



## General Purposes Committee

Date: Monday, April 19, 2010

Place: Anderson Room  
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair  
Councillor Linda Barnes  
Councillor Derek Dang  
Councillor Evelina Halsey-Brandt  
Councillor Greg Halsey-Brandt  
Councillor Sue Halsey-Brandt  
Councillor Ken Johnston  
Councillor Bill McNulty  
Councillor Harold Steves

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 Tuesday, April 6, 2010, be adopted as circulated.*

**CARRIED**

### COUNCILLOR HAROLD STEVES

1. **VANCOUVER AIRPORT FUEL DELIVERY PROJECT**  
(File Ref. No.: 10-6600-06-01)

Councillor Steves distributed background information, attached to and forming part of these Minutes as Schedule 1, and commented on past jet fuel projects in Richmond.

In reply to queries from Committee, John Irving, Director, Engineering, advised the following:

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- the Vancouver Airport Fuel Facilities Corporation's (VAFFC) proposed application is currently in its draft stage with the BC Environmental Assessment Office;
- once the application is in its final form, the VAFFC will to have conduct another public consultation period; and
- the proposed draft application only seeks one outcome, and no alternatives are currently being considered.

Discussion ensued and it was noted that agencies such as the Canadian Environmental Assessment Office, the Vancouver International Airport Authority, and the BC Oil and Gas Commission should be notified of Richmond's position on the proposed application. Also, Committee commented on the consideration of alternative routes and the inadequacies of the VAFFC's recent public consultation process.

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

It was moved and seconded

***That the City of Richmond advise the BC Environmental Assessment Office and the VAFFC of the following:***

- (1) That in any new jet fuel supply systems to the Vancouver International Airport, Richmond Council is strongly opposed to:***
  - (a) an off-loading facility on the south arm of the Fraser River;***
  - (b) a new jet fuel line through Richmond farmland and urban areas of Richmond;***
  - (c) there being no gain in length of jet fuel line greater than the existing jet fuel line on Lulu Island, if there is a new pipeline route; and***
  - (d) any increase in the number of trucks carrying jet fuel on City streets.***
- (2) That the recent VAFFC public open house was inadequate to inform the public of the full situation and that the minimum criteria for adequate consultation would include:***
  - (a) an opportunity for attendees to provide written input;***
  - (b) full disclosure of the proponent's analysis;***
  - (c) a discussion and analysis of the options rather than the assertion of one option; and***
  - (d) many opportunities at various locations for input.***

The question on the motion was not called as discussion ensued regarding the length of the proposed new pipeline and the existing pipeline. As result of the discussion Committee agreed to withdraw Part 1 (c).

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*“That the City of Richmond advise the BC Environmental Assessment Office and the VAFFC of the following:*

- (1) That in any new jet fuel supply systems to the Vancouver International Airport, Richmond Council is strongly opposed to:
  - (a) an off-loading facility on the south arm of the Fraser River;*
  - (b) a new jet fuel line through Richmond farmland and urban areas of Richmond; and*
  - (c) any increase in the number of trucks carrying jet fuel on City streets.**
- (2) That the recent VAFFC public open house was inadequate to inform the public of the full situation and that the minimum criteria for adequate consultation would include:
  - (a) an opportunity for attendees to provide written input;*
  - (b) full disclosure of the proponent’s analysis;*
  - (c) a discussion and analysis of the options rather than the assertion of one option; and*
  - (d) many opportunities at various locations for input.”**

Further discussion ensued and Committee agreed that the Canadian Environment Assessment Agency, local MPs and MLAs, and the Federal and Provincial Ministers of the Environment also be advised of Richmond’s position on the proposed project.

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

## COMMUNITY SERVICES DEPARTMENT

### 2. **CORPORATE SUSTAINABILITY POLICY** (File Ref. No.: 01-0370-01/2010-Vol01) (REDMS No. 2824794)

Margot Daykin, Sustainability Manager, provided background information and in reply to queries from Committee advised that (i) staff will develop implementation tools that will enable Council to track whether the proposed policy is adhered to; and (ii) the proposed policy is directed at the City, however the vision is targeted at the community.

