



City Council

**Council Chambers, City Hall
6911 No. 3 Road**

**Monday, February 24, 2020
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-8 (1) *adopt the **minutes** of the Regular Council meeting held on February 10, 2020; and*
- CNCL-34 (2) *receive for information the Metro Vancouver **'Board in Brief'** dated January 31, 2020.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Ms. Diane Purvey, Chair, Gateway Theatre Society Board, and Ms. Camilla Tibbs, Executive Director, Gateway Theatre, to present on the Gateway Theatre's operations for 2019.

COMMITTEE OF THE WHOLE

2. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.*



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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Proposed Sister City Travel for 2020
- Regional Harmonization of Vehicle Weight and Dimension Limits
- Application to 2020/2021 BC Active Transportation Infrastructure Grants Program
- 2020 Clothes Washer Rebate Program
- City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program

5. *Motion to adopt Items No. 6 through No. 11 by general consent.*



6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-40 (1) *the **Community Safety Committee** meeting held on February 11, 2020;*

Consent
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Item

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CNCL-45 (2) *the **General Purposes Committee** meeting held on February 18, 2020; and*

CNCL-54 (3) *the **Public Works and Transportation Committee** meeting held on February 19, 2020;*

be received for information.

Consent
Agenda
Item

7. **PROPOSED SISTER CITY TRAVEL FOR 2020**

(File Ref. No. 01-0100-30-SCIT1-01) (REDMS No. 6295105 v. 5)

CNCL-59

See Page CNCL-59 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) *That the proposed travel budget of \$16,925 be adjusted accordingly for five participants, including the Mayor or Acting Mayor, two Councillors, one City Staff member, and one Sister City Advisory Committee member, and the budget be funded from the Council Contingency account; and*

(2) *That the Sister City Advisory Committee report back to Council annually to bring forward a finalized travel itinerary and budget for any Sister City related travel between 2021 to 2023.*

Consent
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Item

8. **REGIONAL HARMONIZATION OF VEHICLE WEIGHT AND DIMENSION LIMITS**

(File Ref. No. 10-6360-00) (REDMS No. 6361233)

CNCL-77

See Page CNCL-77 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10123, to harmonize municipal vehicle weight and dimension limits and cargo securement requirements with the British Columbia Commercial Transport Regulations and Motor Vehicle Act Regulations, be introduced and given first, second and third reading.

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9. **APPLICATION TO 2020/2021 BC ACTIVE TRANSPORTATION INFRASTRUCTURE GRANTS PROGRAM**
(File Ref. No. 01-0150-20-THIG1) (REDMS No. 6379120 v. 4)

CNCL-83

See Page CNCL-83 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the submission for cost-sharing to the 2020/2021 BC Active Transportation Infrastructure Grants Program for the Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) as described in the staff report titled “Application to 2020/2021 BC Active Transportation Infrastructure Grants Program” dated January 13, 2020, from the Director, Transportation be endorsed;*
- (2) *That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized on behalf of the City to execute the funding agreement; and*
- (3) *That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*



Consent
Agenda
Item

10. **2020 CLOTHES WASHER REBATE PROGRAM**
(File Ref. No. 10-6000-01) (REDMS No. 6386389 v. 2)

CNCL-88

See Page CNCL-88 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the City of Richmond partner with BC Hydro to the end of 2020 to offer a combined rebate of \$100 for both spring and fall campaigns, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute an agreement, on behalf of the City, with BC Hydro to implement the Clothes Washer Rebate Program.*



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- 11. **CITY OF RICHMOND PARTICIPATION IN THE BC BUILDING ENERGY BENCHMARKING PILOT PROGRAM**
(File Ref. No. 10-6125-07-02) (REDMS No. 6391961 v. 10)

CNCL-92

See Page CNCL-92 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That Council endorse the City’s participation in a voluntary regional building energy benchmarking program, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020; and*
- (2) *That staff be directed to report back to Council at the conclusion of the pilot program in 2021, on options to establish an energy benchmarking initiative and supportive policies in Richmond, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

- 12. **PHOENIX NET LOFT OPTIONS**
(File Ref. No. 11-7000-01) (REDMS No. 6352306 v. 28)

CNCL-100

See Page CNCL-100 for full report

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Please Note: At the February 18, 2020 General Purposes Committee meeting, the following referral motion related to the Phoenix Net Loft consultation process was endorsed:

That the consultation process be referred to staff for additional information on the various program options and the final proposal for the public consultation process, including information on the Forests, Lands, Natural Resource Operations and Rural Development permit application.

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed: Cllr. Loo

- (1) *That the Capital Program budget be amended from the previously approved \$11.5M to \$19.44M for the Phoenix Net Loft preservation project;*
- (2) *That the difference of the \$11.5M and the proposed \$19.44M (\$7.94M) to be used for the Phoenix Net Loft preservation project be withdrawn from the Capital Building and Infrastructure Reserve Fund; and*
- (3) *That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

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Pg. # ITEM

BYLAW FOR ADOPTION

CNCL-113

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9946**
(7671 Acheson Road, RZ 18-827880)
Opposed at 1st Reading – Cllrs. Day, Greene & Wolfe.
Opposed at 2nd/3rd Readings – None.

ADJOURNMENT



Regular Council

Monday, February 10, 2020

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

- R20/3-1 1. It was moved and seconded
*That the minutes of the Regular Council meeting held on January 27, 2020,
be adopted as circulated.*

CARRIED



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AGENDA ADDITIONS & DELETIONS

R20/3-2

It was moved and seconded

- (1) *That the recommendation for Item No. 9 - 2020 Parks, Recreation and Community Events Grants, be revised to the following:*

That the 2020 Parks, Recreation and Community Events Grants, less the proposed grant to KidSport, be awarded for the recommended amounts and funding cycles, and cheques disbursed for a total of \$88,828.32 (with the remaining funds divided evenly between the Hamilton Community Association and the Richmond City Centre Community Association - \$364.16 each), as identified in Attachment 1 of the staff report titled "2020 Parks, Recreation and Community Events Grants," dated January 2, 2020, from the Director, Recreation and Sport Services; and

- (2) *That the recommendation for Item No. 21 - 2020 Parks, Recreation And Community Events Grants - Kidsport, be revised to the following:*

- (1) *That \$19,000 of the recommended grant of \$24,000 to KidSport, as referenced in the staff report titled "2020 Parks, Recreation and Community Events Grants", dated January 2, 2020, from Director, Recreation and Sport Services, be awarded and a cheque disbursed; and*
- (2) *That \$5,000 be held back and allocated to sports groups not recognized by KidSport and that this be administered by staff.*

CARRIED

COMMITTEE OF THE WHOLE

R20/3-3

2. It was moved and seconded

That Council resolve into Committee of the Whole to hear delegations on agenda items (7:02 p.m.).

CARRIED

2.



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3. Delegations from the floor on Agenda items.

Item No. 18 – Birth Tourism

Karina Reid, Richmond resident, expressed concerns with regard to the potentially negative impacts to vulnerable individuals that may arise if legislation to address birth tourism is introduced.

Item No. 18 – Birth Tourism

Keefer Pelech, Richmond resident, spoke on policies related to birthright citizenship and expressed that legislation to restrict birth tourism may negatively impact vulnerable individuals and raise barriers to social services.

Item No. 18 – Birth Tourism

Yousif Samarrai, Richmond resident, referred to his submission (copy on-file, City Clerk's Office), and spoke on the history of birthright citizenship and expressed concern with regard to the negative impact of birth tourism activities in Richmond. He noted that the city accounts for a significant portion of foreign births in the province and that Canada can adopt similar initiatives introduced by other Commonwealth countries, with provisions to protect vulnerable individuals, to curb birth tourism activities.

Item No. 18 – Birth Tourism

Richard Kurland, an immigration lawyer and policy analyst, referenced his submission (copy on-file, City Clerk's Office) and spoke on statistical data related to annual births to non-residents of Canada and the relationship to the number of temporary residents and workers in Canada. He suggested policy amendments to Federal immigration and taxation policies that Canada could implement to restrict birth tourism activities.

Item No. 18 – Birth Tourism

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Kerry Starchuk, Richmond resident, expressed concern with regard to the negative impact of birth tourism activities on local social services in Richmond and in other cities in Canada. She added that she has observed suspicious activity in the community and spoke on options to limit operations of birth tourism activities.



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Item No. 18 – Birth Tourism

Cynthia Rautio, Richmond resident, spoke on suspected birth tourism businesses operating in Richmond and expressed that provisions can be adopted to amend citizenship policies that do not impact vulnerable individuals.

Item No. 18 – Birth Tourism

Bo Tanner, Richmond resident, spoke on the negative impacts of birth tourism activities in Richmond and commented on options to target suspicious businesses by enforcing the City’s business license bylaws.

Item No. 16 – Application by EcoWaste Industries Ltd. for an Agricultural Land Reserve Non Farm Use for the Lands Bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road Allowances

Myles Lamont, wildlife biologist, spoke on the application by EcoWaste Industries Inc., and expressed concern with regard to the potential impact to sandhill crane habitat. He noted that the sandhill crane population is critically low in the region and that the local sandhill cranes have been injured by golf activities in the area. He suggested that the City work with the applicant to protect sandhill crane habitat.

- R20/3-4 4. It was moved and seconded
That Committee rise and report (7:51 p.m.).

CARRIED

CONSENT AGENDA

- R20/3-5 5. It was moved and seconded
That Items No. 6 through No. 17 be adopted by general consent.

CARRIED



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6. COMMITTEE MINUTES

That the minutes of:

- (1) the Parks, Recreation and Cultural Services Committee meeting held on January 28, 2020;*
 - (2) the General Purposes Committee meeting held on February 3, 2020; and*
 - (3) the Planning Committee meeting held on February 4, 2020;*
- be received for information.*

ADOPTED ON CONSENT

7. 2020 COMMUNITY MURAL PROGRAM PROJECTS

(File Ref. No. 11-7000-09-20-255) (REDMS No. 6352114 v. 3; 6211233; 6171284; 6352823)

That the 2020 Community Mural Program projects as presented in the staff report titled “2020 Community Mural Program Projects” dated December 11, 2019, from the Director, Arts, Culture and Heritage Services, be endorsed.

ADOPTED ON CONSENT

8. 2020 ARTS AND CULTURE GRANT PROGRAM

(File Ref. No. 03-1085-01) (REDMS No. 6360660 v. 4; 6359038; 6359034)

That the 2020 Arts and Culture Grants, less the proposed grant to the Caravan Stage Society, be awarded for the recommended amounts and cheques disbursed for a total of \$114,315, as identified in Attachment 1 of the staff report titled “2020 Arts and Culture Grant Program” dated December 17, 2019 from the Director, Arts, Culture and Heritage Services.

ADOPTED ON CONSENT



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9. 2020 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS
(File Ref. No. 03-1085-01) (REDMS No. 6360043 v. 12; 6046994; 6360113; 6360122)

That the 2020 Parks, Recreation and Community Events Grants, less the proposed grant to KidSport, be awarded for the recommended amounts and funding cycles, and cheques disbursed for a total of \$88,828.32 (with the remaining funds divided evenly between the Hamilton Community Association and the Richmond City Centre Community Association - \$364.16 each), as identified in Attachment 1 of the staff report titled "2020 Parks, Recreation and Community Events Grants," dated January 2, 2020, from the Director, Recreation and Sport Services.

ADOPTED ON CONSENT

10. 2020 HEALTH, SOCIAL AND SAFETY GRANTS
(File Ref. No. 03-1085-01) (REDMS No. 6367626 v. 3; 6367801; 6211019)

That the 2020 Health, Social and Safety Grants be awarded for the recommended amounts and funding cycles, and cheques be disbursed for a total of \$593,133 as per the staff report titled "2020 Health, Social and Safety Grants", dated December 19, 2019, from the Director, Community Social Development.

ADOPTED ON CONSENT

11. 2020 CHILD CARE GRANTS
(File Ref. No. 03-1085-01) (REDMS No. 6356676 v. 4; 6353944; 6161414; 6366741)

That, as per the staff report titled "2020 Child Care Grants," dated December 11, 2019, from the Director, Community Social Development:

- (1) The Child Care Capital Grants be awarded for the recommended amounts and cheques be disbursed for a total of \$50,000; and*
- (2) The Child Care Professional and Program Development Grant be awarded for the recommended amount and a cheque be disbursed for a total of \$4,000.*

ADOPTED ON CONSENT



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12. AMENDMENTS TO THE COUNCIL PROCEDURE BYLAW IN RELATION TO AGENDA PREPARATION AND DISTRIBUTION

(File Ref. No. 12-8060-20-010124) (REDMS No. 6367198; 6367188)

That Council Procedure Bylaw No. 7560, Amendment Bylaw No. 10124, which introduces amendments relating to agenda preparation and distribution, be introduced and given first, second and third readings.

ADOPTED ON CONSENT

13. APPOINTMENT OF ACTING CORPORATE OFFICER

(File Ref. No. 05-1400-01) (REDMS No. 6386303)

That Matthew O'Halloran, Manager, Legislative Services, be appointed as an Acting Corporate Officer for the purposes of carrying out statutory duties prescribed in section 148 of the Community Charter in the absence of, or as directed by, Claudia Jesson, Director, City Clerk's Office (Corporate Officer).

ADOPTED ON CONSENT

14. RICHMOND COMMUNITY SERVICES ADVISORY COMMITTEE (RCSAC) 2019 ANNUAL REPORT AND 2020 WORK PLAN

(File Ref. No. 01-0100-30-RCSA1-01) (REDMS No. 6368161 v. 3; 6351799; 6351785; 6370329; 5276844)

That the staff report titled "Richmond Community Services Advisory Committee (RCSAC) 2019 Annual Report and 2020 Work Plan", dated December 17, 2019, from the Director, Community Social Development, be approved.

ADOPTED ON CONSENT

15. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2019 ANNUAL REPORT AND 2020 WORK PROGRAM

(File Ref. No. 07-3070-01; 01-0100-30-CCDE1-01) (REDMS No. 6355766 v. 2; 6355671; 6355669)

That the Child Care Development Advisory Committee's 2019 Annual Report and 2020 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2019 Annual Report and 2020 Work Program," dated January 3, 2020, from the Director, Community Social Development, be approved.

