



General Purposes Committee

Date: Tuesday, July 2, 2019

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 meetings of the General Purposes Committee held on June 10, 2019 and June 17, 2019, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DIVISION

1. **COUNCIL APPROVAL OF PRIVATE DEVELOPMENT PUBLIC ART AND DEVELOPER CONTRIBUTIONS – NEW POLICY**

(File Ref. No. 11-7000-00) (REDMS No. 6135219 v. 21; 6155022; 3066549; 6153236; 6153496; 6153200; 6153500)

In response to questions from Committee, Liesl G. Jauk, Manager Arts Services, Biliana Velkova, Public Art Planner, and Wayne Craig, Director, Development advised that:

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- the public art locations criteria only applies to the private development public program and would not apply to arts facilities and they would be located where they are most appropriate;
- arts facilities programs could potentially be located in high profile public locations depending on the space requirements and program needs;
- a negotiated split for contributions over \$40,000 would be on a per project basis as there are currently no specific guidelines and details of the split would be finalized prior to the development permit or rezoning;
- level of voluntary developer contributions have a wide range depending on square footage and the size of the project;
- in terms of budget for any specific rezoning it depends on the scale of the project for example, small arterial road townhouses would most likely contribute cash and any large scale development through the city centre where contribution values are hundreds of thousands, most likely would contribute a public art piece;
- if a public art project through the public art program is rejected by Council or the developer opts out of the program, the developer can place the art on private land at their discretion;
- any developer participating in the public art program must follow city procedures even if the art will be placed on private land; and
- currently Council is not involved in the approval of the public art plan, the Richmond Public Art Advisory Committee provides comments and recommendation.

Discussion took place on (i) referring the matter back to staff for further refinement and details, (ii) Council's involvement in the approval process of public art, (iii) creating an overall theme and initiating art projects in Richmond, (iv) encouraging young artists to participate in public art, and (v) creating a vision plan for public art projects.

In further reply to queries from Committee, staff clarified that:

- there are several neighbourhood public art plans which all reference Richmond's distinct heritage and culture;
- developers are responsible for the care and maintenance of art on private land;

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- the public art policy includes a contribution rate based on land use and square footage, developers are strongly advised to contribute to the program however there is no incentive to participate unlike like the bonus density given for affordable housing contributions but most participate in the program;
- in terms of making private developer public art contributions mandatory, best practice from the Province would indicate that incentive needs to be provided in terms of bonus density, which the current approach does not include;
- the private proposed selection and approval process include recommended options for Council to further participate in the program; and
- the process included in the report has been developed in a way that would not hold up development but does add an additional Council approval prior to the rezoning.

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

It was moved and seconded

That the report titled, "Council Approval of Private Development Public Art and Developer Contributions – New Policy" from the Senior manager, Arts, Culture and Heritage Services dated May 24, 2019 be referred back to staff for more information on:

- (1) local art plans;***
- (2) suggestions in terms of vision and themes for art in the city such as heritage, history, culture and harmony;***
- (3) opportunities for young and emerging artists; and***
- (4) earlier reference to Council regarding public art on private property.***

CARRIED

Opposed: Cllr. Loo

PLANNING AND DEVELOPMENT DIVISION

2. **POTENTIAL TRANSIT EXCHANGE AS PART OF STEVESTON COMMUNITY CENTRE AND BRANCH LIBRARY REPLACEMENT PROJECT**

(File Ref. No. 06-2052-25-SCCR1) (REDMS No. 6196248 v. 5)

Sonali Hingorani, Transportation Engineer referenced a previously distributed staff memorandum with updated attachments (attached to and forming part of these minutes as Schedule 1.)

3.

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In reply to questions from Committee Ms. Hingorani noted that, through TransLink, the real estate department is actively investigating potential land acquisitions to address the operational issues that currently exist on Chatham Street however staff have not heard if there is one option being perused and will continue to have conversations with TransLink regarding the matter.

Councillor Harold Steves distributed materials to Committee relating to locations for the transit exchange at Steveston Community Park and rapid transit in Steveston (attached to and forming part of these minutes as Schedule 2) and spoke to three proposed referrals.

Discussion then took place on alternative locations for the transit exchange and in reply to queries from Committee, Ms. Hingorani and Lloyd Bie, Director, Transportation advised that (i) the proposal is to request options that include provision of bus turn around to alleviate the routing of bus circulation on Fourth Avenue, and (ii) staff have not had any direction to remove it off Chatham Street at this point in time so it is included as one of the options that TransLink could consider for the future bus exchange with improvements to Chatham Street.

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

It was moved and seconded

That with respect to TransLink's planned upgrade of the Steveston Transit Exchange as identified in Phase Three of the Mayors' Council 10-Year Investment Plan:

- (1) TransLink be advised that the City does not support a location within Steveston Community Park as part of the Steveston Community Centre and Branch Library Replacement Project; and***
- (2) That staff be directed to review other possible locations for the Steveston Transit Exchange including at 4320 Moncton Street or elsewhere in Steveston.***

The question on the motion was not called as discussion further ensued regarding (i) other uses of City owned property in Steveston in conjunction with a Steveston transit exchange, and (ii) light rail transit (LRT) in Steveston.

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

As a further result of the discussion, the following **referral motions** were introduced:

It was moved and seconded

That staff comment on possible LRT terminus options and potential routes in Steveston.

CARRIED

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It was moved and seconded

That staff prepare options for LRT across Richmond to an LRT Transit Tunnel at Massey Tunnel utilizing the Shell Road Railway Line from Bridgeport, or a connection to the Canada Line, or a combination of both.

The question on the referral motion was not called as discussion further ensued on population density need for LRT to Steveston and the impact of the Massey Tunnel project.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:12 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 Tuesday, July 2, 2019.

