



General Purposes Committee

Date: Tuesday, July 4, 2017

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

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

AGENDA

It was moved and seconded

That "George Massey Tunnel Replacement Project" be added to the Agenda as Item No. 4.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on June 19, 2017, be adopted as circulated.

CARRIED

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FINANCE AND CORPORATE SERVICES DIVISION

1. APPLICATION FOR AMENDMENT TO HOURS OF LIQUOR SERVICE FOR LIQUOR PRIMARY LIQUOR LICENCE NO. 200266 & FOOD PRIMARY LIQUOR LICENCE NO. 200046 – INNVEST HOTELS LP, DOING BUSINESS AS FAIRMONT VANCOUVER AIRPORT HOTEL

(File Ref. No. 12-8275-30-001) (REDMS No. 5407188)

It was moved and seconded

- (1) That the applications from InnVest Hotels Lp., doing business as, Fairmont Vancouver Airport Hotel, for an amendment to increase their hours of liquor service for both the Liquor Primary Liquor Licence No. 200266, and the Food Primary Liquor Licence No. 200046, from: Monday to Saturday, 11:00 AM to 1:00 AM and Sunday, 11:00 AM to Midnight; to, Monday to Sunday, 9:00 AM to 4:00 AM for both, for premises located at 3111 Grant McConachie Way, Richmond, B.C., be supported only for:*
- (a) Liquor service hours for Monday to Sunday, from 9:00 AM to 2:00 AM for both, Liquor Primary Liquor Licence No. 200266, and Food Primary Liquor Licence No. 200046;*
- (b) The total person capacity will remain the same at 226 Persons for Liquor Primary Liquor Licence No. 200266, and 926 Persons for Food Primary Liquor Licence No. 200046;*
- (2) That a letter be sent to the Liquor Control and Licensing Branch advising that:*
- (a) Council supports the amended conditions as listed above, for Liquor Primary Liquor Licence No. 200266 and Food Primary Liquor Licence No. 200046 as the issuance will not pose a significant impact on the community; and*
- (b) Council's comments on the prescribed criteria (set out in Section 71(9) of the Liquor Control and Licensing Regulations) are as follows:*
- (i) The location of the establishment is zoned Airport District and since the property is under the Federal jurisdiction, the City does not review or comment on business uses for zoning purposes;*
- (ii) The proximity of the proposed location to other social, recreational and public buildings was considered. There are no public schools or parks within a 50 meter radius of this establishment;*

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- (iii) The potential for additional noise and traffic in the area was considered;*
- (iv) The impact on the community was assessed through a community consultation process; and*
- (v) The business has operated since 1999 and there is no history of non-compliance with this operation;*
- (c) As the operation of a licenced establishment may affect nearby residents the City gathered the view of the residents as follows:*
 - (i) A letter was sent to Community Services representative of Vancouver Airport Authority, requesting that a letter of notice, of an amendment to existing Liquor Primary Liquor Licence No. 200266 and Food Primary Liquor Licence No. 200046 be circulated to the other business operations at YVR; and*
 - (ii) Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the applications and instructions on how community comments or concerns could be submitted*
- (d) Council's comments and recommendations respecting the view of the residents are as follows:*
 - (i) There were no responses received from all the public notifications and based on the lack of any responses received from the community, Council considers that the approval of this application is acceptable to the majority of the residents in the area and the community.*

The question on the motion was not called as discussion took place on the potential to permit liquor service to 4:00 a.m. as the premise is at the Vancouver International Airport, which primarily services international travelling clientele and operates 24-hours a day, and the likelihood of locals paying for parking to be served liquor until 4 a.m. is low.

Carli Edwards, Manager, Customer Services and Licencing, remarked that as per Policy 9400, the City does not support liquor service past 2:00 a.m.

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

It was moved and seconded

That Liquor service hours for Monday to Sunday, from 9:00 AM to 4:00 AM for both, Liquor Primary Liquor Licence No. 200266, and Food Primary Liquor Licence No. 200046 be supported.

DEFEATED

Opposed: Mayor Brodie
Cllrs. Day
Dang
Johnston
McNulty
McPhail
Steves

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

COMMUNITY SERVICES DIVISION

2. **COUNCIL POLICY HOUSEKEEPING AND POLICY UPDATES –
REPORT NO. 5**

(File Ref. No. 01-0105-01) (REDMS No. 4900752)

It was moved and seconded

- (1) *That the Council Policies, as listed in Attachment 1 to the staff report titled “Council Policy Housekeeping”, dated May 5, 2017, from the General Manager, Community Services, be rescinded; and*
- (2) *That all policies, procedures and directives with outdated language or organizational name changes for our community partners be updated, as needed, to reflect current references.*

CARRIED

3. **KIWANIS TOWERS – FIFTH AND FINAL DISBURSEMENT FROM
THE AFFORDABLE HOUSING RESERVE FUND TO 7378 GOLLNER
AVENUE**

(File Ref. No. 08-4057-01) (REDMS No. 5409494)

It was moved and seconded

- (1) *That the fifth and final disbursement of \$463,309 be paid to Richmond Kiwanis Senior Citizens Housing Society (the “Society”) towards construction costs associated with 296 subsidized senior housing units at 7378 Gollner Avenue (formerly 6251 Minoru Boulevard) to be used by the Society; and*

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- (2) *That the Chief Administrative Officer and the General Manager of Community Services be authorized to disburse the amount as stated in recommendation 1 above.*

CARRIED

4. **GEORGE MASSEY TUNNEL REPLACEMENT PROJECT**

(File Ref. No.)