ADOPTED ON CONSENT

7.



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16. APPLICATION BY ECOWASTE INDUSTRIES LTD. FOR AN AGRICULTURAL LAND RESERVE NON FARM USE FOR THE LANDS BOUNDED BY THE GRANVILLE AVENUE, NO. 7 ROAD, BLUNDELL ROAD AND SAVAGE ROAD ALLOWANCES

(File Ref. No. AG 19-863866; AG 14-654361) (REDMS No. 6216673; 6384921)

That the Agricultural Land Reserve (ALR) Non-Farm Use Application (AG 19-863866) by Ecowaste Industries Ltd. to revise the previously approved ALR Non-Farm Use Application (AG 14-654361) in order to:

- (a) replace the operator of one of the previously approved materials recovery facilities and increase the size from 1.3 ha to 3.3 ha and processing capability of the facility;*
- (b) add two new materials recovery facilities to the four facilities previously approved; and*
- (c) add 20 years to the previously approved term to allow landfill activities to continue until 2055;*

on the lots bounded by the Granville Avenue, No. 7 Road, Blundell Road and Savage Road allowances be endorsed and forwarded to the Agricultural Land Commission.

ADOPTED ON CONSENT

17. APPLICATION BY DA ARCHITECTS & PLANNERS FOR A TEMPORARY COMMERCIAL USE PERMIT AT 8991 CHARLES STREET

(File Ref. No. TU 20-891050) (REDMS No. 6389247)

That the application by DA Architects & Planners for a Temporary Commercial Use Permit for the property at 8991 Charles Street be considered at Public Hearing to be held March 16, 2020 at 7:00 p.m. in the Council Chambers of Richmond City Hall, and that the following recommendation be forwarded to that meeting for consideration:



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“That a Temporary Commercial Use Permit be issued to DA Architects & Planners for property at 8991 Charles Street to allow “Vehicle Rental, Convenience” limited to the storage of rental vehicles only with no associated buildings and no public access as a site specific additional use for a period of three years.”

ADOPTED ON CONSENT

**CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA**

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

18. BIRTH TOURISM

(File Ref. No. 08-4430-03-12) (REDMS No. 6386271)

Information and newspaper articles on birth tourism was distributed (attached to and forming part of these minutes as Schedule 1).

R20/3-6

It was moved and seconded

That Richmond City Council write letters to the Federal Minister of Immigration, Refugees and Citizenship, the Prime Minister, Richmond Members of Parliament, the Premier, the BC Minister of Health, the BC Minister of Municipal Affairs and Housing, Richmond Members of the Legislative Assembly, and Vancouver Coastal Health requesting immediate permanent changes to the Canadian immigration laws which would end automatic Canadian citizenship being bestowed on babies born in Canada to non-resident parents who are not citizens of Canada.



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The question on the motion was not called as discussion ensued with regard to:

- the negative impact of birth tourism activities on community services;
- policies adopted by Commonwealth countries to restrict birth tourism;
- potential strategies to curb birth tourism activities in Richmond without negatively affecting vulnerable individuals;
- enforcement of unlicensed businesses and illegal rental units; and
- advocating senior levels of government and regional health authorities to amend policies related to citizenship and taxes to restrict birth tourism activities.

In reply to queries to Council, staff noted that suspected unlicensed businesses can be investigated and non-compliant businesses will be ticketed. Staff added that some business licences are granted by senior levels of government and that business licenses can only be issued for legal activities.

It was noted that a memorandum titled “Regulatory Options Related to Birth Tourism”, dated February 4, 2020, from the Manager Business Licence and Bylaws, was distributed to Council (attached to and forming part of these minutes as Schedule 2).

A motion to include citizenship policy provisions for stateless and vulnerable children was introduced, but failed to receive a seconder.

The question on the main motion was then called and it was **CARRIED** with Cllrs. Greene, Loo and Wolfe opposed.



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19. KAIWO MARU TALL SHIP RECRUITMENT – PROPOSED DELEGATION TO JAPAN NATIONAL INSTITUTE FOR SEA TRAINING

(File Ref. No. 11-7400-20-STSH1) (REDMS No. 6392279 v. 10)

R20/3-7

It was moved and seconded

- (1) *That a delegation comprising of Councillors Bill McNulty and Harold Steves be sent to Japan in April 2020 to pursue recruitment of the Kaiwo Maru as outlined in the staff report titled “Kaiwo Maru Tall Ship Recruitment – Proposed Delegation to Japan National Institute for Sea Training,” dated January 22, 2020, from the Director, Parks Services; and*
- (2) *That delegation travel costs of up to \$40,000 be funded from the Council Contingency account.*

The question on the motion was not called as discussion ensued with regard to (i) the importance of meeting with Japanese officials to recruit the *Kaiwo Maru*, (ii) revising the Richmond Maritime Festival from an annual event to an event held every few years, (iii) utilizing a translator from Japan, (iv) options to utilize electronic means of communication with Japanese officials to recruit the *Kaiwo Maru*, (v) the dolphin hunting practices in Japan, and (vi) seeking assistance from the Consul General of Japan to recruit the *Kaiwo Maru*.

The question on the motion was then called and it was **CARRIED** with Cllrs. Au, Greene and Wolfe opposed.

20. 2020 ARTS AND CULTURE GRANT PROGRAM – CARAVAN STAGE SOCIETY

(File Ref. No. 03-1085-01) (REDMS No. 6360660 v. 4; 6359038; 6359034)

In accordance with Section 100 of the *Community Charter*, Cllr. McPhail declared to be in a conflict of interest as her husband has business interests in the Caravan Stage Society, and Cllr. McPhail left the meeting – 9:00 p.m.



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R20/3-8

It was moved and seconded

That the grant to the Caravan Stage Society be awarded for the recommended amount and cheque disbursed for a total of \$2,500, as identified in Attachment 1 of the staff report titled “2020 Arts and Culture Grant Program” dated December 17, 2019 from the Director, Arts, Culture and Heritage Services.

CARRIED

Cllr. McPhail returned to the meeting – 9:01 p.m.

**21. 2020 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS
- KIDSPORT**

(File Ref. No. 03-1085-01) (REDMS No. 6360043 v. 12; 6046994; 6360113; 6360122)

In accordance with Section 100 of the *Community Charter*, Cllr. Loo declared to be in a conflict of interest as she is involved in KidSport fundraising activities, and Cllr. Loo left the meeting – 9:02 p.m.

R20/3-9

It was moved and seconded

(1) That \$19,000 of the recommended grant of \$24,000 to KidSport, as referenced in the staff report titled “2020 Parks, Recreation and Community Events Grants”, dated January 2, 2020, from Director, Recreation and Sport Services, be awarded and a cheque disbursed; and

(2) That \$5,000 be held back and allocated to sports groups not recognized by KidSport and that this be administered by staff.

CARRIED

Cllr. Loo returned to the meeting – 9:03 p.m.



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PLANNING COMMITTEE

Councillor Linda McPhail, Chair

22. **COUNCIL REFERRAL ON SIGNAGE IMPROVEMENTS FOR REZONING AND DEVELOPMENT PROJECTS – REVISED REPORT**
(File Ref. No. 08-4100-01; 12-8060-20-010125/010004/010005) (REDMS No. 6361217; 6118110; 6122871; 6165828; 6365497; 6366222; 6369058)

R20/3-10

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw No. 9000, Amendment Bylaw 10125, introducing Official Community Plan (OCP) signs, be introduced and given first reading;*
- (2) *That Bylaw 10125, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (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;*
- (3) *That Bylaw 10125, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That Richmond Zoning Bylaw No. 8500, Amendment Bylaw 10004, respecting changes to rezoning signs, be introduced and given first reading; and*
- (5) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 10005, respecting changes to Development Permit and Development Variance Permit signs and to add Temporary Use Permit signs, be introduced and given first reading.*



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The question on the motion was not called as discussion ensued with regard to extending requirements for renderings on signage to rezoning applications and development signage requirements implemented in other municipalities. Examples of development application signage renderings were distributed (attached to and forming part of these minutes as Schedule 3).

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

R20/3-11

It was moved and seconded

That the staff report titled “Council Referral on Signage Improvements for Rezoning and Development Projects - Revised Report”, dated January 10, 2020, from the Director, Development, be referred back to staff to make it mandatory to have renderings on all rezoning and development permit application signage.

The question on the referral motion was not called as discussion ensued with regard to the suitability of renderings on some rezoning application signs, and options to revise renderings on signage as development projects advance.

The question on the referral motion was then called and it was **DEFEATED** with Mayor Brodie and Cllrs. Greene, Loo, McNulty and McPhail opposed.

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

PUBLIC ANNOUNCEMENTS AND EVENTS

Mayor Brodie announced the following:

- On January 23, 2020, the City entered into two three-year agreements with Kwantlen Polytechnic University (“KPU”) permitting KPU to occupy up to 5.78 acres of land at the South Dyke Agricultural Lands to operate an organic orchard for the purposes of research, demonstration and class work in support of the Richmond Farm School and the Department of Sustainable Agriculture and Food Systems’ degree program, and an organic incubator farm to provide opportunities to new farmers to actively farm in an applied, cooperative and supportive manner;



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- The Interim Service Provider Agreement for Minoru Seniors Society was approved;
- The Interim Service Provider Agreement for Richmond Arenas Community Association was approved;
- Contract 6610Q – Supply and Delivery of Richmond Fire-Rescue Occupational and Uniform Clothing for an initial three year term be awarded to three vendors – Unisync Group, Derks Fine Group of Companies and Prototype Integrated Solutions, for the estimated amount of \$379,959, with an option to renew for two further one year terms, for an estimated total contract value of \$696,591 over the five year term; and
- Council will be sending a letter to the Ministry of Agriculture that comments and provides recommendations on potential legislative changes for additional residences on agricultural land.

ADJOURNMENT

R20/3-12

It was moved and seconded
That the meeting adjourn (9:28 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, February 10, 2020.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

Birth tourism

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Countries by [birthright citizenship](#)

Unconditional birthright citizenship for persons born in the country

Birthright citizenship with restrictions

Birthright citizenship abolished

Birth tourism is the practice of traveling to another country for the purpose of [giving birth](#) in that country. The main reason for birth tourism is to obtain citizenship for the child in a country with birthright citizenship (*[jus soli](#)*). Such a child is sometimes called an "[anchor baby](#)" if their citizenship is intended to help their parents obtain [permanent residency](#) in the country. Other reasons for birth tourism include access to public schooling, healthcare, sponsorship for the parents in the future,^{[[u](#)]} or even circumvention of China's [two-child policy](#). Popular destinations include the [United States](#) and [Canada](#). Another target for birth tourism is [Hong Kong](#), where some mainland Chinese citizens travel to give birth to gain [right of abode](#) for their children.

In an effort to discourage birth tourism, [Australia](#), [France](#), [Germany](#), [Ireland](#), [New Zealand](#), [South Africa](#), and the [United Kingdom](#) have modified their citizenship laws at different times, mostly by granting citizenship by birth only if at least one parent is a citizen of the country or a legal permanent resident who has lived in the country for several years. Germany has never granted unconditional birthright citizenship, but has traditionally used *[jus sanguinis](#)*, so, by giving up the requirement of at least one citizen parent, Germany has softened rather than tightened [its citizenship laws](#); however, unlike their children born in Germany, non-EU- and non-Swiss-citizen parents born abroad usually cannot have dual citizenship.

No European country presently grants unconditional birthright citizenship; however, most countries in the Americas, e.g., the United States, Canada, Mexico, Argentina, and Brazil do so. In Africa, Lesotho and Tanzania grant unconditional birthright citizenship,^{[[citation needed](#)]} as do some in the Asian-Pacific region including Fiji, Pakistan, and Tuvalu.^{[[citation needed](#)]}

┌

Contents

• [Today](#)

Jan 28 2025
The Prairie

Dr. Kathleen Ross, President of "Doctors of BC"

We're at a crisis, a tipping point, so it's really important that some higher authority takes this on."

The Province newspaper

Richmond is home to a shadowy network of several dozen businesses that help women give birth in Canada for fees in the tens of thousands of dollars

information about a serious West End assault that has left a man in hospital for nearly two months.

The assault happened on Nov. 30, 2019, just before 1 a.m. on Thurlow north of Davie streets. The man was left with extensive injuries.

Investigators believe the victim was involved in an argument with a group and then assaulted. The attacker is believed to have fled along with two other individuals.

Vancouver PD made their initial plea for tips on Dec. 6, 2019, investigators said they hadn't been able to interview the victim due to his injuries.

On Monday, Vancouver police released surveillance footage of three individuals who may know what happened in the November attack.

VANCOUVER

Bike Doctor set to open again

Bike Doctor is returning to Vancouver. The popular commuter bike store at 137 West Broadway closed in 2018 but will reopen in the same location on Thursday, March 5.

Erich Jurgens, a former employee, is the new owner. He said the store will be getting a facelift, but plans to offer the same kind of service.

— Postmedia Wire Services

Ads on baidu.com target women hoping to give birth in Canada, promising top notch education and citizenship for their babies. — PNG

U.S. birth tourism crackdown may mean waves of 'passport babies' in Canada

RANDY SHORE

Canada could see an uptick in birth tourism after the Trump administration granted its customs officers more powers to prevent pregnant women from entering the United States.

American consular officials are being urged to refuse entry to women believed to be entering the U.S. in order to gain citizenship for their child by giving birth there.

"The United States has made a very good attempt at finding an administrative solution to a growing problem without having to change their constitution," said Richmond-Queensborough MLA Jas Johal.

Australia, the United Kingdom, New Zealand, France, Germany and South Africa have all altered their citizenship laws to discourage birth tourism.

"Canada is one of a few countries that grants citizenship automatically to anyone

born in this country," said Johal. "Where are people going to go if they can't go to the United States? The number-one place is Canada."

Estimates of the number of babies born to birth tourists in the U.S. each year range from 10,000 by the Centers for Disease Control to 40,000 by the Center for Immigration Studies.

In Canada, the number of births to non-residents has more than doubled since 2012, to just over 4,000 a year. Non-residents account for two per cent of all births in Canada.

