts over the last decade from accelerating oil and gas development have rendered portions of agricultural lands unusable and others difficult to farm. With continued changes in extraction and processing methods along with the pace and scale of development, these activities that were once considered temporary are no longer. Instead they are permanent industrial sites built on farmland and next to farm communities.

Responsible oil and gas development, as with all resource sector activities, is important to the preservation of agricultural land. The Committee encourages the government to ensure that the extraction of subsurface resources does not continue to permanently damage some of the best agricultural soils in the province and take precedence over farming, farm businesses, ranching and the agricultural industry. The ALR, and the farmers who make a living on it, should be treated equally and with respect in order for both activities to co-exist and benefit all British Columbians.

In an effort to strike a balance between the needs of the agricultural sector and the energy sector, the Committee makes the following recommendations:

Recommendation 1: Immediately form a senior executive led (Deputy Minister-level) multi-agency and multi-jurisdictional taskforce to develop a strategy focused on how a balance can be achieved between agriculture and oil and gas extraction.

The Committee is recommending the immediate establishment of a Deputy Minister-level taskforce with internal and external agriculture partners and stakeholders from the natural resource sector. The Committee recommends that the taskforce be directed to develop a strategy to address the significant resource extraction issues impacting the ALR and its farmers and ranchers in B.C.'s Peace River region.

The Committee recommends the taskforce review, among other considerations, the following issues:

- How to balance surface rights of the farmer/rancher with sub-surface rights of the extractor;
- How the farmer/rancher will be given authority to influence negotiations on the farm and location of oil and gas facilities and infrastructure;
- How the comments made to this taskforce by the farmers/ranchers will be accommodated in a balanced process;
- Determine whether the delegation agreement between the ALC and the B.C. Oil and Gas Commission is the correct approach or if there is an alternative approach that would better protect agricultural interests and restore confidence in the regulatory system over the long term;

- Complete a fulsome impact assessment of oil and gas activity within the ALR;
- Build a memorandum of understanding and operational agreement between the ALC and the B.C. Oil and Gas Commission for sharing impact assessments and other information so they can work more effectively together; and
- Determine how farmers can access ongoing professional, independent support.

Recommendation 2: Establish an increased ALC presence in the North.

- There is a need for a made-in-the-North approach to ensure solutions/responses are created in and benefit the North.
- The ALC needs to be given resources to increase its presence in the Northeast of B.C.

Issue/Rationale:

There is a growing incompatibility of agriculture and extraction activities due to the growth in the size and number of surface activities that are required to support subsurface extraction; the industrial creep into the ALR is increasingly noticeable.

Much of the oil and gas activity in Northeast B.C. is on actively farmed land in the ALR. ALR land in this area is some of the best in the province and supports large scale agriculture. For this reason, a stronger agricultural lens needs to be included in the extraction sectors' planning and decision making process and more resources need to be provided to the ALC and the land owner/farmer to help preserve and utilize as much of the farmland as possible.

With extensive legislative, regulatory, administrative and expert support and capital for oil and gas development, the energy sector is positioned to be successful. It is important to note that there is no institution or agency that singularly represents farmers and ranchers as they struggle to maintain their agricultural businesses in the face of a rapidly growing energy sector. Agriculture businesses are on their own. Unintended consequences of deregulation, including the delegation agreement between the ALC and the B.C. Oil and Gas Commission, and the extent and speed of development have outstripped the ability of regulation to ensure damage to the land base is not permanent.

The Committee heard clearly from stakeholders and the public that supports in place for oil and gas development do not exist for agriculture businesses or agricultural land protection. And where there are mechanisms and processes in place, they are difficult to access, cumbersome, time-consuming, and often do not result in a balanced approach.

Why is oil and gas development in the Northeast of B.C. such a significant concern in the ALR?

- Key impacts to agriculture include the nature of subsurface rights (oil and gas access to land is 'guaranteed'), changing technology, costs and profitability of the energy sector, and the exponent erosion of agriculture surface rights due to the increase in the scale and number of oil and gas activities;
- The shift from a single well lift system to multi-pad well sites; exponential growth in numbers and increased physical impact on the land base;
- The increase in permanent, industrial infrastructure due to additional on-site processes;
- Well sites are no longer being reclaimed and put back into agricultural production. Wells are often abandoned, inactive or suspended for long periods of time meaning the land cannot be farmed;
- Due to the imbalance between subsurface and surface rights, and the compulsory aspect of the entry to the land, landowners have very little power to minimize the agricultural impact on their property when development occurs; and
- Signing a surface rights lease agreement enters the landowner into a contractual agreement with the operating company; conditions to minimize the surface or operational impacts can be put in this agreement; however compliance with these conditions lies with the willingness of the operating company. Further, the enforcement of these conditions is often too cumbersome, time consuming and costly for the landowner to pursue.