Councillor Steves distributed information regarding past Freedom of Information requests submitted to the Province regarding the George Massey Tunnel Replacement Project (attached to and forming part of these Minutes as Schedule 1).

Discussion also took place on (i) the future bridge not being able to accommodate any form of light rail transit, (ii) a new study indicating that the Fraser River no longer needs to be dredged, and (iii) the potential to twin the George Massey Tunnel. As a result of the discussion, the following **referral** motion was introduced:

It was moved and seconded

That staff identify and analyse options which are alternatives to a bridge for the George Massey Tunnel Replacement Project including the option to twin the Tunnel and report back.

The question on the referral motion was not called as staff was directed to (i) re-submit the Freedom of Information requests on the George Massey Tunnel Replacement Project for a new response, and (ii) seek further information regarding options for the George Massey Tunnel Replacement Project from any other interested groups including but not limited to the Greater Vancouver Gateway Council.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:17 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 Tuesday, July 4, 2017.

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 Tuesday, July 4,
2017.

To: Mayor and Councillors

From: Councillor Harold Steves

Re: George Massey Tunnel FOI Requests

Port Vancouver stated this summer that they have "No plans to dredge the river" However, that's not what the Port said when they asked the BC Government to remove the Massey Tunnel in 2012.

According to e-mails released under FOI, on Dec 12, 2012 the Port's dredging specialist Dave Hart said the tunnel should be "15.5m below Geodetic Datum for 50 year life expectancy and 18.5m below for a 100 year life expectancy." Clearly the desire to dredge the river was a deciding factor in deciding to build a \$3.5 billion bridge instead of adding to the existing 11.5m deep tunnel.

On July 16, 2014, Port of Vancouver CEO Robin Silvester asked his staff "What is the air draft of the largest LNG vessel we could imagine in the river?" "61m air draft would allow the larger part of the world's LNG fleet, under 300m to 320m, to enter into the Fraser River" was the reply.

As a result both Metro Vancouver and Richmond Council asked for a full Federal Environmental Review on the cumulative effects on fish habitat and the environment if the Fraser River is dredged to 15.5 m for 34km from Sandheads to New Westminster and the river is widened for 320m long ships to turn around. How would the incursion of salt water up the river affect irrigation for agriculture? The Federal Government declined to hold a review.

Then the City of Richmond asked the BC Government for information on the cost of the original plan to add a two lane tube and public transit to the tunnel. The NDP announced such a plan back in 1975 and Social Credit Premier Bill Van der Zalm provided details of the plan in 1989 with a \$1 billion commitment to rapid transit. The Transit plan included LRT to Richmond with spurs to Steveston and Ladner. A Super-Bus was to run from Richmond to White Rock with a tube added to the tunnel.

In 2004, Premier Gordon Campbell upgraded the tunnel seismically at a cost of \$22 million. In 2006 Highways Minister Kevin Falcon said the tunnel was good for another 50 years and announced that a two lane tube would be added. The BC Gateway Council, which was advising the Provincial Government, said the cost would be \$500 million. In 2008 Kevin Falcon spent \$4.7 million upgrading the highway from Richmond to White Rock for Rapid-Bus.

The response Richmond received to the first FOI request was somewhat baffling: "As there was no plan to add another tunnel to the George Massey Tunnel, no records were located" The plan developed by Kevin Falcon, the Gateway Council, and previous governments did not exist.

On March 3, 2017 Richmond tried again with three FOI requests:

Request #1 - Drill Tests

Request #2 - Stability of proposed new bridge

Request #3 – Public Transit and GMTR project

On March 27, 2017 Richmond received a reply that the records would be withheld until May 7, 2017 under Section 20 of FOIPPIA which relates to, "Information that will be published or released within 60 days." As May 7 was on a weekend, City staff subsequently received full documentation on May 8, 2017. Now that the May 9th election is over it is appropriate to request that the new government find and investigate proposals previously announced publicly for tunnel expansion rather than a bridge. Further information and action is needed on the recent FOI requests.

Requests # 1 & #2: Most of the documents provided were technical data and engineering studies totalling over 1,300 pages. They confirmed information Richmond already knew, that solid ground or "gravel till" is down over 1,000 ft. Some designs for bridge piles and footings were provided but little other information or any additional cost to the construction of a bridge.

Request #3: One document was provided: "George Massey Tunnel Replacement Project – Potential for Increased Transit" The report compared an elevated Canada Line LRT down No. 3 Rd. to increased bus service through the GMT corridor. It did not consider ground level LRT that could use the existing Shell Road railway corridor. The report concluded, "high frequency/high capacity transit services cannot be provided in a cost effective manner." The report did not answer the question as to whether ground level or elevated LRT can be accommodated on the bridge. It would appear that based on this study the bridge is not designed to accommodate LRT of any kind.

As Port Vancouver now claims a new study indicates they no longer need to dredge the river and \$27 million has already been spent upgrading the tunnel and preparing for Rapid-Bus it is not too late to return to the original plan to add a two lane tube to the existing tunnel and include Rapid-Bus. Also a third lane could be added at the same time for Rapid Bus and future LRT. The original tunnel was built in two years.

Recommendation: Referral to staff to prepare a report to the new BC Government asking for a tunnel addition for the George Massey Tunnel.