Doctors have warned that the number of foreign nationals giving birth in Canada is putting a strain on health-care delivery and have urged the federal government to take steps to curb the practice.

"We're at a crisis, a tipping point, so it's really important that some higher authority takes this on," said Dr. Kathleen Ross, president of Doctors of B.C. "Hospitals and

doctors have no option but to provide service. We can't turn people away if they are sick, injured or in labour."

More than half of all babies born to non-residents in B.C. — around 700 a year — are delivered at Richmond Hospital.

In the past two years, 932 babies were born to foreign nationals there, about 22.6 per cent of all births, according to Vancouver Coastal Health. That's up from 15 per cent in 2015.

Foreign nationals give birth to about 10 per cent of babies born at St. Paul's Hospital and Mount St. Joseph, according to the Canadian Institute for Health Information.

More than 92 per cent of medical fees are eventually recovered, according to Vancouver Coastal Health.

Richmond is home to a shadowy network of several dozen businesses that help women give birth in Canada for fees in the tens of thousands of dollars.

"Why is it that \$80,000 buys you a Canadian passport?" Johal asked. "Nearly one in four children born at some hospitals in Richmond are passport babies, so, it's not a hospital anymore, it's a passport mill."

Ads aimed at women in China who want to give birth in Canada offer luxurious accommodation, a guarantee to get through customs, and birthright citizenship for the child in the "world's most livable country."

Among the other benefits extolled by birth tourism businesses: 12 years of free public education, university fees just 10 per cent of those paid by international students, world-class medical facilities and free health care, and reunification immigration for the parents of child citizens once they turn 18.

Services typically include accommodation near the hospital, meals, transportation to and from the hospital, assistance with travel docu-

ments and birth certificate applications, and obstetric care.

"If it was a trickle, I wouldn't worry about it, but this has been growing year after year and it's become a significant business," said Johal.

Immigration, Refugees and Citizenship Canada says birth tourism is not widespread, but the department is taking steps to better understand the practice.

Nonetheless, the federal government last year "invested \$51.9 million to protect Canadians, and those seeking to start a new life in Canada ... from unscrupulous immigration consultants."

"This investment will increase investigations and enforcement, expand public awareness and strengthen the oversight of consultants," the department said in a statement.

— With files from Pamela Fayerman

rshore@postmedia.com

repatriating them within 12 hours, often on the same airplane on which they had flown to the United States.^[19] In March 2015, federal agents conducted raids on a series of large-scale maternity tourism operations bringing thousands of mainland Chinese women intent on giving their children American citizenship.^{[13][14]} Congressional representatives such as [Phil Gingrey](#), who have tried to put an end to birth tourism, said these people are "[gaming the system](#)".^[20] In August 2015, the issue was discussed among U.S. presidential candidates, including [Donald Trump](#) and Jeb Bush.

In January 2019, [U.S. Immigration and Customs Enforcement investigations](#) led to the arrest of three southern California operators of "multimillion-dollar birth-tourism businesses" catering primarily to Chinese nationals.^[21]

Today^[edit]

North America^[edit]

The United States, Canada, and Mexico all grant unconditional birthright citizenship and allow dual citizenship. The United States taxes its citizens and green card holders worldwide, even if they have never lived in the country. In Mexico, only naturalized citizens can lose their Mexican citizenship again (e.g., by naturalizing in another country).

United States^[edit]

See also: *[Birthright citizenship in the United States of America](#)*

The [Fourteenth Amendment to the United States Constitution](#) guarantees [U.S. citizenship](#) to those born in the United States, provided the person is "subject to the jurisdiction" of the United States. Congress has further extended birthright citizenship to all inhabited U.S. territories except [American Samoa](#). (A person born in American Samoa becomes a [non-citizen US national](#)). The parent(s) and child are still subject to *de jure* and *de facto* deportation, respectively.^[2] However, once they reach 21 years of age, American-born children, as birthright citizens, are able to sponsor their foreign families' U.S. citizenship and residency.^[3]

There are no statistics about which countries have citizens who participate in birth tourism in the United States. The Center for Health Care Statistics estimates that there were 7,462 births to foreign residents in the United States in 2008, the most recent year for which statistics are available. That is a small fraction of the roughly 4.3 million total births that year.^[4] The [Center for Immigration Studies](#), a conservative think tank, estimated in 2012 that there were approximately 40,000 annual births to parents in the United States as birth tourists.^{[5][6]} The Center also estimated in 2012 that total births to temporary immigrants in the United States (e.g., tourists, students, guest workers) could be as high as 200,000.^[7]

Russian birth tourism to Florida to 'maternity hotels' in the 2010s is documented.^{[3][8][9]} Birth tourism packages complete with lodging and medical care delivered in Russian begin at \$20,000, and go as high as \$84,700 for an apartment in Miami's Trump Tower II complete with a "gold-tiled bathtub and chauffeured Cadillac Escalade."^[9]

One option for mainland Chinese mothers to give birth is [Saipan, Northern Mariana Islands](#), where the cost is cheaper and travel does not require a [U.S. visa](#).^[10] More than 70% of the newborns in Saipan have birth tourist PRC parents who take advantage of the 45-day visa-free visitation rules of the territory and the Covenant of the Northern Mariana Islands to ensure that their children can have American citizenship. There were 282 of these births in 2012.^[11]

As of 2015, [Los Angeles](#) is considered a center of the maternity tourism industry, which caters mostly to Asian women from [China](#) and [Taiwan](#).^[12] authorities in the city there closed 14 maternity tourism "hotels" in 2013.^[13] The industry is difficult to close down since it is not illegal for a pregnant woman to travel to the U.S.^[13]

On March 3, 2015, Federal agents in Los Angeles conducted a series of raids on three "multimillion-dollar birth-tourism businesses" expected to produce the "biggest federal criminal case ever against the booming 'anchor baby' industry", according to the [Wall Street Journal](#).^{[13][14]}

Numerous "maternity businesses" advise pregnant mothers to hide their pregnancies from officials and commit visa fraud—lying to customs agents about their true purpose in the U.S.^[15] Once they give birth, several 'birth tourism' agencies aid the mothers in defrauding the U.S. hospital, taking advantage of discounts reserved for impoverished American mothers.^{[16][17]} Some mothers will refuse to pay the bill for the medical care received during their hospital stay.^[18]

On October 18, 2014, the North American Chinese language *Daily World Journal* reported that for several weeks the immigration authorities at [LAX](#) had been closely questioning pregnant Chinese women arriving there from China, and in many cases denying them entry to the United States and

Open for signature

March 19, 2018, at 1:52 p.m. (EDT)

Closed for signature

July 17, 2018, at 1:52 p.m. (EDT)

Presented to the House of Commons

Joe Peschisolido (Steveston—Richmond East)

October 5, 2018 (Petition No. 421-02721)

Government response tabled

November 19, 2018

Petition to the House of Commons in Parliament assembled

Whereas:

- An abusive and exploitative practice known as 'Birth Tourism' now exists in Canada, whereby expectant mothers who are foreign nationals, with no status in Canada, gain automatic citizenship for their children born in Canada;
- The practice of 'Birth Tourism' is fundamentally debasing the value of Canadian citizenship;
- The practice of 'Birth Tourism' can be very costly to taxpayers, since it can be used to gain access to Canada's publicly subsidized post-secondary education system and to take advantage of Canada's public healthcare system and generous social security programs, all without having to contribute much to the funding of these systems and programs';
- Canadian citizens and permanent residents have been displaced by foreign nationals at local hospitals, thereby requiring Canadian citizens and permanent residents to seek medical attention at other facilities;
- Underground and unregulated 'for profit' businesses have developed both in Canada and 'countries of origin' to facilitate the practice of 'Birth Tourism'; and
- The instances of 'Birth Tourism' are increasing in multiple cities across Canada.

We, the undersigned, **citizens and permanent residents of Canada**, call upon the **House of Commons in Parliament assembled** to:

1. Publicly state that the government does not support 'Birth Tourism' due to the inherent unfairness of this practice and the negative consequences associated with it;
2. Commit public resources to determine the full extent of this practice across Canada; and
3. Expeditiously implement concrete measures to reduce and eliminate this practice.

Open for signature

June 16, 2016, at 10:40 a.m. (EDT)

Closed for signature

October 14, 2016, at 10:40 a.m. (EDT)

Presented to the House of Commons

[Alice Wong \(Richmond Centre\)](#)

October 19, 2016 (Petition No. 421-00775)

Government response tabled

December 2, 2016

Petition to the Government of Canada

Whereas:

- The Jus soli, or birthright citizenship, law of Canada enables an abusive and exploitative practice often called 'Birth Tourism', which permits expectant mothers who are foreign nationals, with no status in Canada, to gain automatic citizenship for their children born within Canada;
- All but one other developed country in the world has eliminated provision for birthright citizenship because of the widespread abuse it is open to; and
- The practice of 'Birth Tourism' can be very costly to taxpayers since it is used to ensure that after the child reaches 18 years of age Canada's education system can be used at a publicly subsidised cost, and he/she can sponsor his/her parents and many other family members, thus taking advantage of Canada's public health system and social security programmes such as OAS and the GIS.

We, the undersigned, **Citizens of Canada**, call upon the **Government of Canada** to:

1. Enact legislation which will **fully eliminate birthright citizenship** in Canada unless one of the parents of the child born in Canada is a Canadian citizen or permanent resident of Canada;
2. Ensure the new legislation is thorough and complete, and does not allow any 'loopholes' which permit birthright citizenship;
3. Consult with the Supreme Court before enacting the legislation in order to best ensure that the new legislation will not be challenged in court; and
4. Immediately invoke the Notwithstanding Clause in support of the legislation, if it is overturned in the Supreme Court, and that it immediately re-write the law in a form which will better withstand future court challenges.



City of Richmond



Schedule 2 to the Minutes of the Regular meeting of Richmond City Council held on Monday, February 10, 2020.

Memorandum
Community Safety Division
Business Licences

To: Mayor and Councillors
From: Carli Williams, P.Eng.
Manager, Business Licence and Bylaws
Re: **Regulatory Options related to Birth Tourism**

Date: February 4, 2020

File: 12-8000-01/2020-10001

PHOTOCOPIED
CNCL - FEB 10, 2020

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- Item #18

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RG

At the General Purposes Committee meeting on February 3, 2020, the Committee asked staff for information about regulating activities related to "Birth Tourism". In this context, birth tourism is the label given to a number of different activities that provide accommodation and/or personal and health services for individuals or families that travel to Richmond specifically to deliver and care for a newborn child. The following memo provides information on each of the points addressed by the Committee.

Enforcement of Business Licence Bylaws

According to Business Licence Bylaw No. 7360 all commercial or industrial undertakings or services for the purpose of gain or profit must have a business licence. The City does not have the authority to prohibit "birth tourism" but the activities associated with this can be licenced and regulated through our current regulatory powers.

All reports of birth tourism or birth houses are investigated by bylaw enforcement staff. As part of their investigation, staff are instructed to identify all potential business operations in addition to compliance with building and zoning regulations. It is typical to find birth tourism operations supported by businesses that offer meal services, housecleaning or child care. Bylaw tickets are issued to any unlicensed business or service. However, the effectiveness of issuing tickets is short-lived if the impacted business applies for a business licence and there are no lawful grounds to deny issuing the licence.

Role of the City to Regulate Tenancy

The City of Richmond does not currently require licences from property owners who rent their home or a room or suite in their home other than for short term rental. To regulate specifically birthing tourism businesses separate from other long term rental, the City would have to create a new category of licences and business regulations. However, the City cannot adopt any regulation that in any way could be determined to infringe on the rights of women to rent property to live in or vacation in the City.


The current practice of bylaw enforcement staff is to ensure compliance with zoning regulations, including the maximum number of unrelated people living in a home and regulations for boarders and lodgers. In all but a handful of investigations, staff find just one family at each

location suspected of providing birth tourism and the family is usually staying at the same location for 4-6 months. This does not violate any City regulations and, upon investigation, does not appear to be different than other residential tenancies.

Provincial Role in Regulating Birth Tourism

Under the *Public Health Bylaws Regulation*, the City cannot pass any bylaws relating to the restriction or potential restriction of any individual's access to health services without the prior approval of the Minister of Health. Individuals in Richmond access health care through services provided by Vancouver Coastal Health. This includes visits to the hospital as well as home visits by public health nurses. City staff have met with Vancouver Coastal Health to educate them on City bylaws and encourage them to report locations of suspected birth tourism so that they can be investigated by bylaw enforcement staff.

In general, birth tourism is influenced by Federal legislation relating to citizenship and Provincial regulations related to access to health care services. Any questions relating to the City's approach to investigating birth tourism locations or questions about potential municipal regulation can be directed to the writer below.



Carli Williams, P.Eng.
Manager, Business Licence and Bylaws
(604) 276-4136

pc: SMT
Claudia Jesson, Director, City Clerk's Office

COUNCIL REFERRAL ON SIGNAGE IMPROVEMENTS FOR REZONING AND
DEVELOPMENT PROJECTS- REVISED REPORT

Memo from Wayne Craig Feb 7th 2020 " **recommends renderings of proposed projects on al Development permit signage** " and then states " **but did not recommend requiring artistic rendering on Rezoning application signage**"

The City of Vancouver has renderings on their Re-Zoning signs and if the project changes they simply overlay a new picture. I feel strongly that pictures help the public understand the project and we should add text that states:

" **Artistic rendering, contact city staff for potential updates**".

When a rendering is not available the picture could be substituted for another graphic such as a :

- * Aerial view of lot
- * Interior Line drawing
- * Exterior rendering
- * Line drawing of exterior

My Amendment will be **to require renderings on all Development , Rezoning and Permit signs.**

Please find attached a sample of the City of Vancouver signs with changes such as red lettering for **REVISED APPLICATION** and bold text for **DETAILS APPLICATION ADDENDUM.**

Sorry the sample is a little fuzzy but it was the best I could find.
Thanks for considering my amendment to this .