Mayor Malcolm D. Brodie
Chair

Amanda Welby
Legislative Services Coordinator



City of
Richmond

Memorandum
Planning and Development Division
Transportation

To: Mayor and Councillors
From: Lloyd Bie, P.Eng.
Director, Transportation
Date: June 26, 2019
File: 06-2052-25-SCCR1/Vol 01
Re: **Corrected Attachments for Staff Report entitled "Potential Transit Exchange as part of Steveston Community Centre and Branch Library Replacement Project"**

At the upcoming July 2, 2019 General Purposes Committee meeting, a staff report will be presented entitled "Potential Transit Exchange as part of Steveston Community Centre and Branch Library Replacement Project" that responds to a Committee referral.

The map displaying bus routings in each of Attachments 3 through 5 of the report does not correctly correspond to the option being illustrated. Attached are the correct versions of Attachments 3 through 5.

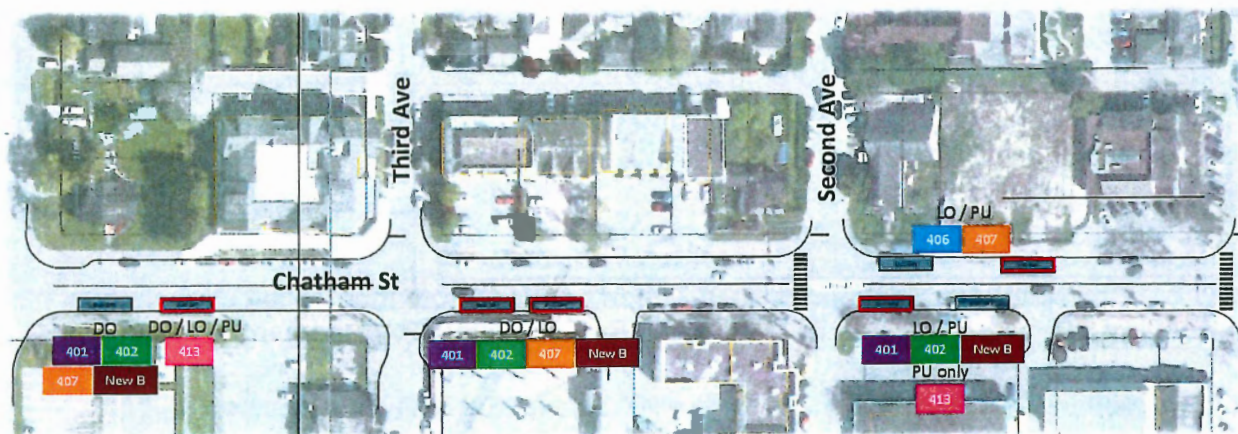
Should you have any questions, please contact me at 604-276-4131 or lbie@richmond.ca.


