



General Purposes Committee

Date: Monday, November 19, 2018

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
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 General Purposes Committee held on November 6, 2018, be adopted as circulated.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

1. **STEVESTON COMMUNITY CENTRE AND BRANCH LIBRARY PROGRAM UPDATE**

(File Ref. No. 06-2052-25-SCCR1) (REDMS No. 6008656)

In reply to queries regarding correspondence distributed from the Richmond Arts Coalition (attached to and forming part of these Minutes as Schedule 1), Elizabeth Ayers, Director, Recreation and Sport Services, advised that the proposed program for the Steveston Community Centre would be able to accommodate performance and presentation space. The Chair requested that staff liaise with the Chair of the Richmond Arts Coalition to discuss the matter.

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In reply to queries from Committee on the proposed Steveston Community Centre and Branch Library replacement and staff provided the following information:

- the proposed Library will have approximately 12,400 square feet of space; this total area does not include shared spaces such as the lobby, washrooms, staff rooms and so forth that will be utilized by both the Community Centre and Library;
- the proposed program is supported by the Steveston Community Centre Concept Design Building Committee and the Richmond Public Library Board;
- should Council wish to increase the total square footage proposed, staff will work with the Steveston Community Centre Concept Design Building Committee to allocate said new space;
- the figures listed for child care space in Table 2 of the staff report were determined in partnership with a representative from the Child Care Development Advisory Committee;
- the current Community Police Station is standalone and adequate; however, should the site selection for the proposed new facility determine that the current Community Police Station needs to be relocated, its replacement would be examined at that time;
- the proposed program includes washroom space for park users, however, this space can be expanded to include the addition of changeroom space to serve park users;
- the site selection process will include going out to the public in partnership with the Steveston Community Centre Concept Design Building Committee to seek feedback through avenues such as Lets Talk Richmond; following the conclusion of receiving feedback, locations would be evaluated and staff would report back to Council with pros and cons from the community on the site options;
- staff liaised with Vancouver Coastal Health on the potential to utilize the airspace parcel above the proposed community centre to build seniors housing and Vancouver Coastal Health determined that synergies were not extensive enough for them to pursue such a project;
- staff engaged with TransLink on the requirements for a bus exchange and have been advised that there is not adequate space to accommodate such use; however, staff will liaise with TransLink again as part of the site selection process to further examine this possibility;
- the proposed space allocation for multipurpose rooms range in size and specifically for purpose such as preschool or banquet space; 14,000 square feet has been allocated for a gymnasium, which is dividable;

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- staff require programming certainty prior to proceeding to the site selection process in order to best determine synergies with other facilities;
- a stage was not identified as a highly desired feature; however, there are several ways in which a stage can be accommodated through detail design; for instance, there are mobile and dropdown stages; and
- the first stage of consultation included extensive consultation with the community and in particular with children and youth; in addition, Steveston schools were invited to provide feedback.

Discussion took place on the potential to maximize the airspace parcel above the proposed new community centre and in particular the potential to partner with other organizations, not necessarily Vancouver Coastal Health.

Discussion further took place and Committee queried (i) the adequacy of the total square footage proposed, (ii) the potential inclusion of additional space to accommodate child care and meeting rooms, (iii) the potential to incorporate a bus exchange, and (iv) the potential to utilize the airspace to build seniors housing.

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

It was moved and seconded

That the staff report titled “Steveston Community Centre and Branch Library Program Update” dated November 1, 2018 be referred back to staff to work with the Steveston Community Centre Concept Design Building Committee to examine:

- (1) options for meeting rooms;***
- (2) options for child care space;***
- (3) potential uses of the airspace parcel;***
- (4) a bus exchange;***
- (5) multipurpose room space;***
- (6) changerooms and washrooms for the Park; and***
- (7) potential impacts on the Community Police Station.***

The question on the referral motion was not called as in reply to a query from Committee, Martin Younis, Senior Project Manager, advised that staff will endeavour to report back in the first quarter of 2019.

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

Discussion then took place on the City-owned lot on Moncton Street across the street from the existing community centre, and the following **referral motion** was introduced:

It was moved and seconded

That staff examine the City-owned lot on the south side of Moncton Street and options for its development, disposal or incorporation into the proposed new Steveston Community Centre and Library Branch project.