Best regards,

Carol Day



REVISED APPLICATION



APPLICATION ADDENDUM

For Lease / Sale
Build to Suit



CNCL - 33



Downtown Cloverdale
Development Site

collierscanada.com/23848

Dylan Sohi

Personal Real Estate Corporation

Mike Grewal

Personal Real Estate Corporation

604 681 4111

For Metro Vancouver meetings on Friday, January 31, 2020

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg.Valou@metrovancouver.org or Kelly.Sinoski@metrovancouver.org

Metro Vancouver Regional District

E 1.1 Contribution Agreement – Pacific Parklands Foundation

APPROVED

The Pacific Parklands Foundation (PPF) is a charitable public foundation and society established by a Greater Vancouver Regional District Board resolution in 2000. PPF operates with the mandate to support Metro Vancouver Regional Parks. Since 2001, Metro Vancouver has provided an annual contribution to PPF to cover core operating expenses.

Metro Vancouver Regional District's three-year Contribution Agreement with PPF for \$175,000 annually expired at the end of 2019.

The Board approved a Contribution Agreement between the MVRD and PPF for a three-year term starting January 1, 2020, which includes status quo contribution funding of \$175,000 in 2020 with inflation increases for 2021 and 2022 that result in total contribution funding of \$179,000 (2021) and \$183,000 (2022).

E 2.1 Metro Vancouver Comments on the BC Zero Emission Vehicle Act Regulations Intentions Paper

APPROVED

On December 3, 2019, Metro Vancouver submitted staff comments on the BC Zero Emission Vehicle Act (ZEV Act) Regulations Intentions Paper through the Ministry of Energy, Mines and Petroleum Resources (MEMPR) consultation process. The legislation is intended to ensure a greater availability of zero-emissions light-duty passenger vehicles at more affordable prices in B.C., and reduce greenhouse gas emissions. Staff identified issues with the proposed regulations that would limit the ability of the ZEV Act and regulations to increase ZEV sales in BC and lower greenhouse gas emissions.

Due to time constraints with the consultation period, the comments reflected the views of Metro Vancouver staff and were not reviewed or endorsed by the MVRD Board of Directors. A follow-up by the MVRD Board on Metro Vancouver's staff submission may enhance the impact of local government staff comments.

The Board resolved to write a letter to the provincial Minister of Energy, Mines and Petroleum Resources endorsing Metro Vancouver's staff submission on the BC ZEV Act Regulations Intentions Paper.

G 1.1 Bowen Island Municipality – Metro Vancouver Regional District Security Issuing Bylaw No. 1298, 2020 **APPROVED**

As set out in the Community Charter, the MVRD must adopt a security issuing bylaw in order to enable Bowen Island Municipality to proceed with their long term infrastructure borrowing request of \$2,533,000. This borrowing relates to construction and improvement to water infrastructure, specifically the Cove Bay Water Treatment Plant. The municipality has met the regulatory requirements and has the legislative authority to undertake the planned infrastructure borrowing.

The Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, gave consent to the request for financing from Bowen Island Municipality in the amount of \$2,533,000; gave first, second and third readings to the security issuing bylaw; passed and finally adopted said bylaw, then forwarded it to the Inspector of Municipalities for Certificate of Approval.

G 1.2 Village of Lions Bay – Metro Vancouver Regional District Security Issuing Bylaw No. 1299, 2020 **APPROVED**

As set out in the Community Charter, the MVRD must adopt a security issuing bylaw in order to enable the Village of Lions Bay to proceed with their long term infrastructure borrowing request of \$600,000. This borrowing relates to construction and improvement to water infrastructure. The Village of Lions Bay has met the regulatory requirements and has the legislative authority to undertake the planned infrastructure borrowing.

The Board, pursuant to Sections 182(1)(b) and 182(2)(a) of the Community Charter, gave consent to the request for financing from the Village of Lions Bay in the amount of \$600,000; gave first, second and third readings to the bylaw; passed and finally adopted the bylaw and forwarded it to the Inspector of Municipalities for Certificate of Approval.

G 2.1 Regional Parks Service Amendment Bylaw No. 1290 Final Adoption **APPROVED**

On November 1, 2019, the Board gave first reading to Amending Bylaw No. 1290 which will amend the Regional Parks Service Bylaw to authorize MVRD Parks to operate an extraterritorial area for the portion of Aldergrove Regional Park located in the City of Abbotsford.

In addition to the Province enacting Regulation 228/2019 (authorizing this extraterritorial area), as directed, staff have satisfied two prerequisite conditions for the Amending bylaw: first, consent for the Amending Bylaw from the service participants has been obtained, and second, approval from the Inspector of Municipalities has been obtained.

The Board passed and finally adopted Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1290, 2019.

I 1 Information Items**RECEIVED**

The Board received information items from the Performance and Audit Committee.

5.1 MVRD Audit Plan from BDO Canada LLP

Metro Vancouver Districts and the Metro Vancouver Housing Corporation are required under provincial legislation to prepare annual financial statements, audited by a public accounting firm and approved by the Board by May 15th each year. The 2019 financial statements will be presented to the Performance and Audit Committee at its April meeting, prior to Board approval.

The report contains an audit planning report prepared by BDO Canada LLP, Metro Vancouver's auditors, outlining the audit approach, key audit areas, auditor responsibilities and audit deliverables. In addition, the report highlights a number of upcoming accounting standards, the most significant being the Asset Retirement Obligation requirement, effective fiscal year 2022. Management has started an impact assessment for this standard and will report back to the Committee on a continuous basis throughout the project.

5.5 Tender/Contract Award Information – September 2019 to November 2019

During the period September 1, 2019 to November 30, 2019, the Purchasing and Risk Management Division issued 17 new contracts, each with a value in excess of \$500,000 (exclusive of taxes). In addition, there were three existing contracts requiring contract amendments, which necessitate further reporting to the Performance and Audit Committee. All awards and amendments were issued in accordance with the Officers and Delegation Bylaws 1208, 284 and 247 – 2014 and the Procurement and Real Property Contracting Authority Policy.

Greater Vancouver Water District**E 1.1 Award of Contract Resulting from Request for Proposal (RFP) No. 19-371: Supply and Delivery of Steel Pipe for 2020 Water Services Construction Projects****APPROVED**

Request for Proposal No. 19-371 was issued for the supply and delivery of steel pipe for the 2020 Water Services construction projects, and Northwest Pipe Company was the only pre-qualified supplier that submitted a proposal.

The Board approved the award of a contract in the amount of up to \$17,531,398.16 (exclusive of taxes) to Northwest Pipe Company resulting from this RFP.

Greater Vancouver Sewage and Drainage District

E 1.1 Investing in Canada Infrastructure Program

APPROVED

The governments of Canada and British Columbia have committed up to \$150 million for the second intake of the Investing in Canada Infrastructure Program - British Columbia - Green Infrastructure - Environmental Quality. The program offers up to 73.33% of funding for approved projects, which would leave Metro Vancouver responsible for approximately \$8 million in costs for either of the two projects recommended in the report.

The Board directed staff to submit applications for grant funding for two projects, as described in the report:

- North Shore Wastewater Treatment Plant Tertiary Upgrade with a total estimated cost of \$30 million – 73.33% from Canada and the Province of British Columbia and a 26.67% GVS&DD funding commitment in the amount of \$8,001,000 toward the project.
- Waste-To-Energy Facility District Energy Program with a total estimated cost of \$30 million – 73.33% from Canada and the Province of British Columbia and a 26.67% GVS&DD funding commitment in the amount of \$8,001,000 toward the project.

E 2.1 Board Appointments and Rescindments of Bylaw Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update staff appointments as Board-designated municipal sewage control managers and municipal sewage control officers.

The Board, pursuant to the Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw and the Environmental Management Act:

- appointed Metro Vancouver employee Nicole Gatto as a municipal sewage control officer;
- rescinded the appointments of former Metro Vancouver employees Larry Avanthay, Kristen Beattie and Johanna Legge as municipal sewage control officers; and
- appointed City of Vancouver employee Nicole Montgomery as a deputy sewage control manager.

The Board, pursuant to Section 28 of the Offence Act:

- appointed Metro Vancouver employee Nicole Gatto for the purpose of serving summons for alleged violations under the Greater Vancouver Sewerage and Drainage District Sewer Use Bylaw; and
- rescinded the appointments of former Metro Vancouver employees Larry Avanthay, Kristen Beattie and Johanna Legge.

E 2.2 Award of Phase C – Tendering Services, for Northwest Langley Wastewater Treatment Plant – Design and Construction Engineering Services

APPROVED

In 2019, the GVS&DD issued Request for Proposal (RFP) No. 19-007: Northwest Langley Wastewater Treatment Plant – Design and Construction Services, which was comprised of five phases. The first two phases (A&B) for indicative design revalidation and detailed design were awarded by the Board on June 28, 2019 for \$35,327,087 (exclusive of taxes) to CH2M Hill Canada Limited. The detailed design has advanced to a stage where equipment selection must begin.

The Board approved the award of Phase C - Tendering Services, in the amount of up to \$5,303,514 (exclusive of taxes) to the Phase A and Phase B consultant, CH2M Hill Canada Limited.

E 3.1 2019 Integrated Solid Waste & Resource Management Plan Biennial Report

APPROVED

The 2019 Integrated Solid Waste & Resource Management Plan Biennial Report is a progress report on the implementation of the existing Integrated Solid Waste and Resource Management Plan (ISWRMP), as required by the Province. The report contains statistics on the region's waste diversion and disposal performance, including a waste diversion rate of 64% and a per capita disposal rate of 0.48 tonnes per year in 2018.

The report provides the implementation status of initiatives in the ISWRMP. Although Metro Vancouver is among the most successful jurisdictions in North America in reducing municipal solid waste, the region will not be able to reach its goal of 80% diversion without new regulatory and policy tools. Key opportunities for diversion include increasing performance in the multi-family and commercial/institutional sectors, as well as enhancing recovery of materials such as plastics, organics and construction and demolition waste. The Board has approved initiating an update of the solid waste management plan with a new plan expected by 2022 or 2023.

The Board directed staff to invite feedback on the 2019 Integrated Solid Waste and Resource Management Plan Biennial Report from public stakeholders and First Nations in BC with interests in the region, and directed staff to submit the 2019 Integrated Solid Waste and Resource Management Plan Biennial Report and feedback to the Ministry of Environment and Climate Change Strategy.

E 3.2 Board Appointments and Rescindments of Bylaw Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update staff appointments as Board-designated officers under the Greater Vancouver Sewerage and Drainage District Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996, the Environmental Management Act and the Offence Act.

The Board, pursuant to the Greater Vancouver Sewerage and Drainage District Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996 and the Environmental Management Act:

- rescinded the appointments of the following persons as officers: Kristen Beattie, Larry Avanthay, and Johanna Legge; and
- appointed Metro Vancouver employee Nicole Gatto as an officer.

The Board, pursuant to the Offence Act, appointed Nicole Gatto for the purpose of serving summons under Section 28 of the Offence Act for alleged violations under the Greater Vancouver Sewerage and Drainage District Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996.

G 1.1 Greater Vancouver Sewerage and Drainage District Fermentation Operations Amending Bylaw No. 333, 2020 **APPROVED**

A bylaw regulates small fermentation operations with discharge volumes of less than 3,000 hectolitres (hL) of wastewater in a 30-day period. The treatment fees defined in the Bylaw are based upon proxies for wastewater quantity and organic strength. Staff developed an amending bylaw containing treatment fees that more closely reflect actual treatment costs and are based upon data from inspections and sampling results for organic strength. The amending bylaw also reduces barriers by exempting very small operations producing less than 250 hL of liquor per year from treatment fees, resulting in slightly lower revenues while freeing up staff resources and reducing administrative costs. Engagement was undertaken with registered fermentation operations in the region through September 2019. Metro Vancouver staff have responded to all comments received, including clarification that the user fees are intended to reflect cost-recovery.

The Board gave first, second and third readings to Greater Vancouver Sewerage and Drainage District Fermentation Operations Amending Bylaw No. 333, 2020; and passed and finally adopted said bylaw.

Metro Vancouver Housing Corporation

E 1.1 Expression of Interest to Identify Potential Member Lands for Metro Vancouver Housing Development **RECEIVED**

The Metro Vancouver Housing 10-Year Plan sets a target for Metro Vancouver Housing to develop 1,350 new units over the next decade, at least 500 of which are targeted through partnerships on member lands. To support this target, the MVRD Board approved a new \$4 million annual tax requisition, starting in 2020.

To facilitate the use of these funds, staff have developed an Expression of Interest (EOI) to identify potential member lands that could be leased or sold to Metro Vancouver Housing at a nominal cost. This report introduces the EOI and outlines key considerations that Metro Vancouver Housing will use to prioritize opportunities.

The Board received the report for information.



Community Safety Committee

Date: Tuesday, February 11, 2020

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Carol Day, Vice-Chair
Councillor Kelly Greene
Councillor Alexa Loo
Councillor Harold Steves

Also Present: Councillor Chak Au
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 Community Safety Committee held on January 14, 2020, be adopted.

CARRIED

COMMUNITY SAFETY DIVISION

1. **EMERGENCY PROGRAMS QUARTERLY ACTIVITY REPORT –
FOURTH QUARTER 2019**

(File Ref. No. 09-5126-01) (REDMS No. 6331751)

It was moved and seconded

That the staff report titled “Emergency Programs Quarterly Activity Report – Fourth Quarter 2019”, dated January 14, 2020, from the General Manager, Community Safety, be received for information.

CARRIED

Community Safety Committee
Tuesday, February 11, 2020

2. BUSINESS LICENCES QUARTERLY REPORT - FOURTH QUARTER 2019

(File Ref. No. 12-8375-03) (REDMS No. 6391332)

In response to queries from Committee, staff noted that (i) the business licence section conducts targeted campaigns throughout the year on illegal taxis, massage parlours and bed and breakfasts, (ii) birth tourism updates can be provided under the categories of business licences or short-term rentals in future reports, (iii) the business services associated with birth tourism often have business licences, and (iv) the City has requested cooperation with Vancouver Coastal Health to report on non-resident births.

It was moved and seconded

That the staff report titled “Business Licences Quarterly Report - Fourth Quarter 2019”, dated January 15, 2020, from the General Manager, Community Safety be received for information.