Lloyd Bie, P.Eng.
Director, Transportation

LB:jc

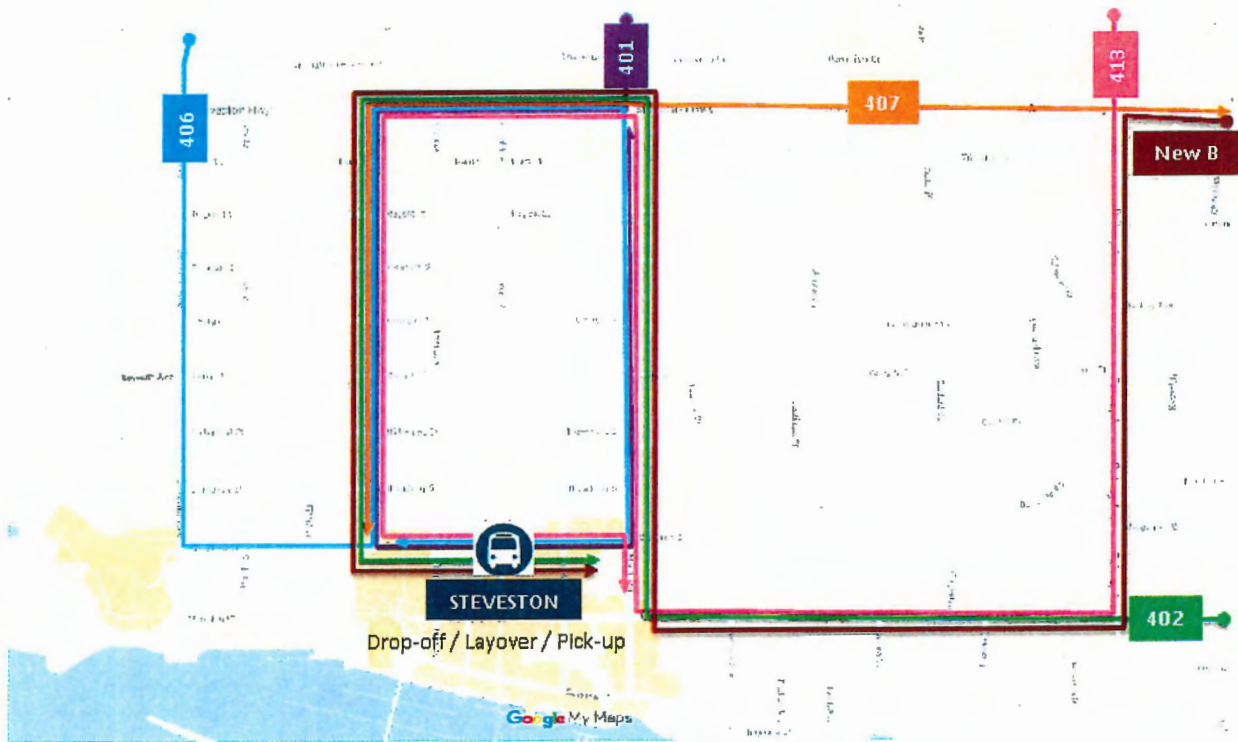
pc: SMT

Option 1: Status Quo



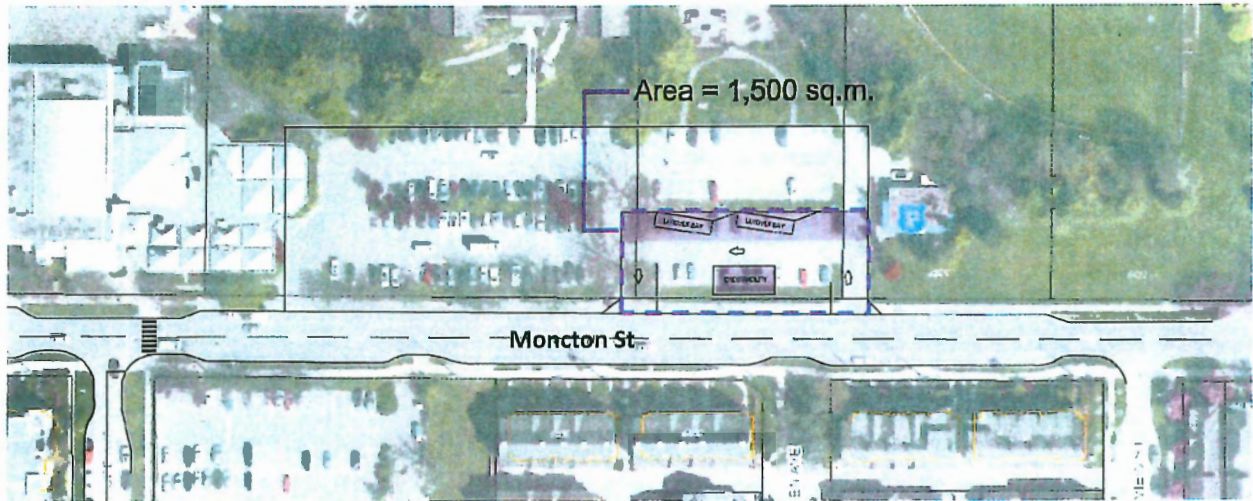
*Note: 402 and 407 are interlined to allow a 2-way service for 407 on 4th Avenue. If this becomes impossible due to schedule changes to either route, 407 would become a one way loop in this concept.

On-Street Transit Spaces on Chatham Street

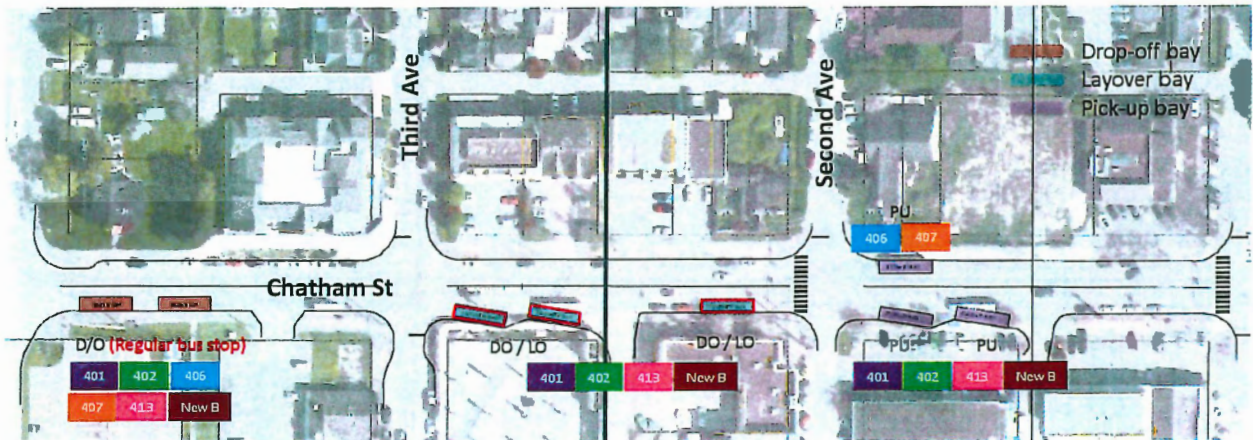


Transit Routes to/from Steveston

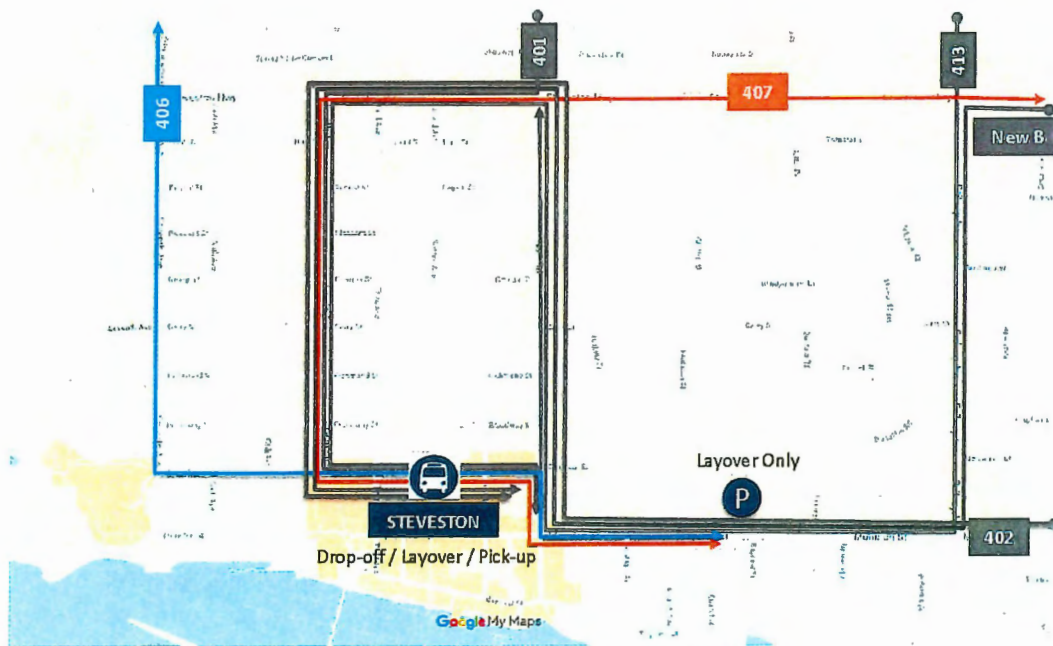
Option 2a: Relocate Two Layover Spaces to Steveston Community Park