CARRIED

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that a bus exchange in Steveston Village is currently identified in TransLink's 10-Year Investment Plan and staff are actively liaising with TransLink on design options. Committee expressed that a bus exchange in Steveston Village is a priority to Council and as a result staff were directed to prepare a letter to TransLink requesting an update on the status and timeline of the Steveston Transit Exchange. Committee remarked that it is pertinent that TransLink be made aware that the City is in the process of building a new community centre and library in Steveston Village

COMMUNITY SAFETY DIVISION

2. **BUSINESS REGULATION BYLAW NO. 7538, AMENDMENT BYLAW NO. 9961 – 4211 NO. 3 ROAD**
(File Ref. No. 12-8060-20-00961) (REDMS No. 6017566)

It was moved and seconded

That Business Regulation Bylaw No. 7538, Amendment Bylaw No. 9961, which amends Schedule A of Bylaw No. 7538, to add the address of 4211 No. 3 Road among the sites that permit an Amusement Centre to operate, be introduced and given first, second and third readings.

CARRIED

CHIEF ADMINISTRATIVE OFFICER'S OFFICE

3. **RICHMOND'S SUBMISSION TO TRANSPORT CANADA ON THE PORT AUTHORITY REVIEW**
(File Ref. No. 01-0025-01) (REDMS No. 6011892)

4.

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It was moved and seconded

- (1) *That the submission to Transport Canada detailed in the report “Richmond's Submission to Transport Canada on the Port Authority Review” from the Director, Corporate Programs Management Group, regarding the review of the Canadian Port Authorities, be endorsed and submitted to the Government of Canada; and*
- (2) *That copies of the submission be forwarded to local Members of Parliament and Members of the Legislative Assembly as well as senior Federal Ministers on the West Coast of British Columbia.*

The question on the motion was not called as Councillor Day distributed materials on table (attached to and forming part of these Minutes as Schedule 2) and spoke to her submission.

Discussion took place on Richmond’s submission to Transport Canada on the Canadian Port Review and the following changes were agreed to:

- Add the following under Recommendations for 1. Port Governance
 - g. Create a Western Canada Port Agency to amalgamate the Vancouver Fraser Port Authority and Prince Rupert Port Authority, to collaborate and develop a Western Canada Strategy that utilizes marine and inland ports. This would include: Marine Port Alberni Port Authority and Nanaimo Port Authority, and major inland ports in/near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).
- Delete the word “perceived” from 1. Port Governance, City of Richmond Issues: “a”.

Discussion took place on the City’s position with regard to the purchase of agricultural land for industrial use by Canadian or foreign entities. As a result, the following **amendment motion** was introduced:

It was moved and seconded

That the first sentence of Recommendation “c” under Recommendations for 1. Port Governance be revised to add the words “purchase or” to read as follows:

- c. *The City is opposed to the purchase or use of agricultural land for industrial use.*

CARRIED

Opposed: Cllr. Loo

Discussion further took place on Richmond’s submission to Transport Canada on the Canadian Port Review and the following changes were agreed to:

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- Revise Recommendation “c” under 2. Innovation and Trade Logistics to add the words “efficiently and exclusively” to read as follows:
 - c. Create increased density on VFPA owned lands to minimize the pressure on agriculture land and use the land efficiently and exclusively for Port related uses only.
- Adding the following as Recommendation “b” under 1. Port Governance:
 - i. The Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in.
- Revise all Recommendation headers to read “Recommendations & Imperatives.”

The question on the motion relating to the revised report was then called and it was **CARRIED**.

Discussion then ensued regarding reemphasising the City’s position on the Vancouver Airport Fuel Facilities Corporation’s jet fuel line and the need for tenants of the Vancouver Fraser Port Authority to follow the same approval process as other Richmond businesses. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That a letter to be written to Transport Canada (i) to re-emphasize the City’s opposition to the Vancouver Airport Fuel Facilities Corporation’s jet fuel line, (ii) to re-iterate that the Vancouver Fraser Port Authority should not be permitted to conduct environmental reviews for projects on land that they own or have an interest in, and (iii) to examine the cumulative effects of projects in the context of the community and the Fraser River.

CARRIED

COMMUNITY SERVICES DIVISION

4. **UBCM 2019 AGE-FRIENDLY COMMUNITIES GRANT SUBMISSION** (File Ref. No. 07-3400-01) (REDMS No. 6005442)

It was moved and seconded

(1) That the application to the Union of British Columbia Municipalities (UBCM) 2019 Age-friendly Communities Grant Program for \$25,000 in the Age-friendly Assessments, Action Plans and Planning Category be endorsed; and

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- (2) *That should the funding application be successful, the Chief Administrative Officer and a General Manager be authorized to enter into agreement with the UBCM for the above mentioned project and the Consolidated 5-Year Financial Plan (2019-2023) be updated accordingly.*

CARRIED

5. **SPECIAL EVENT PERMITS PILOT PROJECT – REPORT BACK**

(File Ref. No. 11-7000-01) (REDMS No. 6010445 v. 3)

In reply to queries from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services provided the following information:

- liquor will not be available at all events;
- events will continue to be evaluated and approved on a case-by-case basis through the City’s Richmond Event Approval Coordination Team (REACT); and
- the REACT, Richmond RCMP and BC Liquor and Cannabis Regulation Branch approve or deny applicants for liquor at events.