Discussion ensued and Committee expressed concern in reference to ‘living wages’ as an example of social effectiveness on page 8 of the staff report.

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It was moved and seconded

*That the Corporate Sustainability Policy as presented in the staff report dated April 5, 2010 from the General Manager of Community Services entitled "Corporate Sustainability Policy", be endorsed.*

The question on the motion was not called as staff was directed to remove the words 'living wages' from page 8 of the staff report prior to the proposed policy appearing before Council.

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

## BUSINESS AND FINANCIAL SERVICES DEPARTMENT

### 3. **2010 ANNUAL PROPERTY TAX RATES BYLAW NO. 8591**

(File Ref. No.: 03-0925-01/2010-Vol 01) (REDMS No. 2848515)

In reply to queries from Committee, Ivy Wong, Manager, Revenue, advised that:

- Farm class tax rates depend on assessment values and the number of farms in each municipality;
- the staff report indicates that tax ratios will be slightly lower for Light Industry and Business classes; and
- it is anticipated that the average business owner will see a marginal reduction in taxes.

It was moved and seconded

*(1) That the recommended adjustment to redistribute Richmond's property taxes by class be approved and incorporated in setting the 2010 property tax rates; and*

*(2) That Annual Property Tax Rates Bylaw No. 8591 be introduced and given first, second and third readings.*

**CARRIED**

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:10 p.m.).*

**CARRIED**

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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, April 19, 2010.

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Mayor Malcolm D. Brodie  
Chair

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Hanieh Floujeh  
Acting Executive Assistant  
City Clerk's Office

To: Mayor and Councillors

Date: April 18, 2010

From: Councillor Harold Steves

Re: **Proposed Jet Fuel Project**

City staff have provided an update on the proposed Jet Fuel project dated April 16, 2010 with copies of previous resolutions adopted by Richmond Council.

The motion adopted by Richmond Council at the meeting of the General Purposes Committee on June 1, 2009 endorsed a "preference" for a jet fuel line resulting in "no net gain of jet fuel line length on Lulu Island" and "options that do not include an off-loading facility on the south arm of the Fraser River"

At the public consultation meeting held by the BC Environmental Assessment Office April 14 it became clear that the VAFFC has not looked at alternatives but is instead taking Richmond's "preference" for alternatives as tacit approval.

The City of Richmond has opposed the offloading of oil and jet fuel for over 40 years. In 1968 Swan and Wooster Engineering placed survey stakes with orange ribbons all around Garry Point and land previously owned by the Fishermen's Co-op, now known as Co-op Slough for the construction of an oil tanker terminal owned by IOCO. There were concerns that such a terminal could result in a minor oil spill during off-loading that could destroy part or all of a salmon run as fingerlings hug the shorelines on their journey to the sea. A major spill could do serious damage to all of Sturgeon Banks and the entire Fraser River estuary. As a result, there was considerable opposition from the public and Richmond Council. The survey stakes were removed. On or about that time the existing 41 km pipeline was built to the airport. Richmond's fears were validated when the Exxon Valdez later broke up off the Alaska Coast. Subsequent attempts to have an oil or jet fuel offloading facility in the estuary have also been rejected.

Today we are being asked to allow a pipeline and off-loading facility on the south arm of the Fraser River in competition with the existing pipeline even though IOCO was not allowed to have an off-loading facility in the south arm of the Fraser River. While they have been "renamed" as "barges" these are real tankers that have the same real threats to the environment as those proposed in previous incarnations.

To make Richmond's position clear the following motion is proposed:

***That in any new jet fuel supply systems to the YVR, Richmond Council is opposed to:***

- (a) an off-loading facility on the south arm of the Fraser River,***
- (b) a jet fuel line through Richmond farmland and urban areas of Richmond,***
- (c) any gain in length of jet fuel line greater than the existing jet fuel line on Lulu Island.***