Area Required at Steveston Community Centre

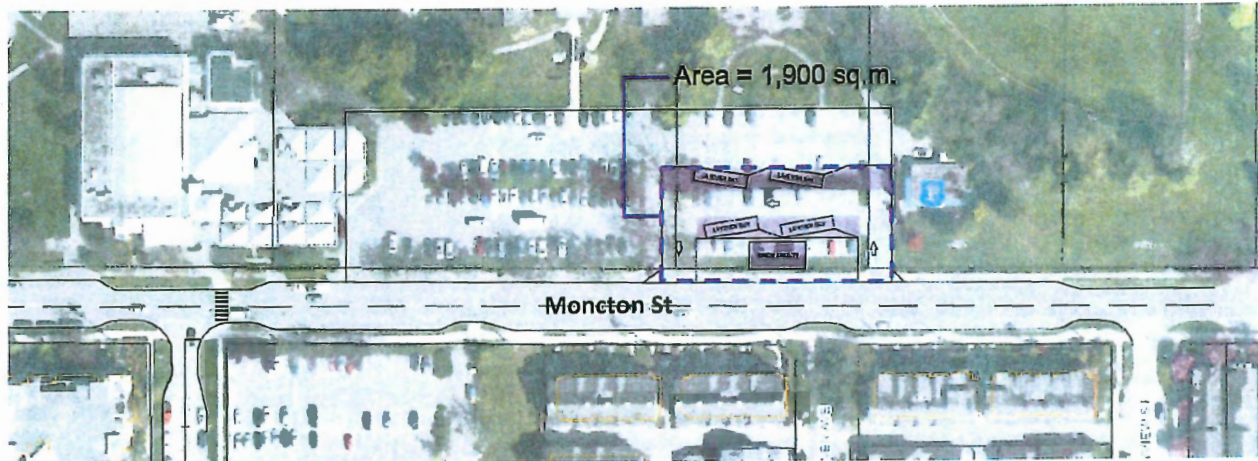


On-Street Transit Spaces on Chatham Street

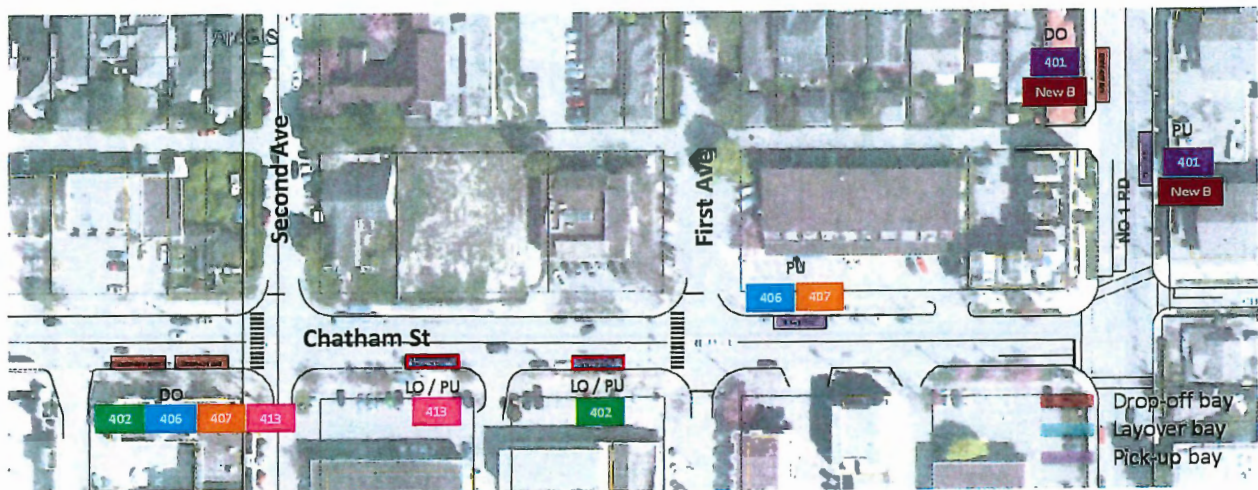


Transit Routes to/from Steveston

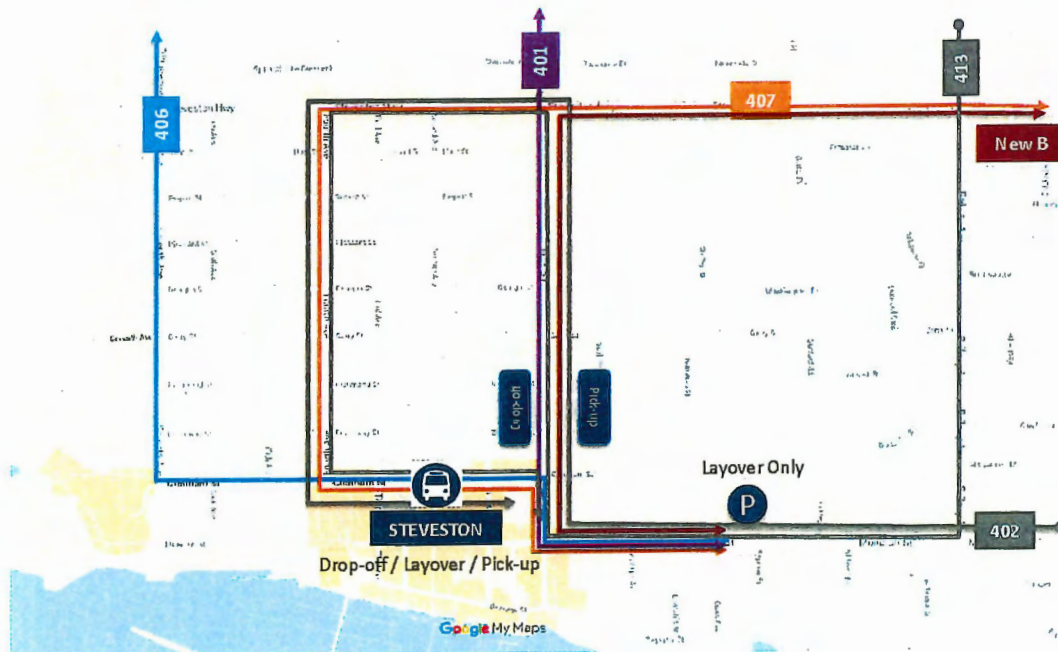
Option 2b: Relocate Four Layover Spaces to Steveston Community Park



Area Required at Steveston Community Centre



On-Street Transit Spaces on Chatham Street and No. 1 Road



Transit Routes to/from Steveston

Referrals

Councillor Harold Steves

July 2, 2019

1) Transit Exchange at Steveston Community Park:

That staff consider the use of 4320 Moncton Street as part of a full transit exchange at Steveston Community Park and report back to council.