Northeast B.C.: The ALR and Montney Gas Basin

The Montney Gas Basin is a major shale gas formation extending from Northeast B.C. to Northwest Alberta. As is shown in Figure 1, there is a high degree of overlap between the ALR and areas of possible resource extraction. It is the source of much of the current oil and gas exploration, development, and production in B.C.'s Peace River Region. The neighborhood of Farmington, as shown in Figure 2, is a prime example of an area that is significantly impacted by oil and gas activity. Presently, there are 559 active wells within 15 kilometers of Farmington, with an additional 88 in development and 291 authorized, on approximately 150 well pads. In addition to these active wells, there are 73 facilities in the area. Thirty-eight (38) applications to develop additional wells are being processed, 32 of which are on private land, four on Crown land, and two on both Crown and private land. Of these applications, 30 belong to Encana, four to Arc Resources, three to Tormaline, and one to Plateau.

Within the Farmington neighbourhood, there are also 575 residences, of which approximately 50 are within 500 meters of an active well or facility site.³

Figure 1: Montney Gas Basin and the Agricultural Land Reserve

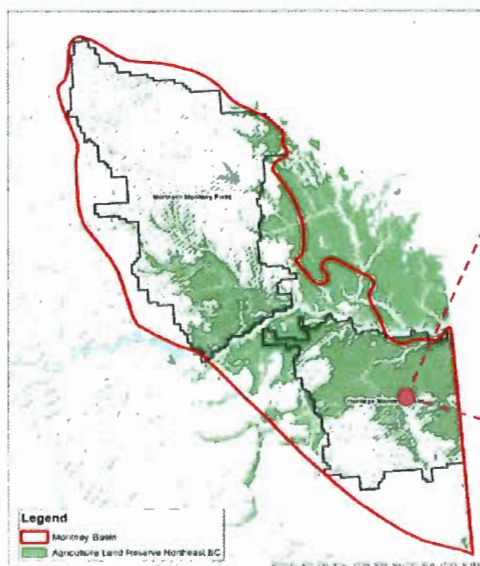
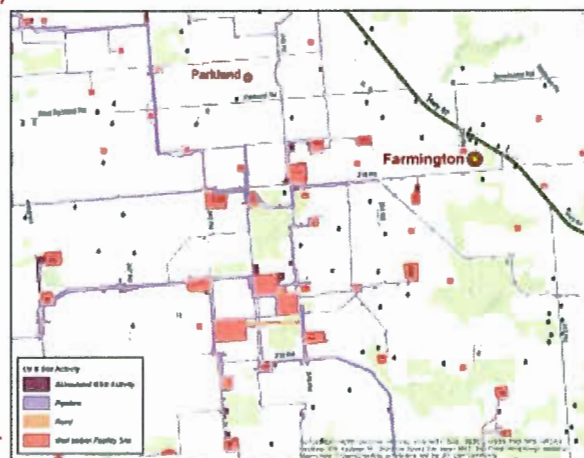


Figure 2: Farmington Oil and Gas Activity



³ Figures and statistics were drawn from the "Presentation to the PRRD," Paul Jeakins, BC Oil and Gas Commission, http://prrd.bc.ca/board/agendas/2018/2018-15-669138994/pages/documents/4.2BCOGC_000.pdf, May 23, 2018.

Restricting Cannabis Production in the ALR

The Committee's cannabis recommendations reflect significant concerns and recommend steps in the regulation of cannabis production in the ALR. The Committee did not seek specific comments from stakeholders and the public on cannabis, but the issue was a common and urgent concern throughout engagement. (The Committee notes the Minister of Agriculture recused herself from provincial cannabis-related decisions but was committed to bringing this key ALR-related concern to the Province's attention.)