Discussion took place on the pros and cons of allowing liquor at city-events and it was noted that requests by non-City organizations for Special Event Permits for site-wide liquor will continue to be evaluated and approved by the City’s REACT event permit approval process.

There was agreement to consider Parts (1) and (2) of the staff recommendation separately.

It was moved and seconded

- (1) *That the staff report titled “Special Event Permits Pilot Project – Report Back”, dated October 31, 2018, from the Director, Arts, Culture and Heritage Services be received for information.*

CARRIED

It was moved and seconded

- (2) *That Special Event Permits for site-wide liquor licensing at City produced events be endorsed, subject to conditions being met under the City’s Richmond Event Approval Coordination Team (REACT) application and prior approval of the Major Events Advisory Group.*

CARRIED

Opposed: Cllr. McNulty

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ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:32 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, November 19, 2018.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator

Schedule 1 to the Minutes of the General Purposes Committee meeting of Richmond City Council held on Monday, November 19, 2018.

ON TABLE ITEM

Date: NOV. 19 2018
Meeting: GP
Item: #1 - STEVESTON

COMMUNITY CENTRE & LIBRARY

MayorandCouncillors

From: Linda Barnes <loulindy50@gmail.com>
Sent: Monday, 19 November 2018 13:05
To: MayorandCouncillors
Cc: Steves, Harold; Lusk, Serena; McNulty, Bill; McPhail, Linda; Teresa Chow; Brenda Yttri; Fernyhough, Jane; Day, Carol
Subject: Steveston Community Centre comments
Categories: - DISTRIBUTED ON TABLE

General Purposes Steveston Community Centre

As a Steveston resident I look forward to the new and long-awaited Steveston Community Centre. As the Chair of the Richmond Arts Coalition (RAC) I ask you to also include performance and presentation space usage in the multi-use aspect of this new building. These uses could be accommodated within the existing proposed plans & programs with attention to lighting, positioning for access and egress to multipurpose spaces and washrooms, as well as sound system designs to accommodate them. Incorporating such uses within a new building is relatively cost efficient compared to retrofitting. As the plans please let RAC know how we might help to ensure this new facility helps meet the complete needs of the community.

Linda Barnes
Chair
Richmond Arts Coalition

Cheers
Linda Barnes



Schedule 2 to the Minutes of the
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meeting of Richmond City
Council held on Monday,
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Transport Canada: Port Authority Review

Referral : Direct staff regarding the Submission to Transport Canada to highlight these

KEY POINTS :

* Port of Vancouver mandate changed to Govern Western Canada to take pressure off Metro Vancouver lands and to share port activities with inland terminals and alternative ports

* The City of Richmond stands firm in opposition to the Vancouver Airport Fuel Facilities Corporation (VAFFC) Jet Fuel project plan which includes a 100 million litre jet fuel tank farm on federal Port lands and the Marine terminal on the federally governed Fraser river.

* The Port of Vancouver cannot purchase Agricultural lands as per the Agricultural Land Commission guidelines that restrict the use of the ALR land the agricultural purposes.

* The Port of Vancouver should not be permitted to conduct environmental reviews for lands that they have an interest in or assign those reviews to BC Environmental Assessment office. (BCEAO).

* Port of Vancouver operations must follow the same approval processes as all businesses who wish to operate in the City of Richmond.

Comments:

The language should be stronger with clear direction to staff for example that headings such as

" *recommendations*" be changed to

"*Critical Changes Necessary*"

" *Consider municipal priorities*" be changed to

" *obey City of Richmond bylaws* "

Carol Day



JOE PESCHISOLIDO

Member of Parliament
Steveston – Richmond East
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Ports Modernization Review submission Western Canada Port Agency concept

Geographical Economics and Governance Structure

- Geographical approach encompassing all of Western Canada.
- Accordingly, calculations of port capacity are for Western Canada capacity or in that context.
- Structured as a single inclusive port agency—the Western Canada Port Agency, WCPA.
 - o Replaces the Vancouver Fraser Port Authority and Prince Rupert Port Authority.
 - o Is held accountable for excellent port service to its service area.
 - o Collaborates in a Western Canada strategy that utilizes marine and inland ports.
 - o Includes at least these principle associated ports within the area served:
 - Marine Port Alberni Port Authority and Nanaimo Port Authority.
 - Major inland ports in/near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).
- Has authority to serve and direct Western Canada’s various marine/inland ports within a network in mutual value-enabling ways.
- Works closely with the entire transportation system of Western Canada and beyond.