The City owns property at 4320 Moncton St, valued at \$12,677,000, with 4,532 sq. m. deeded and additional access from road allowances on the east and west sides.

2) Rapid Transit Link to Steveston:

That Staff review the report "Rapid Transit Link to Steveston", schedule 2 to the minutes of the General Purposes Committee Meeting held on Tuesday, December 21, 2004 and recommend potential routes for Richmond Rapid Transit Phase 2 connecting the Canada Line to Steveston with LRT and a recommended site for a future LRT transit centre in Steveston.

3) Rapid Transit to Steveston and Ladner/White Rock via an LRT Tunnel at Massey tunnel announced by premier Van Der Zalm, August 1989.

That staff prepare options for LRT across Richmond to an LRT Transit Tunnel at Massey Tunnel utilizing the Shell Road Railway Line from Bridgeport, or a connection to the Canada Line, or a combination of both.

4. RAPID TRANSIT LINK TO STEVESTON

The terms of reference for the Vancouver - Richmond Rapid Transit Project include the consideration of a future extension of the rapid transit line to Steveston.

To date, B.C. Transit has not undertaken any detailed studies on this issue. Their position has been that the extension options will be examined during the "final evaluation" stage, once a preferred route has been chosen. Richmond staff, on the other hand, has indicated the study of these extension options should take place now rather than later in order to better understand and evaluate the overall route options.

While it is not in the interest of Richmond to delay major transit decisions to permit the detailed study of this option, Richmond staff have given the matter some consideration and asked B.C. Transit to provide their proposed analysis as soon as possible.

Richmond staff have supported the concept of a grade orientated system extension to Steveston from the outset of the study and in the September 27, 1991 progress report put forward a recommendation that Council request B.C. Transit to prepare a report on all extension possibilities (including Steveston, southeast Richmond, the airport and East Richmond). Richmond does not have the staff resources to undertake this detailed study at this time. In the interim it is the recommendation of staff that a right-of-way on Railway be maintained to provide for a future link.

The following points should provide context for the investigation of a Steveston connection by B.C. Transit.

(i) System Characteristics

Two issues are important in describing the route options for Steveston.

1. The first one is whether the connection is a mainline extension or a branch line. Main line extensions are preferable because transfers are not necessary.
2. The second one is whether the connection uses main line technology or whether alternative systems are envisaged.

ii) Technology

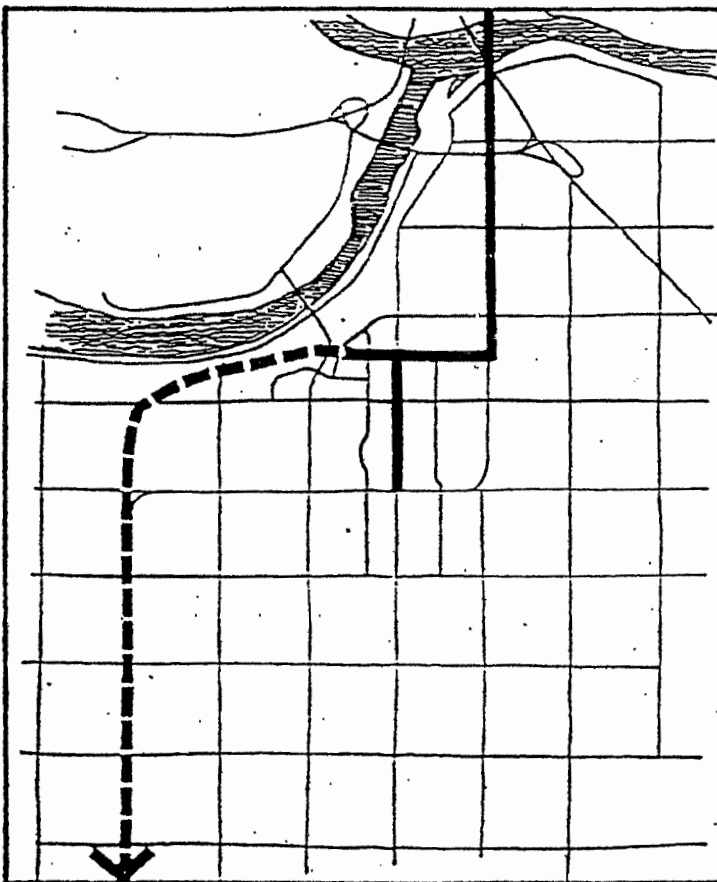
A link to Steveston could be accommodated quite readily through a continuation, a direct extension, of a conventional light rail transit system. It is clear that an ALRT technology would not be acceptable as a direct link to Steveston due to its detrimental impact on neighbourhoods.

While a continuation of the CLRT technology would be preferred, it would also be possible to introduce another type of transit technology, such as a heritage style streetcar on this section of the line.

