



General Purposes Committee

Date: Monday, June 6, 2022

Place: Council Chambers
Richmond City Hall

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

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

ADDITIONS & DELETIONS

It was moved and seconded
That Recycling for Textiles be added to the agenda as Item 4.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on May 16, 2022, be adopted as circulated.

CARRIED

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DELEGATION

1. Jaime Gusto, General Manager of Steveston Harbour Authority, to speak about dredging Steveston Cannery Channel.

Ms. Gusto advised that the Steveston Cannery Channel requires dredging to (i) address the safety concerns of larger vessels attempting to access the Steveston Harbour, (ii) to avoid delays to larger vessels during lower tides, and (iii) to prevent vessels from running aground. Risks associated with running aground include (i) the vessel capsizing and the potential loss of life, (ii) environmental damage from a fuel tank rupture, and (iii) disruption to the economy of Richmond if seafood could no longer be unloaded at Steveston Harbour.

Maintenance dredging should be completed every eight to 10 years. If an application to dredge the Steveston Cannery Channel were submitted to Environment Canada today, the permit would likely allow the dredging to occur in June 2024, which will be (i) 14 years since the entrance of the Steveston Cannery Channel was dredged, (ii) 10 years since the western portion was dredged, (iii) seven years since No. 1 Road was dredged, and (iv) five years since the eastern portion was dredged.

The Steveston Harbour Authority is attempting to raise the funds required to dredge the entire channel, at an estimated cost of \$5 million. Discussions are in progress with the federal and provincial governments for contributions to the cost of the dredging. Ms. Gusto requested that the City contribute one-third of the cost of the dredging, as it has done in the past.

In response to questions from the Committee, Ms. Gusto advised (i) the Department of Fisheries and Oceans Canada's (DFO) Small Craft Harbour program is only responsible for dredging the water lots under the Head Lease, (ii) the federal government has committed to provide funding for the required dredging, (iii) the \$17 million provided by the Small Craft Harbour programs in 2021 is fully earmarked for infrastructure projects and the dredging of the water lots, (iv) the Local Channel Dredging Program, that provided funding to the Vancouver Fraser Port Authority (VFPA), has terminated, (v) the VFPA is not responsible for the cost of dredging secondary channels, and (vi) the federal government no longer allows the disposal of dredged materials in the Fraser River during the freshette, which is the more cost-effective method.

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Discussion ensued regarding (i) the need for a sustainable funding formula to conduct dredging regularly, (ii) concern regarding the length of time required to obtain a dredging permit, (iii) suggestion that the City explicitly express its concern that the federal government has downloaded a significant cost to maintain a national strategic asset to the local government, and (iv) the need to involve local First Nations to lobby the federal government for funding.

In response to questions from the Committee, staff advised (i) discussions have been occurring with other levels of government and agencies regarding funding for the dredging of the Steveston Cannery Channel, and (ii) expectation that the outcome of the funding partnership discussions can be reported to Council in one month.

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

It was moved and seconded

- (1) *That Council endorses a sustainable and cost-sharing approach to the critical necessity of dredging the Steveston Cannery Channel; and,*
- (2) *That the matter of the Steveston Cannery Channel dredging be referred to staff to:*
 - (a) *determine the potential costs and likely share of the costs to the City of Richmond and source of funding;*
 - (b) *determine a potential cost-sharing arrangement model;*
 - (c) *outline the terms for a permanent funding formula;*
 - (d) *outline the rationale for the proposed dredging;*
 - (e) *undertake a historical review of dredging in the Channel; and,*
 - (f) *review the feasibility of the City owning and operating dredging equipment permanently.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. **2022 BC ENERGY STEP CODE AND GHG REQUIREMENTS FOR NEW BUILDINGS**

(File Ref. No. 10-6125-07-02) (REDMS No. 6898984)

During discussion, it was suggested that a requirement for future buildings to utilize electric power only be included in the report.

3.

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In response to questions from the Committee, staff advised (i) the pathway to achieve a low-carbon future is provided in the report, (ii) the “step” approach facilitates compliance by developers, as the proposed approach precedes Building Code changes by approximately five years, and (iii) there is a possibility that new buildings may not connect to natural gas lines, as many are electing to connect to district energy or to utilize heat pumps.

It was moved and seconded

- (1) *That Building Regulation Bylaw 7230, Amendment Bylaw 10365, which amends Sections 10.1.1 and 16.1 regarding updates to existing BC Energy Step Code and greenhouse gas intensity (GHGI) requirements for Part 9 residential buildings and Part 3 residential, hotel, commercial and office buildings, be introduced and given first reading;*
- (2) *That for buildings requiring a Development Permit, notwithstanding the adoption of Building Regulation Bylaw 7230, Amendment Bylaw 10365:*
 - (a) *If a Development Permit is issued prior to July 1, 2022, the owner may, while their Development Permit remains valid, apply for a Building Permit in compliance with energy efficiency requirements applicable prior to the adoption of Bylaw 10365; or*
 - (b) *If an acceptable Development Permit application has been submitted to the City prior to adoption of Bylaw 10365, is considered and endorsed by the Development Permit Panel prior to July 1, 2023, and has a complete Building Permit application acceptable to the City submitted prior to July 1, 2023, the owner may apply for a Building Permit in compliance with energy efficiency requirements applicable prior to adoption of Bylaw 10365.*
- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 10364, which amends Section 14.2.10 to Schedule 1 (Development Permit Guidelines) regarding the use of design approaches and technologies that improve the energy performance of buildings, be introduced and given first reading;*
- (4) *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10364, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*

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

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

- (5) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10364, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.*

CARRIED

PLANNING AND DEVELOPMENT DIVISION

3. REPORT FROM THE CITIZEN REPRESENTATIVES ON THE VANCOUVER INTERNATIONAL AIRPORT AERONAUTICAL NOISE MANAGEMENT COMMITTEE FOR 2021

(File Ref. No. 01-0153-04-01) (REDMS No. 6895134)

In response to questions from the Committee, staff advised (i) the Vancouver Airport Authority (YVR) has not provided an estimate of the timing for commencement of construction of a third runway, (ii) expectation of increased use of the north runway in the future, and (iii) there is no update on the noise concerns expressed by Burkeville residents in 2020 with respect to the potential construction of a logistics building.

It was moved and seconded

That the staff report titled “Report from the Citizen Representatives on the Vancouver International Airport Aeronautical Noise Management Committee for 2021”, dated May 5, 2022, from the Director, Policy Planning, be received for information.

CARRIED

4. RECYCLING FOR TEXTILES

Councillor Au commented (i) the current approach is to encourage donation of used clothing, (ii) only a small portion of donated clothes are reused, and most clothing ends up in landfills, and (iii) requested that staff develop options for the recycling of textiles.

5.

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Discussion ensued on (i) findings of Metro Vancouver’s research into the development of a textile recycling program, (ii) suggestion that a region-wide approach, as opposed to a Richmond-specific ban, be implemented to divert textiles from landfills and incinerators (iii) suggestion to provide public education on ways to recycle used textiles, (iv) suggestion to take a global approach to textile recycling, (v) suggestion to treat natural and synthetic fabrics differently, and (vi) the need to determine the percentage of synthetic matter that would be acceptable in natural fabrics for recycling purposes.

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

It was moved and seconded

That staff be directed to conduct research and develop options for a recycling program to divert clothing and other textiles from going to landfills.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:04 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, June 6, 2022.

Mayor Malcolm D. Brodie
Chair

Carol Lee
Recording Secretary