Recommendation 1: Establish an immediate moratorium on all non-soil bound cannabis production and facilities in the ALR pending provincial-level analysis of impacts

Recommendation 2: Following a provincial level analysis, enable the ALC to establish rules/criteria for cannabis production throughout the ALR; permit cannabis production in the ALR only through application to the ALC

Issue/Rationale:

Federal legalization of non-medical cannabis will lead to land use issues not previously contemplated by the B.C. government and its agencies, including the ALC. The potential impacts to the ALR will likely be significant and are not yet fully understood. Advertisements for sale of ALR land and information provided to local governments across B.C. suggest there is currently significant promotion/speculation for cannabis production in the ALR. In early July 2018, the Union of B.C. Municipalities asked the provincial government to put a moratorium on the use of agricultural land to grow cannabis. They have asked that this moratorium remain in place until there is a comprehensive review and consultation with local governments.

The size and scale of cannabis facilities in the ALR is a growing concern across B.C. In Central Saanich on Vancouver Island, a proposal to build 21 greenhouses in the ALR for cannabis production resulted in a 1400-signature petition to the B.C. Legislature in March 2018. The petition requested a prohibition on cannabis production in the ALR. Several B.C. local governments have passed motions asking the Province to place a moratorium on cannabis production in the ALR.

The Committee did not include cannabis as a theme in its Discussion Paper, yet cannabis in the ALR was a commonly-raised concern of stakeholders and the public. The Committee is aware the public wants to provide the Province with feedback on where cannabis production should be allowed in B.C. This was not a question put to the public in B.C.'s 2017 engagement on cannabis. Regardless, the Committee heard near unanimous support from stakeholders and the public for significant restrictions, including an outright ban, on cannabis production in the ALR.

Why is cannabis production in the ALR such a significant concern?

- The ALR is a limited land resource and B.C. has limited prime agricultural land (agricultural land capability classes 1-4); many cannabis production facilities are expected to be both non-soil bound (i.e. cement-bottomed) and to cover large tracts of arable land—including some of the highest capability lands. The anticipated scale of these structures will damage the land base and permanently alienate large tracts of land from agricultural use.
- ALR land is cheaper and more expansive than industrial land. Competition for land for cannabis production is already impacting the ALR and compounding other speculative factors that are driving up the price of farmland in B.C. ALR land is being purchased and existing

greenhouses are being converted for cannabis production. Agriculture stakeholders are concerned about large cannabis operators with substantial financial resources squeezing out local farmers.

- Food production in the ALR is a key public interest. Displacement of vegetable crops for cannabis (conversion of greenhouses) is viewed by many as impacting B.C. food choice and security.
- Incompatibility of cannabis with other agricultural uses, including competition for resources (e.g. significant water requirements for cannabis production) is a key concern in many parts of the province.
- The business risk of large scale cannabis production has not been assessed, including the potential for cannabis enterprises to go bankrupt and leave abandoned structures on the ALR. Reclamation of greenhouse structures is a key concern.
- The extent of nuisance and non-compliance impacts from cannabis production in the ALR has not been assessed by the Province with either the ALC or local governments.
- Local governments are very concerned about cannabis production in the ALR. The Union of B.C. Municipalities asked the Committee to carefully examine the means of production of recreational cannabis to determine if the expected industrial-style production is the best use of B.C.'s limited agricultural land. Cannabis production is resource-intensive and local governments want the ability to manage where cannabis facilities can be built. Local government would prefer cannabis greenhouse production to be outside the ALR and in industrial and light industrial areas where municipal services already exist.
- Other impacts to the agricultural land base are unknown, including the interface with neighbouring farms, processing requirements, and commercial traffic in farm areas.
- Odour issues from cannabis production facilities are a key concern. Unlike livestock farmers who fertilize their land during certain times of the year, cannabis odour is pungent and intrusive and continuously creates a negative effect to those residing in the vicinity.

Part III: Key Issues under Consideration for Final Report

As has been pointed out, this report constitutes interim findings and will be followed in the fall by a second, final report to the Minister. There is still a great deal of ongoing work being done, particularly in the area of potential regulatory change.

At the centre of all future recommendations is the need for a broad government-wide recognition of agriculture as a key natural resource sector—and economic generator—in this province.

The Committee is intending to provide recommendations to the Minister that will further ensure the revitalization of both the ALR and of the ALC, and that will assist the Province in developing an “agriculture-first” mind-set throughout B.C. Many of these matters are regulatory in nature; some are policy oriented; and some involve new programs that will ensure the long term viability of the ALR.