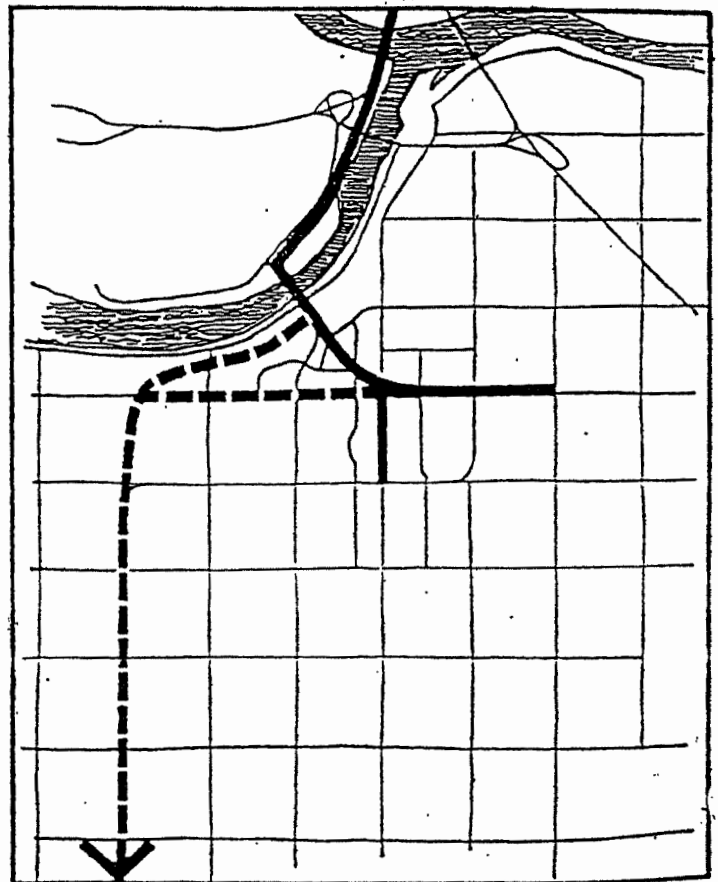
iii) Routes

Possible routes from the Town Centre to Steveston include:

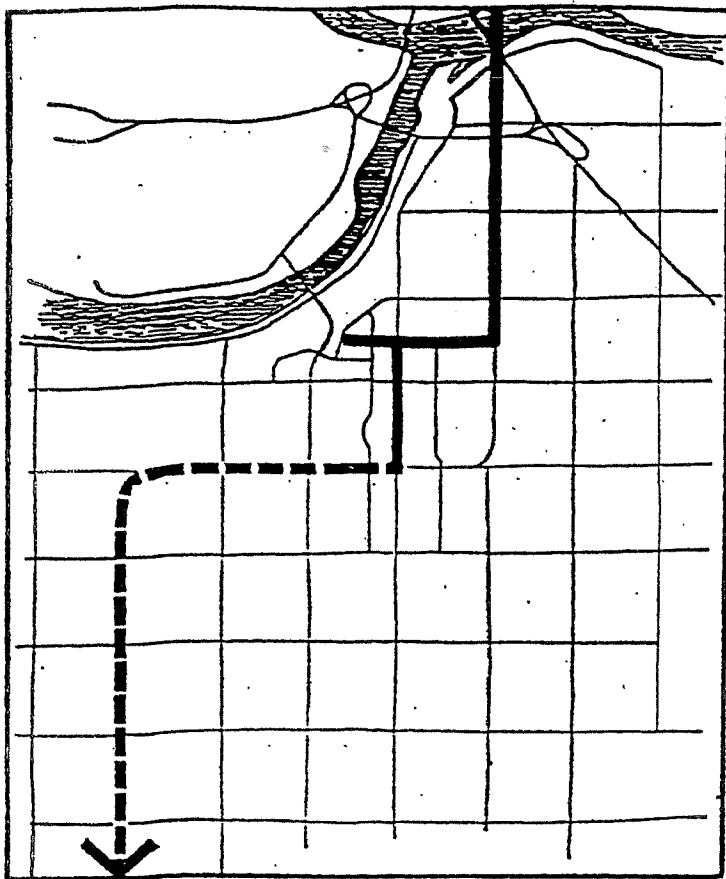
- a) An extension westward from Garden City, Lansdowne to the CPR right-of-way;
- b) A branch line westward from a Sea Island route where it meets the CPR right-of-way, or westward from Westminster Highway to the CPR right-of-way;
- c) An extension from a Garden City route westward on Granville Avenue from No. 3 Road connecting to the CPR right-of-way;
- d) An extension from a Sea Island route westward on Granville Avenue from No. 3 Road connecting to the CPR right-of-way;
- e) An extension from a Garden City route southward on No. 3 Road from Granville Avenue, running down No. 3 Road to Steveston. This route would serve not only West Richmond but South-east Richmond as well but has right-of-way constraints;
- f) An extension from a Sea Island route southward on No. 3 Road from Granville Avenue, running down No. 3 Road to Steveston. (This route would serve not only West Richmond but South-east Richmond as well but has right-of-way constraints.); and
- g) Other variations of the above routes.



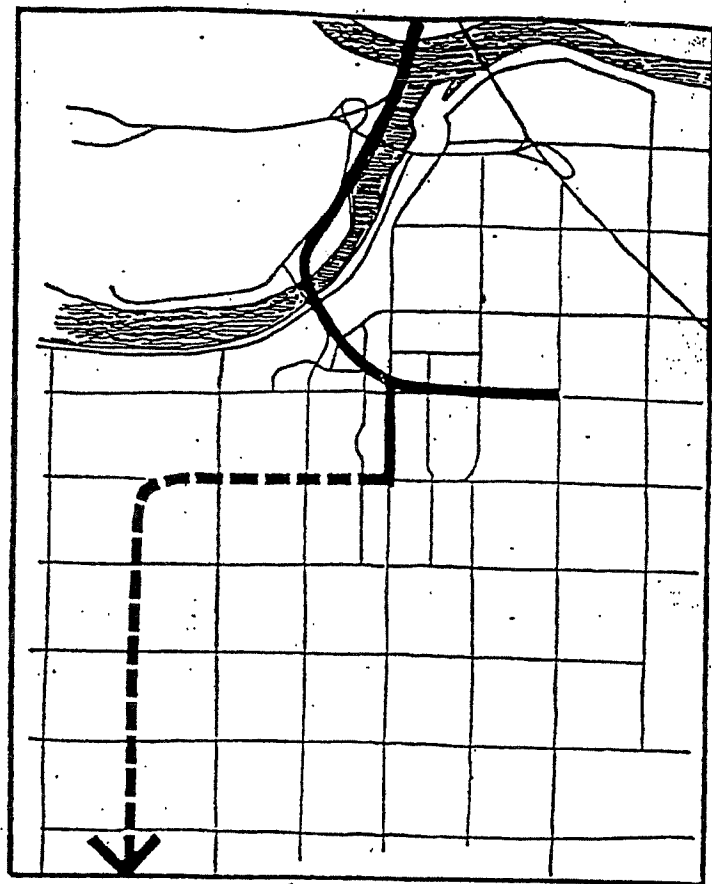
a.