CARRIED

3. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – DECEMBER 2019

(File Ref. No. 12-8060-01) (REDMS No. 6380989)

In response to queries from Committee, staff noted that (i) the staffing to handle the soil deposit proposals is sufficient, (ii) currently, there are 43 non-compliant sites and of these, 3 are receiving active enforcement, 5 are in court procedures and 35 are removing the fill, (iii) at the time of the soil application it is advised to applicants to use fill from Richmond or Delta, (iv) the bylaw positions approved in December 2019 will be filled in the near future, (v) the lower number of ticket violations is due to weather conditions, staff illness and staff vacations, (vi) bylaw violations within school zones are issued tickets and not warnings, (vii) active construction sites are visited frequently by building approvals staff and the environmental sustainability group, and (viii) tenancy laws apply to the type of tenancy and not the length of time.

It was moved and seconded

That the staff report titled “Community Bylaws Monthly Activity Report – December 2019”, dated January 15, 2020, from the General Manager, Community Safety, be received for information.

CARRIED

2.

Community Safety Committee
Tuesday, February 11, 2020

4. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – DECEMBER 2019**

(File Ref. No. 09-5140-01) (REDMS No. 6381217)

In response to queries from Committee, Fire Chief Tim Wilkinson, Richmond Fire-Rescue (RFR) noted that (i) the Positive Pressure Ventilation (PPV) can reduce damage by removing smoke and can be a strategy of attack in fire-fighting measures, (ii) smoke alarms in apartment buildings tend to be more sensitive due to the nature of the building and the number of inhabitants, and (iii) if apprehended, RFR uses a Juvenile Firesetters program to work with the youth, similar to restorative justice.

It was moved and seconded

That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – December 2019”, dated January 8, 2020, from the General Manager, Community Safety, be received for information.

CARRIED

5. **FIRE CHIEF BRIEFING**

(Verbal Report)

Items for discussion:

(i) Erase Bullying

Fire Chief Wilkinson invited Council to visit the Fire Hall on Wednesday, February 26, 2020 to support anti-bullying.

(ii) Eating Together 2020

Fire Chief Wilkinson invited Council to Eating Together on Sunday, February 23, 2020 organized through the Touchstone Family Association.

(iii) Richmond Fire-Rescue Hiring

Fire Chief Wilkinson noted that the next phase of increased staffing will start March 2020 and 12 fire-fighters will begin training. The next hiring process will begin spring 2021 and the engine company will go into service summer 2021. During the recruitment process, RFR charges for certain components of testing to ensure that applicants are well suited to the role.

Community Safety Committee
Tuesday, February 11, 2020

6. **RCMP MONTHLY ACTIVITY REPORT – DECEMBER 2019**

(File Ref. No. 09-5000-01) (REDMS No. 6368044 v. 4)

Superintendent Will Ng, Richmond RCMP, spoke to the staff report and highlighted statistics from property crime, auto theft and assaults.

In response to queries from Committee, Superintendent Ng noted that (i) traffic road blocks are conducted nightly by regular RCMP Members and are very effective in removing impaired drivers and prohibited drivers from the road and also aids in street checks of gangsters from across the region, (ii) the Minister of Public Safety has declared a Provincial emergency and can invoke *Municipal Police Unit Agreement* Section 8.1 to second up to 10 per cent of the Members to support the Provincial government and Richmond RCMP will comply with the agreement, and (iii) the Crime Prevention newsletter is posted throughout the city at community centres and police offices.

It was moved and seconded

That the staff report titled “RCMP Monthly Activity Report – December 2019”, dated January 9, 2020, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

7. **RCMP/OIC BRIEFING**

(Verbal Report)

Items for discussion:

(i) Cultural Outreach

RCMP attended the Holocaust Memorial on January 22, 2020 as well as the Interfaith Forum on February 6, 2020 was well received.

(ii) Pedestrian Crosswalk

RCMP has engaged with Transportation to provide signs at the pedestrian crosswalk located on Granville Street at the Minoru Centre of Active Living to indicate where the stop line is for the crosswalk.

(iii) Coronavirus Update

There have been two repatriation flights from Wuhan, China arriving at YVR with no medical emergencies, which have continued to Trenton, Ontario for the 14 day quarantine. All officers have received infectious disease and pandemic training and have personal protection equipment in the event any member is required to provide support to a coronavirus patient.

4.

Community Safety Committee
Tuesday, February 11, 2020

8. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, February 11, 2020.

Councillor Bill McNulty
Chair

Stephanie Walrond
Legislative Services Coordinator



General Purposes Committee

Date: Tuesday, February 18, 2020

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.

COUNCILLOR MICHAEL WOLFE

Councillor Michael Wolfe distributed materials (attached to and forming part of these Minutes as Schedule 1) and introduced the following Notice of Motion to appear for consideration on the agenda for the Monday, March 2, 2020, General Purposes Committee meeting:

That Council endorse the following resolution and request that Mayor and Council send a copy of to the Prime Minister of Canada, Premier of BC, Solicitor General of BC, Richmond MPs, Richmond MLAs, and member of local governments of the UBCM:

The City of Richmond calls on the Government of British Columbia and Canada to end any attempt at forced removal of non-violent Wet'suwet'en People from their traditional territories, suspend permits authorizing construction of the Coastal GasLink pipeline and commence good-faith consultation with the Wet'suwet'en People.

General Purposes Committee
Tuesday, February 18, 2020

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on February 3, 2020, be adopted as circulated.

CARRIED

DELEGATION

1. Lisa MacNeil, Chair, Helen Quan, and Allen Chan, Richmond Sister City Advisory Committee, presented Committee with bookmarks from the inaugural Scenic Bookmarks series and highlighted that the bookmarks complemented the book club that took place in collaboration with the Richmond Public Library.

ENGINEERING AND PUBLIC WORKS DIVISION

2. **PHOENIX NET LOFT OPTIONS**
(File Ref. No. 11-7000-01) (REDMS No. 6352306 v. 28)

Staff reviewed the staff report and noted that (i) to preserve the heritage structure the building would be taken apart piece by piece, (ii) the \$19.44M is for the shell of the building without heating and air conditioning, and (iii) options for cost reduction are provided in the report.

Materials were distributed (attached to and forming part of these Minutes as Schedule 2) and discussion took place on (i) increasing the size of the building with a lean-to, (ii) the potential for a museum in the proposed building, (iii) examples of other buildings that were reconstructed, (iv) function and lifespan of building, and (v) the consultation process.

In reply to queries from Committee staff noted the following:

- demolition would consist of removing the entire building from the site;
- the cost for a brand new building would cost approximately the same as restoring the current one;
- to potentially reduce costs it would be advisable to consider programming and building construction simultaneously;
- it is anticipated that a minimum amount of the original structure will be salvaged;
- the addition of a lean-to was not included in the cost; however, it can be considered;

2.

General Purposes Committee
Tuesday, February 18, 2020

- a museum is a feasible option for this space;
- a reconstructed building and a brand new building would have similar lifespan and function;
- the \$19.44M will provide a replica of the current building that is on the site;
- the Forests, Lands, Natural Resource Operations and Rural Development (FLNRO) permit is a two year process and is based on the current footprint of the building;
- the Heritage Commission would be consulted at the appropriate time;
- the consultation process can be reviewed to include other locations;
- various uses for the space can be reviewed to accommodate a museum;
- money from the BC Packers is located in a trust account;
- grants are available for the programming portion of the project; however, staff would have to examine the eligibility for the construction portion;
- as the programming has not yet been determined a refined cost estimate would require additional work;
- if the project is delayed, costs could change; and
- refining the programming options will allow staff to determine the best use for the space.

Discussion ensued with regard to options to restore the building. It was then suggested that the budget be amended and increased. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That the Capital Program budget be amended from the previously approved \$11.5M to \$19.44M for the Phoenix Net Loft preservation project.

The question on the motion was not called as discussion took place on delaying the project and in reply to queries from Committee staff advised that (i) timing is important as the building continues to deteriorate, (ii) it is difficult to find a contractor to take on such a difficult project, (iii) the FLNRO permit may expire and the process will have to start again, and (iv) the FLNRO permit is based on the restoration without the programming and would need to be revised once programming is determined.

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

General Purposes Committee
Tuesday, February 18, 2020

Discussion further took place on the consultation process, and as a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That the consultation process be referred to staff for additional information on the various program options and the final proposal for the public consultation process, including information on the Forests, Lands, Natural Resource Operations and Rural Development permit application.

The question on the referral motion was not called as discussion ensued regarding the Seine Net Loft and the First Nations Longhouse.

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

It was moved and seconded

(1) That the difference of the \$11.5M and the proposed \$19.44M (\$7.94M) to be used for the Phoenix Net Loft preservation project be withdrawn from the Capital Building and Infrastructure Reserve Fund; and

(2) That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.

CARRIED

Opposed: Cllr. Loo

DEPUTY CAO'S OFFICE

3. **PROPOSED SISTER CITY TRAVEL FOR 2020**

(File Ref. No. 01-0100-30-SCIT1-01) (REDMS No. 6295105 v. 5)

In reply to queries from Committee, staff noted that not much information is currently available on the design of the garden, and the Sister City can be consulted with regard to Richmond's input on the design of the garden.

Discussion took place on (i) reducing the amount of travel due to the climate emergency, (ii) Pierrefonds and the referendum, (iii) the Pierrefonds Garden by the Minoru Chapel, and (iv) the number of delegates to Sister Cities.

It was moved and seconded

(1) That the proposed travel budget of \$16,925 for 2020, as outlined in the staff report "Proposed Sister City Travel for 2020", dated January 27, 2020, from the General Manager, Community Safety, be funded from the Council Contingency account; and

4.

General Purposes Committee
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- (2) *That the Sister City Advisory Committee report back to Council annually to bring forward a finalized travel itinerary and budget for any Sister City related travel between 2021 to 2023.*

The question on the motion was not called as discussion ensued regarding the reducing the number of participants to Sister Cities. As a result of the discussion, the following **amendment motion** was introduced:

It was moved and seconded

That the number of participants as outlined in the staff report titled “Proposed Sister City Travel for 2020”, dated January 27, 2020, from the General Manager, Community Safety, be reduced to five, including, the Mayor or Acting Mayor, two Councillors, one City Staff member and one Sister City Advisory Committee member.

CARRIED

Discussion further took place on the stated declaration of climate emergency and reducing the travel required. As a result of the discussion the following **referral motion** was introduced:

It was moved and seconded

That the staff report titled “Proposed Sister City Travel for 2020”, dated January 27, 2020, from the General Manager, Community Safety, be referred back to staff to reconsider the travel component in view of the stated declaration of climate emergency.

DEFEATED

Opposed: Mayor Brodie
Cllrs: Au
Loo
McNulty
McPhail
Steves

Discussion then took place on the Richmond Sister City Advisory Committee Policies and Procedures and examining the number of participants as delegates to Sister Cities.

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

It was moved and seconded

That the Richmond Sister City Advisory Committee Policies and Procedures be referred back to staff to review the number of participants as delegates to Sister Cities.

CARRIED

General Purposes Committee
Tuesday, February 18, 2020

The question on the main motion, as amended, which reads as follows:

- (1) *That the proposed travel budget of \$16,925 be adjusted accordingly for five participants, including the Mayor or Acting Mayor, two Councillors, one City Staff member, and one Sister City Advisory Committee member, and the budget be funded from the Council Contingency account; and*
- (2) *That the Sister City Advisory Committee report back to Council annually to bring forward a finalized travel itinerary and budget for any Sister City related travel between 2021 to 2023.*

was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:24 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, February 18, 2020.

Mayor Malcolm D. Brodie
Chair

Sarah Goddard
Legislative Services Coordinator

City of Richmond

Council Member Motion

For the General Purposes Committee Meeting

Date: February 18th 2020
From: Councillor Wolfe
Subject: Declaration of Solidarity with Wet'suwet'en People

Recommendation:

That Council endorse the following resolution and request that Mayor and Council send a copy to the Prime Minister of Canada, Premier of BC, Solicitor General of BC, Richmond MPs, Richmond MLAs, and member local governments of the UBCM.

Resolution:

The City of Richmond calls on the Governments of British Columbia and Canada to end any attempt at forced removal of non-violent Wet'suwet'en People from their traditional territories, suspend permits authorizing construction of the Coastal GasLink pipeline and commence good-faith consultation with the Wet'suwet'en People;

Rationale:

The Wet'suwet'en Hereditary Chiefs, whose representative role is recognized by the Supreme Court of Canada, have indicated a lack of consent for the Coastal GasLink pipeline through their unceded territory. Significant RCMP resources are currently being deployed away from municipal operations. The City Council in both Victoria and Port Moody have passed similar resolutions. Many of our residents are members of large unions: BCGEU and NUPGE, and/or large organizations: Council of Canadians and Sierra Club of BC, which have also declared solidarity. The United Nations Committee on the Elimination of Racial Discrimination and the BC Human Rights Commissioner have called on the Governments of British Columbia and Canada to respect Wet'suwet'en law, rights and title by suspending permits authorizing construction of the Coastal GasLink pipeline until they grant their free, prior and informed consent, following the full and adequate discharge of the duty to consult. Canada has endorsed the United Nations Declaration on the Rights of Indigenous People, which includes a commitment to "... consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them."

TO: Mayor and Council

FROM: Councillor Harold Steves

Richmond Museum Requirements;

DATE: Jan. 19. 2005

In the long term list of priorities a museum was to be constructed after the Gateway Theatre. The museum has been a priority in Richmond longer than the field house proposed for the Olympic Oval, new fire halls or a new police station.

1989 report

After other sports and recreational facilities and the Gateway Theatre had been constructed Richmond Council approved the construction an 8,000 sq. ft. Richmond Museum in the new Cultural Centre at a cost of \$2 million. Construction of the museum was postponed when the \$12 million Arts Centre went \$2 million over budget. That was 15 years ago.

1991 report

In 1991 city staff implored that there was an “urgent need for 5,700 sq. ft. of space”. Important artifacts were being turned down, some artifacts transferred to other museums, and some artifacts were outdoors under plastic tarps at Works Yard.

1992 report

In 1992 staff reiterated the need stating that an 8,000 sq. ft. resource centre was required in addition to the 1800 sq. ft. provided at the Art Centre.