Issues under further discussion and analysis generally fall into the following categories, but are not limited to:

Regulatory changes needed to preserve the productive capacity of the ALR

- Fill regulations on ALR
- Farm home plate
- Diversified Farm Use Area
- Greenhouse considerations
- Commercial composting

The Encouragement of farming and ranching in the ALR

- Government support for farmers and ranchers:
 - Access to credit;
 - Access to programs; and
 - Support for new entrants
- Access to land
- Agriculture extension services
- Examine the farm income threshold for farm property tax class
- The need for a provincial agriculture advisory council

Administrative and Program changes

- ALC outreach and education:
 - Province-wide communication plan;
 - Memorandum of understanding development with ministries and agencies; and
 - Real estate industry education outreach (regulations surrounding advertising in ALR and licensing course on ALR purpose and regulations)
- Ministry of Agriculture programming:
 - Cumulative impact assessments (e.g. Agricultural Land Use Inventories);
 - Agricultural impact assessments;

- Impact of climate change on productivity in ALR; and
 - Farm succession planning
- Memoranda of understanding to cover the working relationship between the ALC and the Ministry of Agriculture
- Funding and resource issues

This is not a complete list of current and future considerations by the Committee; the Committee continues to move forward on a number of important issues, in different sectors and regions. The Committee will also use results and analyses from public consultation, including the Committee's 'What We Heard Report,' to inform potential areas for recommendations in its final report.

Appendix 1: Terms of Reference

Minister of Agriculture's Advisory Committee - Terms of Reference

Purpose:

The Minister of Agriculture's Advisory Committee for the Agricultural Land Reserve (ALR) (Advisory Committee) will provide strategic advice and policy guidance to the Minister, and will be responsible for delivering recommendations on how to best achieve the mandate commitment of "Revitalizing the ALR and ALC" based on the outcome of a broad engagement process with stakeholders across the province.

Outcomes:

The Advisory Committee will provide recommendations to the Minister on matters related to revitalization of ALR and ALC; specifically, to inform potential changes to the current legislative, regulatory, and administrative framework. The Advisory Committee is not a decision-making body, all decisions rest with the Minister and the government.

Principles:

To ensure a focused review, the following principles provide additional parameters:

- Work will be forward looking, and focus on the future of the ALR and ALC;
- Recommendations will work towards improving the purposes of the ALR and ALC;
- Establish fair and unbiased evaluations of policy issues that are challenging the purposes of the ALR and ALC and also evaluate what is working well;
- Recommendations will come with clear identification of the problem, goals (desired end state), objectives (end-results that contribute to goals, rationale and a proposed solution or strategy (how to achieve and objective).
- Where possible, data/information to validate magnitude and the impacts (both positive and negative) will be included with recommendations.
- Recommendations need to be legally sound, and achievable.

Membership and Governance:

The Advisory Committee will report directly to the Minister and will have an appointed Chair to provide neutral and unencumbered leadership.

Membership is determined by the Minister, and includes representatives from across the province that has knowledge and experience of the ALR and understands the ALC.

Deliverables:

- Detailed work plan, budget and engagement plan to be approved by Minister;
- Monthly reports on progress to implement work plan and achievement of expected deliverables;
- Provide input on a discussion paper to be used to guide broad public engagement;
- Conduct regional engagement in seven communities across the province;

- Early recommendation report on proposed legislative amendments to be considered by the Minister based on consultations and research findings (due in April 2018); and,
- Final recommendation report.

Term:

Advisory Committee members are requested to commit for a one year term from the date of the initiation meeting.

Confidentiality:

The Advisory Committee members are expected to hold their conversations in confidence. Members must not discuss or disclose the nature or content of these conversations with the public or the media as Cabinet confidentiality applies to advice and recommendations to be considered by a Minister or by the Executive Council (Cabinet). Similarly, written submissions and background materials prepared to inform discussions must not be disclosed publically, without prior permission. All deliverables must be submitted to the Minister for approval on a schedule of check-in points up to the final deliverable due dates.

Meetings:

The Advisory Committee is expected to meet at least once per month, and organize face to face meetings to coincide with engagement face to face sessions in seven communities across the province.

Roles and Responsibilities:

Chair

- Responsible for ensuring all deliverables are fully completed on time and presented to the Minister according to the timelines.
- Responsible for ensuring that all deliverables are: of good quality, clear, based on verified information, unbiased and address the purpose of the Advisory Committee.
- Sets agenda for meetings and ensures meetings achieve their purposes.
- Makes decisions on allocating specific work to the members.
- Requests advice from Ministry staff on aspects of the work that relate to government processes to ensure that recommendations can be implemented.
- Attends and participates in meetings.
- Provides policy and strategic advice to guide the initiative.
- Participate and/or lead regional engagement sessions.
- Contribute to the development of early and final recommendations for the Minister.
- Identifies issues or conflicts as they arise for the Minister.
- Works with the ministry staff to support coordination of the overall initiative.