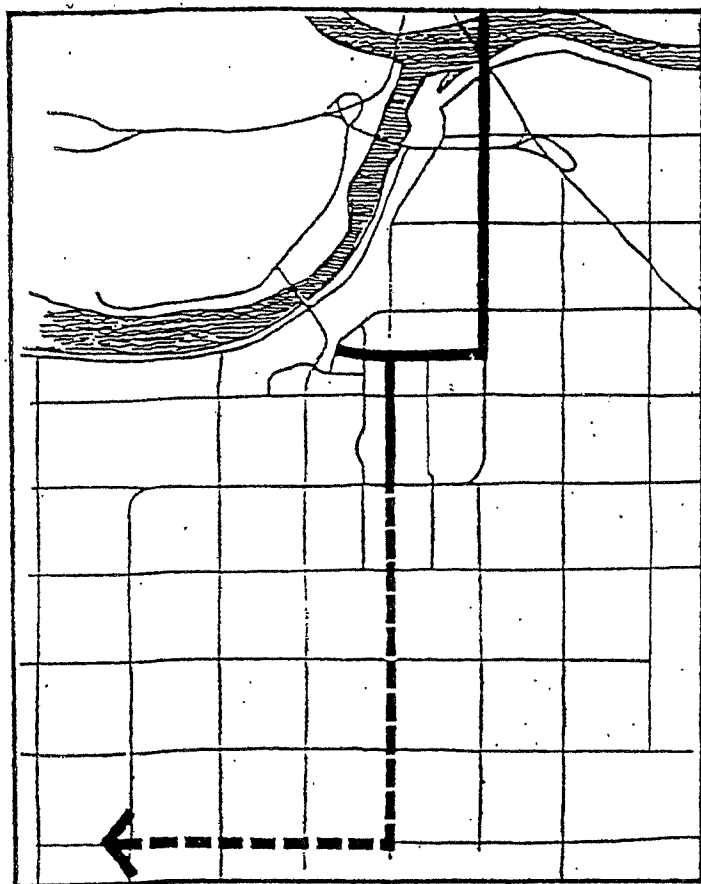
b.



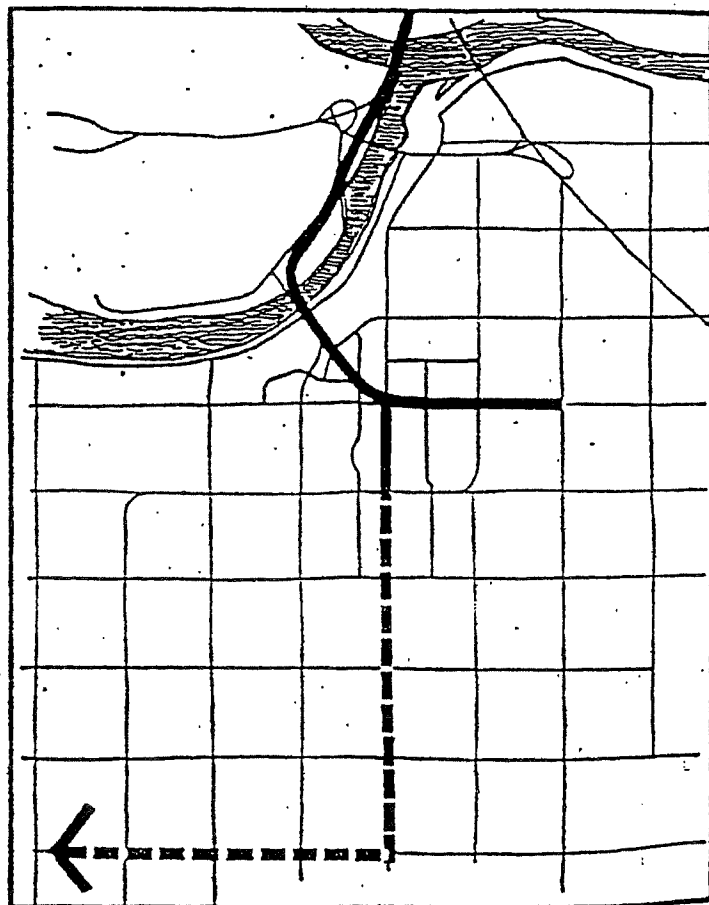
c.



d.



e.



f.

iv) Feasibility

The feasibility of extending a rapid transit line to Steveston should take into consideration a wide range of economic, environmental and social costs and benefits. When we consider that approximate 60% of the current Richmond ridership is derived from the west side, a west side extension for Steveston has considerable justification in providing even more convenient transit service. A route which follows the existing CPR right-of-way would be relatively cost effective due to:

- The fact that the line would be built on an existing rail right-of-way if this could be acquired at a reasonable cost;
- The limited number of at-grade signalized crossings required;
- The potential of the rail right-of-way and adjoining municipal lands to accommodate a number of small park and ride lots as well as feeder bus connections;
- The potential cost savings occurring from reductions in the bus system serving the area; and
- The limited costs required for mitigating the impact on neighbouring properties given the generous width of the right-of-way and the parallel arterial roadway for much of its length.

The feasibility study will have to evaluate the pros and cons of introducing the Steveston connection at the same time the line is introduced into the Town Centre, of phasing it in over the short term (5 years) and, of phasing it in over the long term (5-20 years).

5. RAPID TRANSIT LINK TO THE AIRPORT

The terms of reference for the Vancouver - Richmond Rapid Transit Project include the consideration of a direct link to the airport.