“Staff are not acquiring or seeking acquisitions as there is no space.” There remains significant gaps in the collection of Richmond’s history as staff have not had the time nor the space to secure the required artefacts.” The collection gaps include ... textiles...agriculture...food processing. ...furniture....transportation...industrial objects, etc.

The “resource centre” would be the “hub of activity for museum services”, volunteer training, meeting space, exhibit space and “open” storage open for viewing, exhibit preparation, etc.

2005

In 2005 the need is far greater than it was in 1989 and the area needed is much greater than 8,000 sq. ft.. Staffing has been restructured to better curate the collection and preserve the artifacts. Donations have increased and there are substantial fishing industry artifacts from BC Packers. Presently the Richmond Museum is in storage with little opportunity for the public to ever see items in the collection on display, even once, over the next 25 years.

To: Mayor and Councillors

From: Councillor Harold Steves

I recently attended two workshops at the Gulf Of Georgia Cannery, planning for the future. It is becoming increasingly clear that we must get on with the job of completing the Britannia Shipyard site for a combined heritage destination. That includes a site for a Richmond Museum.

Previous estimates for a museum in Richmond were aimed at a 60,000 sq. ft. "destination" museum where people come to Richmond to see major international travelling exhibits. That is contrary to the concept of interactive, open air, museums on local and BC history that are already underway at Britannia, London Farm and Gulf of Georgia.

When I asked for the cost of putting fill under the Phoenix Gillnet Loft I was considering the use of the building for a 20,000 sq. ft. "City Museum". When I suggested museum use several years ago concern was expressed by staff that a museum should not be over water. In my opinion, there is little in the city museum collection that can't be displayed in a building over water..... Do we need fill to have a museum over water?

If we don't have to put fill under the building we don't have to re-apply to FLNRO as Option C "Interpretive Centre" covers it.

While 20,000 sq. ft. is the smallest museum size recommended by staff, it would compliment adjacent museum sites and total over 60,000 sq. ft. Should more than 20,000 sq. ft. be desired the lean-to addition that was added on the west side in WWII could be put back. Since the lean-to was demolished we have kept logs on that area to keep it from being put in the red zone. \$4.2 million in the restoration fund for the Phoenix Gillnet Loft came from the sale of property at the foot of No 2 Rd that was supposed to be for an artists market. The lean-to could provide additional space to accommodate that use.

A replica is better than no building at all. The Murakami Boat Shop is a replica. We tried to restore it but it fell apart in the process. However maintaining it as a true heritage building is important..... Can we restore the Phoenix Gillnet Loft without tearing it down?

I am concerned with the conservation of the building and replacing siding because of lead paint. When we restored the Seine Net Loft we didn't worry about the fact the building was sheeted in asbestos. We simply painted over it, presumably with a special paint that is available for painting asbestos. The staff report calls for an expensive abatement process and doesn't answer my question. The four still houses at Britannia were all painted with paint over lead based paint. Also the London Farm House, Steveston Court House, Steveston Museum, Gulf of Georgia Cannery, Minoru Chapel, Branscombe House, McKinney House, Ida Steeves House and Vermillion House, were all painted over lead paint without "abatement".Why can't we paint the building like we did with all of the others?

The 2015 Conservation Review apparently missed the most important fact, the integrity of Cannery Row. When BC Packers was rezoned the city had the option of saving the Imperial Cannery, which was my choice, or the Phoenix Gillnet Loft. The Phoenix Gillnet Loft was chosen and donated by BC Packers to maintain and interpret a small section of Cannery Row. As we have lost most of Cannery Row it is important to retain the building and retain it's existing size to match the sister building.

In 2019 it was estimated that a 60,000 sq. ft. destination museum would cost \$56,520,000. At \$35,410,000 we have \$21,000,000 which could be used to finish the Britannia Shipyard site and London Farm, projects totalling more than 60,000 sq. ft. After 31 years, it is also the only option of getting a museum in the near future.



Public Works and Transportation Committee

Date: Wednesday, February 19, 2020

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Kelly Greene, Vice-Chair
Councillor Alexa Loo
Councillor Linda McPhail
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 Public Works and Transportation Committee held on January 21, 2020, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **REGIONAL HARMONIZATION OF VEHICLE WEIGHT AND DIMENSION LIMITS**

(File Ref. No. 10-6360-00) (REDMS No. 6361233)

In response to queries from Committee, staff noted that the Provincial B.C. Regulation 26/58 Division 35 is the existing regulation in place and is currently being updated and the City's Community Bylaw staff can carry out joint enforcement with the Province on City roads and perform spot checks on all vehicles.

Discussion took place on vehicle cargo securement with regards to infractions and staff noted that a memo can be provided to Committee outlining the level and types of enforcement.

1.

Public Works & Transportation Committee
Wednesday, February 19, 2020

In response to further queries from Committee, staff noted that (i) the focus of the report is to update the regional definition of a standard vehicle in coordination with TransLink's initiative to enable a regional permit system, (ii) all roads are designed based on national standards, and (iii) all trucks go through permit systems regarding the loads they are able to carry.

In reply to further queries from Committee, staff advised that information regarding damage to Richmond's infrastructure due to oversized vehicles can be provided in a staff memorandum.

It was moved and seconded

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10123, to harmonize municipal vehicle weight and dimension limits and cargo securement requirements with the British Columbia Commercial Transport Regulations and Motor Vehicle Act Regulations, be introduced and given first, second and third reading.

CARRIED

2. APPLICATION TO 2020/2021 BC ACTIVE TRANSPORTATION INFRASTRUCTURE GRANTS PROGRAM

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 6379120 v. 4)

In response to queries from Committee, staff noted that (i) the space required for a barrier in the lane depends on the size of the concrete barrier, (ii) as part of the project, multiple options of various barriers were considered, (iii) staff have worked closely with the Richmond Active Transportation Committee, (iv) there is limited road right of way at the location and the raised curb is the most feasible option, (v) this is a 2019 project slated to be built summer 2020, (vi) the design option being pursued is to have cyclists go off road at Lansdowne and the bike path will be behind the bus stop, (vii) the hydro poles will be situated between the proposed bike path and sidewalk, (viii) the removal of invasive plants is part of the project.

It was moved and seconded

(1) That the submission for cost-sharing to the 2020/2021 BC Active Transportation Infrastructure Grants Program for the Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) as described in the staff report titled "Application to 2020/2021 BC Active Transportation Infrastructure Grants Program" dated January 13, 2020, from the Director, Transportation be endorsed;

Public Works & Transportation Committee
Wednesday, February 19, 2020

- (2) *That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized on behalf of the City to execute the funding agreement; and*
- (3) *That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. 2020 CLOTHES WASHER REBATE PROGRAM
(File Ref. No. 10-6000-01) (REDMS No. 6386389 v. 2)

In response to queries from Committee, staff noted that the roles and responsibilities of the City and BC Hydro have not changed for the rebate program and this rebate is for water and energy savings.

It was moved and seconded

- (1) *That the City of Richmond partner with BC Hydro to the end of 2020 to offer a combined rebate of \$100 for both spring and fall campaigns, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute an agreement, on behalf of the City, with BC Hydro to implement the Clothes Washer Rebate Program.*

CARRIED

Public Works & Transportation Committee
Wednesday, February 19, 2020

4. **CITY OF RICHMOND PARTICIPATION IN THE BC BUILDING ENERGY BENCHMARKING PILOT PROGRAM**

(File Ref. No. 10-6125-07-02) (REDMS No. 6391961 v. 10)

In response to queries from Committee, staff noted that (i) buildings over 50,000 sq. ft. are welcome to participate in the program, (ii) the City currently measures and assesses energy performance of 45 buildings, (iii) the BC Building Energy Benchmarking Pilot Program is primarily funded through a grant from Natural Resources Canada and BC Hydro, (iv) the long term goal for benchmarking to be a mandatory provincial requirement, (v) the potential for the City of Richmond's participation is 700 buildings, (vi) City staff will be sending letters to building owners and managers about the program, (vii) Open Green Building Society is a BC based, non-profit environmental, non-government organization, (viii) the regional pilot will further advance the progress of benchmarking buildings in the City of Richmond, which it began two years ago.

It was moved and seconded

- (1) *That Council endorse the City's participation in a voluntary regional building energy benchmarking program, as outlined in the report titled "City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program" from the Director, Sustainability and District Energy, dated January 16, 2020; and*
- (2) *That staff be directed to report back to Council at the conclusion of the pilot program in 2021, on options to establish an energy benchmarking initiative and supportive policies in Richmond, as outlined in the report titled "City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program" from the Director, Sustainability and District Energy, dated January 16, 2020.*

CARRIED

5. **MANAGER'S REPORT**

(i) *Potholes*

Larry Ford, Manager, Roads & Construction Services, Engineering & Public Works, updated Committee on the status of the service and noted that (i) the City has completed 155 work orders, 490 potholes have been fixed, (ii) 33 locations remain on the list, (iii) YVR has fixed the hot spots on the way to the airport, and (iv) Public Works is prioritizing work on major roads.

Discussion ensued regarding a press release to inform the public on the projected timeline of repairing the potholes.

Public Works & Transportation Committee
Wednesday, February 19, 2020

In reply to further queries from Committee, John Irving, General Manager, Engineering & Public Works, noted that a future report to Council will provide data with regards to the effects of large rainfall on the City's systems.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4.33 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, February 19, 2020.

Councillor Chak Au
Chair

Stephanie Walrond
Legislative Services Coordinator



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
 General Manager, Community Safety
Re: **Proposed Sister City Travel for 2020**

Date: January 27, 2020
File: 01-0100-30-SCIT1-01/2019-Vol 01

Staff Recommendation

1. That the proposed travel budget of \$16,925 for 2020, as outlined in the staff report "Proposed Sister City Travel for 2020", dated January 27, 2020, from the General Manager, Community Safety, be funded from the Council Contingency account; and
2. That the Sister City Advisory Committee report back to Council annually to bring forward a finalized travel itinerary and budget for any Sister City related travel between 2021 to 2023.

Cecilia Achiam
 General Manager, Community Safety
 (604-276-4122)

Att. 3

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Finance Department	<input checked="" type="checkbox"/>
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO	

Staff Report

Origin

The City of Richmond's Sister City Advisory Committee was established on February 11, 1974 (formerly the Sister City Twinning Committee) and fosters mutual understanding and meaningful cultural connections with designated Sister/Friendship cities in the interests of Richmond citizens for their common benefit.

This report addresses the following referral from the January 14, 2019 Council meeting:

That staff liaise with the Sister City Advisory Committee for potential travel including budget and program details and report back.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

3.2 Enhance arts and cultural programs and activities.

3.4 Celebrate Richmond's unique and diverse history and heritage.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.1 Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.

Background

The role and purpose of the Sister City Advisory Committee (SCAC) is to provide advice to and assist Council with promoting the City's culture and values. The SCAC is also responsible for delivering the Sister City Program and pursuing the City's goal to establish and sustain cultural, educational and sustainable ties with approved Sister/Friendship Cities. Additionally, the SCAC will advise the City of any economic development, international trade and business opportunities presented to the Committee or its subcommittees arising from SCAC activities.

The City of Richmond has had a Sister City relationship with Pierrefonds, Quebec since 1967; Wakayama, Japan since 1973; and Xiamen, China since 2012. The City formed a Friendship City relationship with Qingdao, China in 2008.

Analysis

Past Sister City Program Travel

The most recent travel delegation to Richmond's Sister City relationships was in 2013 where

representatives from Richmond City Council travelled to Wakayama, Japan to celebrate the 45th anniversary of the Richmond-Wakayama relationship. Further, in 2012, members of Council formed a delegation to Xiamen, China to sign the Sister City Agreement marking the beginning of the Richmond-Xiamen Sister City relationship. Members of Council have not visited Pierrefonds, Quebec since 2007 or Qingdao, China since 2008 in an official Sister City Program capacity. For these special occasions, the majority of elected officials attended.

Sister City Advisory Committee Policies and Procedures

The SCAC Policies and Procedures document (Attachment 1) outlines policies for Official Delegation visits to and from Richmond's Sister and Friendship Cities. In this document, Council established that there shall be one visit either to or from a Sister/Friendship City every four years. This means that the City of Richmond would send one official delegation to each of its Sister/Friendship City relationships every eight years.

Official delegation visits may be timed around key dates, such as agreement anniversary dates, Sister City Program objectives or other special events being hosted in the cities involved. Under the direction and guidance of City staff, the SCAC will be the primary resource for planning delegations identified and approved by Richmond City Council. Further breakdowns of costs and an event plan outlining activities will be brought forward to Council for their approval at least two months before the official delegation.

Upcoming Milestone Anniversary's

Over the next five years Richmond will celebrate the following relationship milestones with its Sister and Friendship Cities:

- In 2022, Richmond will commemorate its 55th anniversary with Pierrefonds, Quebec;
- In 2022, Richmond will commemorate its 10th anniversary with Xiamen, China;
- In 2023, Richmond will commemorate its 15th anniversary with Qingdao, China; and
- In 2023, Richmond will commemorate its 50th anniversary with Wakayama, Japan.

Proposed Sister City Program Travel in 2020

The proposed travel plan for 2020 (outlined below) for Richmond City Council is based on the opening of the Richmond Garden in Pierrefonds. This event will require a significant amount of planning and preparation to be realized.

Over the years, in an effort to be fiscally responsible, the number of occasions of delegate travel has been reduced. This has been done to ensure there is capacity for higher representation from Council to travel for major milestone events.

Based on the SCAC Policies and Procedures, the minimum participation for a delegate visit is outlined below:

- Mayor or Acting Mayor;
- Two other members of Council or such other number as Council may decide;
- City Staff Member(s) as designated by the CAO; and

- Up to three Sister City Advisory Committee members, as approved by Council.

The detailed SCAC – Five Year Activity – Delegate Visits Proposal is in Attachment 2.

Table 1 below outlines the Sister City Advisory Committee’s recommendation to Council for travel in 2020.