Economic Management

- Facilitates efficient cost-effective movement of cargo via private-sector terminal operators.
- Operates on a financially self-sufficient basis.
- Enables optimal flow of goods to, from and through all parts of Western Canada.
- Focuses on optimal port service for Western Canada as the fundamental goal.
- Enables tenants to plan with sufficient lease security by extending and rolling over leases in a timely and responsible manner.

Fiscal and Financial Accountability

- WCPA should be in the business of enabling shipping and trade for the benefit of Canadians, not in the property development industry.
- WCPA should be accountable to the public and the Federal Government.
- WCPA should not be focused on building up real estate and assets with a high return for vested interests, as is currently the case with the Vancouver Fraser Port Authority.
- WCPA should not be buying up farmland, including land in the Agricultural Land Reserve, to lease to logistics and operations companies as a port business, as VFPA is doing.
 - o VFPA should not purchase any more lands for containers.
 - o VFPA should sell the Gilmore Farm in Richmond to farmers who will farm it.
 - o With WCPA, new container facilities would typically be located at Prince Rupert.
- WCPA should not act as proponent for projects, as VFPA is doing.
- As far as possible, private-sector terminal operators should be able to expand their terminals as they see fit (assuming environmental assessment, etc.).
- Instead of VFPA/WCPA, individuals/corporations should purchase land for developments.
- WCPA should maintain good working relationships with municipalities and stakeholders.
- VFPA/WCPA should cease Roberts Bank Terminal 2 (environmentally destructive).

Environmental Regulation and Approval Oversight Process

- Restore and further enhance the Fraser River Estuary Management Program (FREMP) and Burrard Inlet Environmental Action Program (BIEAP) to provide environmental management that is independent of VFPA/WCPA, with continuous improvement.
- FREMP and BIEAP:
 - o Intergovernmental program that coordinates environmental management review and interagency communications for projects and ongoing environmental improvement in Burrard Inlet and the Fraser River Estuary.
 - o Streamlines environmental reviews for projects that may impact the water or foreshore in the Lower Mainland, while maintaining quality.
 - o Takes a project application from the proponent and then contacts all the relevant agencies and consolidate their feedback into one coordinated response.
- Background: In 2012, the Port of Vancouver was granted the power to undertake kinds of environmental assessments and grant permits to port projects, environmental oversight and regulation roles that are viewed as “the fox in charge of the chickens.”
- Conflict of interest aspect: The Port simultaneously functions as a government agency, a self-policing regulator, a landlord to private sector tenants, and a competitor to private-sector interests through business development and land acquisition initiatives.
- In short: VFPA should be replaced in the environmental role by the restored and enhanced FREMP-BIEAP and in its port-service agency role by the Western Canada Port Agency.

Examples of possible Metro aims in Ports Modernization Review

1. To reform or replace the Vancouver Fraser Port Authority (VFPA).
2. To bring back the heeded voices of Metro Vancouver and its municipalities and communities in the port issues of the region.
3. For VFPA/successor to act collegially with its Metro Vancouver stakeholders (Metro and local governments and people).
4. For VFPA/successor to respect provincial and municipal zoning, e.g., with Agricultural land Reserve (ALR) land.
5. For VFPA/successor to proactively be commendable in its use of the natural legacies of the Fraser Estuary and Salish Sea.
6. For the Federal Government to restore and enhance FREMP and BIEAP so that they—NOT VFPA/successor—implement environmental standards in the Metro/Salish Sea area, including dredging.
7. For the Federal Government to NOT allow VFPA/successor to rule like an oligarchy with the federal crown powers.
8. For the Federal Government to make VFPA/successor accountable, including by transparency and more Metro influence on the board.
9. For the Federal Government to direct VFPA/successor to aim for Western Canada port service, not self-growth.
10. To bring the Industrialization of the Fraser into balance, in contrast to the continuous and unsustainable ecological decline.
11. To better enable the West Coast ports, BC and Western Canada to prosper economically, environmentally and holistically.
12. To replace VFPA and the Prince Rupert Port Authority with the Western Canada Port Authority—with aims like this list.