Essentially there are three possible alternatives for linking the rapid transit system to the airport:

- i) A route which enters Richmond through Sea Island could connect to the airport via a station near Miller Road and Russ Baker Way. In its "Choices" publication of Summer, 1991, B.C. Transit indicated this connection would be made if the Arbutus corridor is chosen.

The Sea Island route provides the best connection to the airport as it could be done at the time the rapid transit system was introduced, at reasonable cost since the distance is small and the right-of-way may be available if the airport authority can be persuaded by the obvious benefits. While this option would not direct Vancouver - destined travellers through Richmond Town Centre, there would be a direct rapid transit connection.

- ii) A connection to the airport from a Garden City route could be accomplished by extending the east-west (Lansdowne) portion of the Garden City, Lansdowne, No. 3 Road route westward through the Town Centre and onto Sea Island. B.C. Transit outlined this possibility in a September 30, 1991 letter from R.N. Tribe, Vice President of Capital Projects. Mr. Tribe indicated this "future airport connection" would create "a circumstance where the airport is a terminus to the line, and Richmond Town Centre is the first stop leading from the airport to Vancouver".

Premier promises

By DIANE STRANDBERG

Richmond will have a new \$500 million rapid transit system in place by 1995, Premier Bill Vander Zalm promised Monday.

But what kind of system it will be and where it will go is still up for grabs.

B.C. Transit will begin detailed planning immediately on a rapid transit system to Richmond, with a possible spur to the International Airport here. The announcement was made Monday at the B.C. Institution of Technology training facility on Sea Island. It was part of a \$1 billion transit package that will see Skytrain and Seabus routes extended and a fleet of new ar-

ticultated buses purchased for use throughout the Greater Vancouver region.

Transit choices include a rail system, using existing rail lines from Vancouver to Richmond, along the Arbutus corridor, an elevated system similar to Skytrain, and express buses on special bus lanes. Mayor Gil Blair said he wouldn't speculate what type of system the planning committee will recommend. But he praised the Premier's transit proposal, particularly his commitment to 100 per cent funding for the project, which relieves local taxpayers of the burden of fully paying for the system.

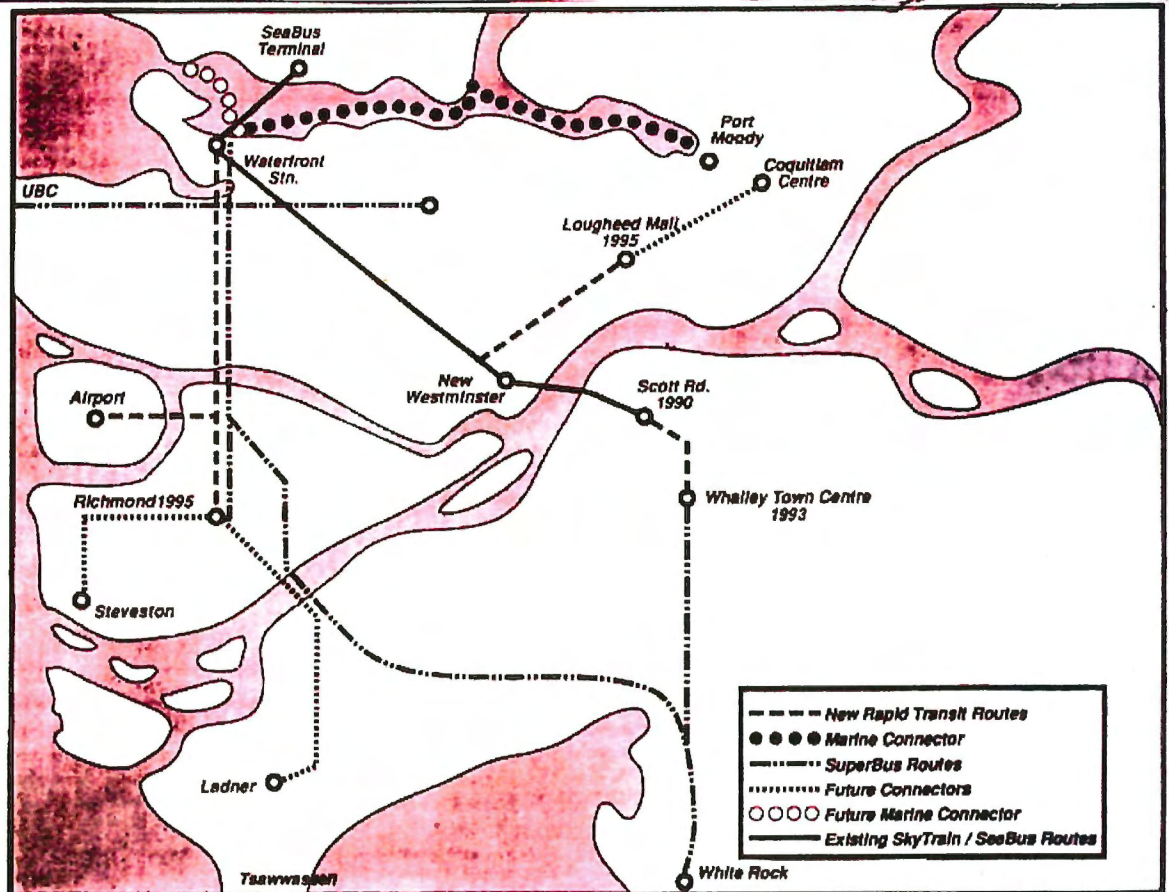
"It's a very significant an-

nouncement. The capital cost of Skytrain was an impossible burden for the (Vancouver Regional) Transit Commission to fund," Blair said.

While Blair wouldn't comment what kind of rapid transit system Richmond needs, his Vancouver counterpart, Mayor Gordon Campbell, has admitted a preference for buses.

In an interview Tuesday, Mayor Campbell said he wouldn't prejudice the transit commission's study of alternative systems. But he expressed his concern that an elevated Skytrain system would create "visual pollution" and a rail system would cause traffic problems and noise.

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Transit improvements announced