Table 1: Sister City Advisory Committee Travel Recommendation to Council for 2020

Year	Location	Purpose of Visit	Travel Expense (Sep 2019)
2020	Pierrefonds, Quebec	Opening of the Richmond Garden	\$16,119
		5% Contingency	\$806
		Total	\$16,925

Pierrefonds, Quebec

In 2002 the City of Pierrefonds ceased to be a separate municipality and, instead, became a borough of Montreal. Following a period of inactivity, the SCAC initiated discussions with the Mayor of Pierrefonds regarding their interest in retaining and developing an active Sister City relationship. The SCAC reports that there now appears to be a strong interest from Pierrefonds to plan future activities with the City of Richmond.

Building on the momentum of improved communication with both City staff and the Mayor’s office, the SCAC proposes a visit to Pierrefonds, Quebec to celebrate the opening of the Richmond Garden in 2020. The new garden will be located in front of the new library and adjacent to Richmond Street (Attachment 3). It is anticipated the opening ceremony will be hosted in the summer of 2020.

Financial Analysis

The proposed budget takes into account the following fees for the minimum number of delegates (seven):

- Flights to and from the host city;
- Hotel rooms for delegates;
- Travel fees within the host city (such as taxi or private bus);
- Meals not covered by official events (as per 2019 Per Diem rates); and
- Gifts between delegates including a City to City gift.

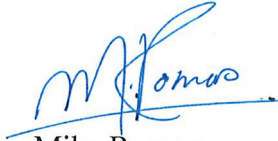
The detailed SCAC – Travel Expenses Outline is in Attachment 4.

Financial Impact

The proposed travel budget for 2020 travel is \$16,925 and the SCAC will bring forward a proposed itinerary and final budget for approval by Council. SCAC delegate travel was not included as part of the SCAC 2019-2022 Activity Plan budget. A potential funding source for the SCAC delegate travel could be the Council Contingency account.

Conclusion

The most recent travel delegation to Richmond's Sister City relationships was in 2013 where representatives from Richmond City Council travelled to Wakayama, Japan to celebrate the 45th anniversary of the Richmond-Wakayama relationship. An official delegate visit to Pierrefonds Richmond Garden Opening will support the mandate of the SCAC while reinvigorating the relationship with the Mayor and Councillors of Pierrefonds.



Mike Romas
Manager, People Development
(604-276-4081)

MR:mr

- Att. 1: SCAC Policies and Procedures
- 2: SCAC – Five Year Plan – Delegate Visits 2019-2022
- 3: Pierrefonds Richmond Garden location
- 4: SCAC – Travel Expenses Outline

**RICHMOND SISTER CITY ADVISORY COMMITTEE
POLICIES AND PROCEDURES**

**Original: January 2013
Updated: February 2018**

1. Existing Sister/Friendship City Relationships

1.1 4-Year Activity Plans

For each existing Sister/Friendship City relationship, a 4-Year Activity Plan shall be developed by the City staff in consultation with the Sister City Advisory Committee (SCAC) and in coordination with staff counterparts in the respective Sister/Friendship Cities. The 4-Year Activity Plan should contain priority goals and actual planned and potential activities for the upcoming 4-year period to achieve these goals.

The 4-Year Activity Plan will include:

- Official Delegations/Visits (Section 1.2)
- Exchanges – currently planned or to be promoted (Section 1.3)
- Non-visit related annual base program activities (Section 1.4)
- Four year estimated budget

The 4-Year Activity Plans and budgets will be updated annually and provided to Council by the SCAC as specified in their Terms of Reference.

1.2 Official Delegations/Visits

Official Delegations/visits will only be referenced in the 4-Year Activity Plan. A separate report will be brought forward to Council detailing the Official Delegation Request/Visit and include a separate budget request.

Definition: An Official Delegation is a visit from or to a Sister/Friendship City involving political representatives from each City and others for a specific purpose related to the Sister City Program (SCP) objectives, individual Sister/Friendship City agreement objectives and 4-Year Activity Plans. The visit may involve multiple days and multiple events including: official meetings with Council, representatives from community organizations and other community leaders to further the relationship (e.g. ratification of agreement and/or 4-Year Activity Plan); site visits; sightseeing; ceremonial dinners; and gift exchanges.

Planning: Under the direction and guidance of City staff, the SCAC will be the primary resource for planning delegations identified and approved by Richmond City Council. Delegation Plans will be produced by the SCAC for each visit, outlining specific purposes (linked to SCP objectives, individual Sister/Friendship City agreements and Activity Plan), associated events, duration and costs. The Delegation Plan together with estimated budget must be approved by Richmond City Council at least two months before the Official Delegation.

Participants: In addition to political representatives, the Official Delegation will include SCAC members and City staff (see table below under ‘Costs’). The Official Delegation may also include local leaders in education, culture, arts, sport, business, science and technology and other sectors actively engaged in supporting the Sister/Friendship City relationship. All participants in official delegations will be subject to the approval of Council.

Frequency: For each Sister/Friendship City, there shall be one visit either to or from the Sister/Friendship City every four years. Visits may be timed around key dates such as agreement anniversary dates and special events in the cities involved. This means that the City of Richmond would send one official delegation to each of its Sister/Friendship Cities every eightyears.

Costs:

	TO Sister/Friendship City	FROM Sister/Friendship City
Official Visit Delegation ¹ (Paid for by City)	A minimum of: <ul style="list-style-type: none"> • City of Richmond Mayor or Acting Mayor; • Two other Members of Richmond City Council or such other number as Council may decide; • City of Richmond Staff Member(s) as designated by the CAO; and • Three SCAC members, as approved by Council. • Any additional persons the SCAC wishes to invite must be approved by Council. • Increased participation by Richmond City Council may be expected for milestone event situations (ie. 40th, 45th, 50th anniversary, etc.). 	<ul style="list-style-type: none"> • City of Richmond Mayor or Acting Mayor; • All Members of Richmond City Council; • City of Richmond Staff Member(s) as appropriate; • All Sister City Advisory Committee voting members; • Up to 20 delegates from the participating Sister City (Richmond will not incur any air travel or hotel accommodation expenses and will only pay for local hosting expenses); and • City of Richmond invited guests.
Budgeted costs for above individuals (Paid for by City) ²	<ul style="list-style-type: none"> • Transportation • Hotel • Meals (not covered by official events) • Gifts 	<ul style="list-style-type: none"> • Meal(s) – e.g. ceremonial dinner • Tour • Presentations • Gifts
TOTAL FUNDS	Funds either taken from SCAC Program Fund or as otherwise directed by Richmond City Council	

¹ Other participants who wish to join any delegation to a Sister/Friendship City must:

- Be recommended by the Sister City Committee by reason that they directly support the objectives of the Sister/Friendship City 4-Year Activity Plan and receive approval from City Council
- Pay for their own costs
- The total Official Delegation may not exceed 20 people.

City funds may not be used to defray costs of spouses or other friends or relations of the official delegation participants nor should Richmond’s Sister/Friendship City be expected to fund the cost of these individuals for dinners or other events where costs are incurred.

² In-kind contributions from organizations in the community may be sought for Official Delegations to the City of Richmond (e.g. hosting a tour or a meal) with the prior approval of Council.

1.1 Exchange (Unofficial) Visits

Definition: Exchange visits do not involve political leaders and are for the purpose of community involvement in the relationship. Exchange visits are promoted and encouraged by the Sister City Advisory Committee (SCAC). Members of the SCAC (and/or any organization they represent) may take a leadership role in developing or running regular or special event exchanges. The City normally has minimal involvement in these visits, unless they are City staff exchanges.

Planning: Typically, organizations in the community take lead responsibility for planning exchange visits and should provide City staff with reasonable advance notice of tour requests and other requested involvement. There are occasions where a delegation request is received by the SCAC and City staff take the lead in planning the exchange visit, as appropriate. Travel by a SCAC member on an exchange visit, as a SCAC member, shall require prior Council approval and shall be at the SCAC member's own cost.

Participants: Types of exchange visits are referenced in the Sister City Program objectives. They may involve individuals and groups of artists, athletes, business person, youth, seniors, and any others interested in relationship building exchanges.

Frequency: Exchanges ensure the on-going vibrancy and community participation in a Sister City relationship and should be encouraged.

Costs: Participating community organizations/individuals are responsible for the exchange visit and costs associated with it. Generally, there should be little or no cost to the City for exchange visits (except in cases of City staff exchanges).

Government Related Visits: Outside of Official Delegation visits and Exchange (unofficial) visits, as described above, all other government-related visits from each sister/friendship city, hosted by the SCAC, shall be pre-approved by the City.

1.2 Annual Base Program Activities (Non-Visit)

The following low-cost, non-trip related activities should occur every year and be included in 4-Year Activity Plans for each Sister/Friendship City relationship:

- Annual 'state of the city' letter between the two Mayors
- Exchanges of the cities' annual reports and city plans by senior staff at the City

Other ideas should be developed and may include:

- Exchanges of children's artwork, letters, or e-mails
- Periodic exchange of interesting newspaper articles that show how society, technology, the environment are changing in the City
- Cultural festivals, movies or presentations that celebrate the culture of the Sister/Friendship City (foreign students or business people from the nation of the Sister/Friendship City can be guest speakers)
- Other city events/communications where it is relevant to feature the Sister/Friendship City

2. Gifts

Purchase of gifts for SCAC related use, funded by the City, will require pre-approval from City staff.

3. SCAC Travel

SCAC members will not engage in any SCP related travel to a Sister/Friendship City unless accompanied by an official of the City.

4. Communications

Where communication is desired with the public in the course of delivering the Sister City Program, all media releases and public communications shall be developed by the City's Corporate Communications unit in coordination with the Sister City Committee and receive approval from the Senior Manager of Communications or Senior Manager of Media Relations before release.

5. New Relationships

5.1 Requests from Other Cities

Requests that involve forming a formal relationship should be made in writing to City Council and may be referred to the Sister City Advisory Committee for review and advice, based on current program activity levels and policies.

5.2 Council Requests

Council may request specific advice from the SCAC on any program related matter, including new sister city relationships. Council may request that the SCAC investigate the forming of a relationship with a Sister/Friendship City in another country. This request could occur following a major review of the program activities and/or at the beginning of a Council's term. Where Council has approved investigation of another Sister/Friendship City relationship, the SCAC will be requested to submit an estimate for any additional funds required in addition to the existing Sister City Program budget. Unless directed by Council to do so, the SCAC is not authorized to initiate any discussion or exploration of a new sister city relationship.

5.3 Type and Number of Relationships

City Council will determine the number of Sister/Friendship relationships.

5.4 Selecting a Sister/Friendship City

The process of selecting a Sister/Friendship City should be based on the assessment process recommended in the 2007 BC Asia Twinning Toolkit produced by the provincial government and Union of BC Municipalities.

5.5 Reaching a Sister/Friendship City Agreement

The process of reaching an agreement with a new Sister/Friendship City should be informed by the recommendations in the 2007 BC Asia Twinning Toolkit and include the following basic steps:

- A formal invitation to the selected candidate to develop a Sister/Friendship City relationship.
- Discussions with the selected partner community to set terms of the relationship.
- Signing the official Sister/Friendship City Agreement.
- The agreement should, at a minimum, cover the following elements: purpose, focus, contacts, delegations, exchanges, subsidiary agreements and review process. New Sister City Agreements will be limited to a five-year term with the option to renew following a review.

6. Financial Support

6.1 City of Richmond Sister City Program Funding

The Sister City Program funding includes:

- The SCAC Annual Operating Fund
- Sister City Program Fund

6.2 Sister City Advisory Committee Annual Operating Fund

This funding shall be used for regular operations, meeting costs, gifts and costs associated with exchanges from Sister/Friendship Cities. This funding cannot be carried over to future years.

6.3 Program Fund

The Program Fund is set in the City's Annual Operating Budget. Funding will cover the costs of program activities. These include sending Official Delegations to a Sister/Friendship City and hosting Official Delegations from a Sister/Friendship City.. An Official Delegation Plan tied to the program and 4-Year Activity Plan objectives, together with an estimated budget for these visits must be submitted for approval to Richmond City Council prior to release of any funds. These funds can be carried forward from year to year.

6.4 Other Contributions – Financial and In-kind Support

Organizations in the community will be encouraged to participate in the Sister City Program and in doing so, draw upon their own resources, including financial support, staff and volunteers. Any funds raised for the Sister City Program shall be from appropriate sources, directly tied to program activities and pre-approved by Richmond City Council. If approved, the funding can be used to supplement the program or offset costs.

o

6.5 Reporting and Accountability

As per the Sister City Committee Terms of Reference, based on the 4-Year Activity Plans and budgets, by the end of the first quarter of each year the SCAC, with assistance from City staff, shall provide an annual summary on their primary activities during the previous year and proposed activities and budgets for the current/upcoming year.

7. Relationship Review and Termination Policy

Each Sister/Friendship City Relationship will be reviewed by the City, with the Sister City Advisory Committee, every six years to:

- Determine whether outcomes are generally commensurate with inputs
- Track progress towards stated goals and objectives
- Identify opportunities to enhance and improve the arrangements

This review should include both qualitative and quantitative measures. Reviews can be timed around the renewal date in the case of new Sister/Friendship City Agreements or around the development of 4-Year Activity Plans.

The SCAC may recommend termination or non-renewal of a relationship that, despite best efforts, has remained inactive or has unsatisfactory outcomes for the City and community.