Members

- Attend and participates in meetings.
- Provides policy and strategic advice to guide the initiative.

- Participate in regional engagement sessions.
- Contribute to the development of early and final recommendations for the Minister.

Remuneration:

Members will volunteer their time, and be reimbursed travel expenses as per the provincial government guidelines for public servant travel.

Secretariat Support:

The Advisory Committee will be supported by ministry staff, which will be responsible for secretariat support.

Ministry Involvement:

The Ministry will be responsible for, and will need input from the Advisory Committee on the following items:

- Creating the final, overall engagement strategy and plan.
- The discussion paper for January 2018 that will launch engagement.
- Conducting targeted stakeholder and the online portions of the engagement process.
- Preparing any documents related to legislative changes, program changes or policy changes.

The Ministry may also provide a representative to accompany the Advisory Committee at the regional meetings as needed.

Appendix 2: Bibliography

Minister of Agriculture's Advisory Committee for ALR and ALC Revitalization Interim Report to Minister – Bibliography – July 2018

Throughout the development of these recommendations, the Committee considered previous analyses of the ALR and ALC, the current and past authority and functions of the ALC, farmland protection in other jurisdictions, and the results of stakeholder meetings and public responses along with expert reports and other government reference documents. The following documents, reports and submissions were received and reviewed by the Committee:

Note: *** denotes where a report is available in hard copy form only.

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ATTACHMENT 4

Summary Table: BC Minister of Agriculture's Advisory Committee Recommendations and Provincial Government Response

| Recommended Action/Highlighted Issues from the BC Minister of Agriculture's Advisory Committee | Provincial Government Response | Resulting Impact in the ALR |
|--|--|---|
| Recommendation – Establish an immediate moratorium on all non-soil bound cannabis production and facilities in the ALR pending provincial-level analysis of impacts | <ul style="list-style-type: none"> • No moratorium in place. • Under the changes to the Provincial ALR regulations (July 2018), cannabis production is a permitted farm use. • No indication or announcement from the Province on additional examination of impacts on cannabis production in the ALR. | <ul style="list-style-type: none"> • Continued use and targeting of agricultural land by cannabis producers/industries to establish facilities in the ALR. • Loss of farmland and reduced capacity to grow food on farmland across the Province. |
| Recommendation – Following a provincial level analysis, enable the ALC to establish rules/criteria for cannabis production throughout the ALR; permit cannabis production in the ALR only through application to the ALC | <ul style="list-style-type: none"> • No indication or announcement from the Province on additional examination of impacts on cannabis production in the ALR. • Under the changes to the Provincial ALR regulations (July 2018), cannabis production is a permitted farm use. • Rules/criteria from the Province are limited and contained only the ALR regulations identifying production and cultivation of cannabis as a farm use. • Cannabis production as a farm use is permitted outright by the Province and requires no application to the ALC. | <ul style="list-style-type: none"> • Continued use and targeting of agricultural land by cannabis producers/industries to establish facilities in the ALR. • Loss of farmland and reduced capacity to grow food on farmland across the Province. • Limited rules and criteria from the Province on the production of cannabis in the ALR is subject to potential abuse and arising non-compliant activities – All of which negatively impacts agricultural viability. • No authority given to local government to manage or restrict the production of cannabis on ALR land within their jurisdictions. |
| Highlighted the issue of a number of moratorium requests coming from various local governments across the Province to stop the production of cannabis in the ALR | <ul style="list-style-type: none"> • No response from the Province on the numerous moratorium requests forwarded from local governments from across the Province (including Richmond) and the UBCM executive. | <ul style="list-style-type: none"> • Continued use and targeting of agricultural land by cannabis producers/industries to establish facilities in the ALR. • Loss of farmland and reduced capacity to grow food on farmland across the Province. |
| Based on the committee's public consultation, highlighted unanimous support from stakeholders and the public for significant restrictions, including an outright ban, on cannabis production in the ALR. | <ul style="list-style-type: none"> • The production of cannabis in the ALR remains a permitted farm use under the regulations. • No action from the Provincial Government to ban the production of cannabis in the ALR. | <ul style="list-style-type: none"> • Continued use and targeting of agricultural land by cannabis producers/industries to establish facilities in the ALR. • Loss of farmland and reduced capacity to grow food on farmland across the Province. |