CNCL - 70

Sister City Advisory Committee

Five Year Plan – Delegate Visits

2019 - 2023

2019 Sister City Advisory Committee Members (Chair & Vice Chairs):

Chair

Lisa MacNeil

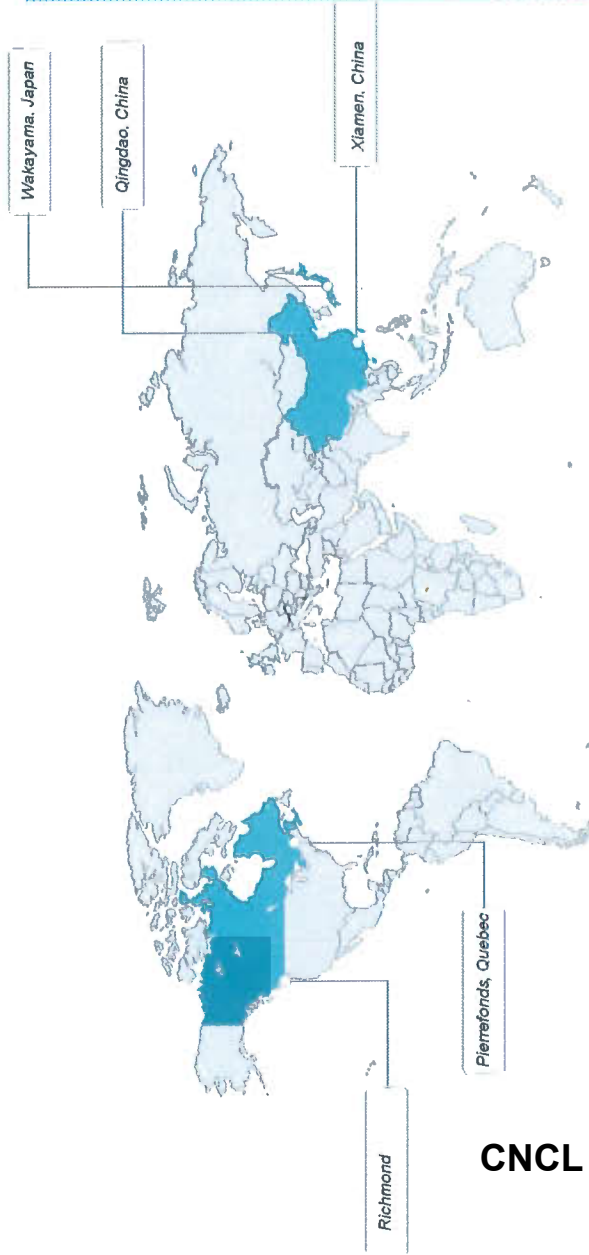
Vice Chairs

Ed Gavsie

Glenn Kishi

Helen Quan

Melissa Zhang



Travel Proposal
 2020: Pierrefonds
 2022: Pierrefonds & Xiamen
 2023: Wakayama & Qingdao

CNCL - 71

Invitees minimum # of invitees

- Mayor & City Council (3)
- City Staff (1)
- Sister City committee members (2)
- Translator (1)
- Others at own expense
 - School Board
 - Community Stakeholders

MAXIMUM 12 INVITEES

Length of Delegate Visit

2+ days/city PLUS travel days

Budget Summary

\$4-6K/invitee

Gift: \$1,200/city

SEEK OUT SPONSORSHIP

Summary

Purpose for Visit

2020

Pierrefonds, Quebec (May - August) - opening of Richmond Garden

2022

Pierrefonds, Quebec and Xiamen, China - celebrate 55th milestone anniversary with Pierrefonds (July) and 10th milestone anniversary with Xiamen (April)

2023

Wakayama, Japan and China: Xiamen & Qingdao (late May/June) - celebrate 50th milestone anniversary with Wakayama and 15th milestone anniversary with Qingdao

November 25th travel advisory to China - China - Exercise a high degree of caution
needs to be lifted for travel to occur

Travel Budget Details

	Total # of Guests	Travel Cost/Person	Total Travel Costs	Gift	TOTAL
2020: Pierrefonds	7	\$4,000	\$20,000	\$1,200	\$21,200
2022: Pierrefonds Xiamen	7	\$5,000	\$30,000	\$1,200	\$31,200
2023: Wakayama AND Qingdao	7	\$5,000	\$30,000	\$1,200	\$31,200
		\$9,000	\$54,000	\$2,400	\$56,400
TOTAL					\$140,000

Red text to be updated

Delegate Visits – Itinerary

4 Trips

2020 (TBC)

Pierrefonds, Quebec

- Day 1: Travel to Montreal
- Day 2: Pierrefonds
- Day 3: Pierrefonds
- Day 4: Travel to YVR

Richmond Garden landscaping launch

2022

Pierrefonds, Quebec

- Day 1: Travel to Montreal
- Day 2: Pierrefonds
- Day 3: Pierrefonds
- Day 4: Travel to YVR

55th milestone anniversary

Xiamen, China

- Day 1: Travel to Xiamen
- Day 2: Xiamen
- Day 3: Xiamen
- Day 4: Xiamen
- Day 5: Travel to YVR

10th milestone anniversary

2023

Wakayama, Japan & Qingdao, China

- Day 1: Travel to Japan
- Day 2: Wakayama
- Day 3: Wakayama
- Day 4: Travel to Qingdao (2 hour flight)
- Day 5: Qingdao
- Day 6: Qingdao
- Day 7: Travel to Canada

Wakayama & Qingdao milestone anniversaries

Pierrefonds 2020



Purpose: Opening of Richmond Garden (2020) and/or 55th Anniversary Milestone (2022)

Description	category	quantity	unit cost	amount
Flights (Air Canada)	Transportation	7	906.00	6,342.00
Taxi & Bus	Transportation	7	100.00	700.00
Hotel (nights, cost/night)	Lodging	3	230.00	690.00
Hotel (per person) (one includec	Lodging	6	690.00	4,140.00
Per Diem (2019 rates)	Food	per guest	108.80	761.60
Per Diem (2019 rates)	Food	per day	761.60	2,284.80
Gifts	Other	1	1,200.00	1,200.00
				-
				-
Total Expenses \$				16,118.40





City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Lloyd Bie, P.Eng.
Director, Transportation

Date: January 15, 2020
File: 10-6360-00/Vol 01

Re: Regional Harmonization of Vehicle Weight and Dimension Limits

Staff Recommendation

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10123, to harmonize municipal vehicle weight and dimension limits and cargo securement requirements with the British Columbia Commercial Transport Regulations and Motor Vehicle Act Regulations, be introduced and given first, second and third reading.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Community Bylaws	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At its November 20, 2019 meeting, the Public Works and Transportation Committee received a report for information regarding prioritised action plans within TransLink's Regional Goods Movement Strategy. As stated in that report, one of the action items is to harmonize municipal truck weight and dimension limits with the provincial BC Commercial Transport Regulations (BC CTR) and BC Motor Vehicle Act Regulations (BC MVAR) for standard vehicles that do not require a permit to travel. This report recommends amendments to Traffic Bylaw No. 5870 to adopt the BC CTR and MVAR regarding cargo securement and vehicle weight and dimension limits by reference.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.1 Demonstrate leadership through strategic partnerships, collaborations and exploring innovative and emerging economic practices and technical advancements.

Analysis

Rationale for Regional Harmonization

Traffic Bylaw No. 5870 regulates the weight and dimension (width, height and length) limits of vehicles travelling within the City's street network. Any vehicle exceeding the maximum weight or dimension is required to be reviewed by staff and, if approved, is granted an oversize trip permit.

Similarly, the BC CTR and the BC MVAR regulate vehicle weight and dimension limits and cargo securement requirements on provincial highways. The provisions of the Traffic Bylaw are similar to other municipal bylaws in the region and the provincial regulations. However, there are small inconsistencies in the specified vehicle weights and dimensions between the provincial regulations and municipal bylaws within the region that results in challenges for commercial vehicle operators connecting between, or travelling through, municipalities in the region.

TransLink's Regional Goods Movement Strategy includes the goal of harmonizing truck permitting and regulations with the core actions of:

- (1) Work to harmonize vehicle weights and dimensions regulations across the region, allowing adequate flexibility and mobility for operators while managing potential community impacts.
- (2) Develop a centralized, regional permit system that integrates with the provincial permit system providing a single point of contact for trucking companies operating within Metro Vancouver to obtain all needed permits, including oversize-overweight (OS-OW) vehicle permits.

Action 2 is dependent on Action 1 being in force to lay the foundation to support a regional permitting system. TransLink initiated work on these two items in January 2016 with the

formation of the Commercial Vehicle Staff Working Group, of which the City is a member. Based on the work completed by the Working Group with respect to Action 1, all municipalities in Metro Vancouver are requested to harmonize truck-related definitions and regulations to provide more consistency in an otherwise fragmented regulatory and policy environment. The recommendation is supported by the provincial Commercial Vehicle Safety and Enforcement (CVSE) Branch and industry stakeholders represented by the Port of Vancouver’s Project Cargo Working Group.

Regional harmonization is anticipated to achieve the following benefits:

- improve commercial truck connectivity between municipalities in the region, as well as alignment with provincial and regional enforcement practices, and international standards;
- optimize the City’s current oversize permit approval process in the City by establishing a harmonized baseline for what constitutes a “standard” truck that can operate without special permits and an oversize truck that requires permits, thus better utilizing staff time and resources; and
- help with enforcement efforts through regional consistency of truck-related bylaws.

Proposed Traffic Bylaw Amendments

The provincial regulations prescribe vehicle weight and dimension limits for provincial roadways (Figure 1) as well as cargo securement requirements for “standard” vehicles that do not require an oversize permit. Staff recommend that Traffic Bylaw No. 5870 be amended to create a reference to the BC CTR and MVAR, as amended from time to time. This reference will allow the City’s bylaw to remain updated without requiring additional amendments over time as the provincial regulations evolve, thereby improving the City’s ability to enforce the bylaw and compliance by the trucking industry.

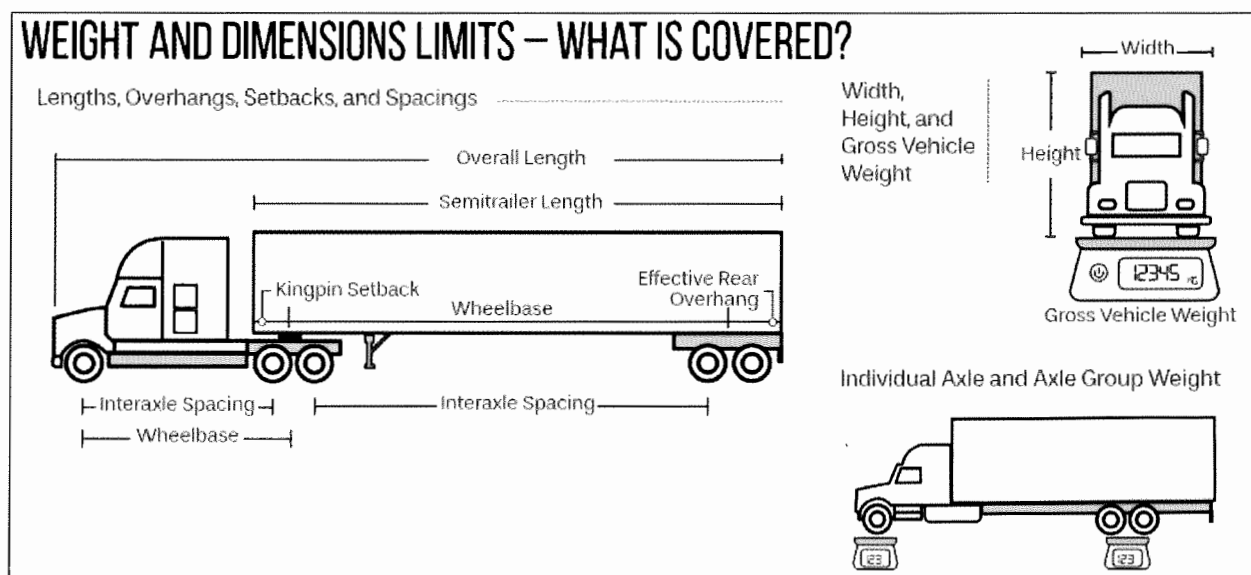


Figure 1: Vehicle Weight and Dimension Limits covered within BC Commercial Transport Regulations

Referencing the BC CTR and MVAR in the Bylaw has the effect of creating a number of redundant sections within Part VI – Size and Weight of Vehicles of the current Bylaw, which will be deleted as part of the proposed amendments as summarized in Table 1. Moreover, a

number of the relevant Bylaw sections were originally adopted many years ago and are now out of date and no longer applicable.

Table 1: Summary of Proposed Changes to Traffic Bylaw No. 5870

Traffic Bylaw: Proposed Deletions	Effect of Adopting Provincial Regulations
Section 19 – Dimension of Vehicles and Loads including Schedules E and F	Bylaw sections covered by: <ul style="list-style-type: none"> • BC CTR: Division 7 (Size and Weight) • BC MVAR: Section 19 • BC MVAR: Division 35 – Cargo Securement
Section 20 – Weights of Vehicles including Schedule G	
Section 21 – Types of Vehicles and Tires	
Section 22 – Speeds of Construction Vehicles	
Section 27 – Spilling of Vehicle Loads on Highways; Securing of Loads	

There is little impact to the City’s operations from these proposed bylaw amendments that, as a first step, support progress towards a regional permitting system for oversize vehicles (Table 2). At this time, staff will continue to review requests and issue permits for oversize vehicles with the only changes being minor modifications to the definition of a standard vehicle (i.e., the threshold for determining whether or not a vehicle require a permit).

Table 2: Summary of Proposed Changes to Definition of a Standard Vehicle

Dimension	Traffic Bylaw: Current Definitions	Effect of Adopting Provincial Regulations	Change
Width	2.6 m	2.6 m	No Change
Height	4.12 m	4.15 m	Increase of 0.03 m
Length: Single Vehicle	10.7 m	12.5 m	Increase of 1.8 m
Length: Combination Vehicle	9.15 m (and up to 18.3 m on certain roads)	14.65 m	Varies (Increase of 5.5 m on most roads)
Weight: Maximum Gross Weight per Axle	9100 kg	9100 kg	No Change

Financial Impact

None.

Conclusion

The proposed Traffic Bylaw amendments support urban freight and economic development both locally and regionally. In turn, the amendments lay the foundation for a future regional permitting system for oversize-overweight vehicles that will streamline the City’s processing of vehicle trip permits and allow a more efficient allocation of staff resources to better support the City’s vision.



Joan Caravan
 Transportation Planner
 (604-276-4035)
 JC:jc



C. Robertson for
 Bill Dhaliwal
 Supervisor, Traffic Operations
 (604-276-4210)



**Traffic Bylaw No. 5870
Amendment Bylaw No. 10123**

The Council of the City of Richmond enacts as follows:

Traffic Bylaw No. 5870, as amended, is further amended as follows:

1. Sections 19 through 22 be deleted in their entirety and replaced with the following:

19 SIZE, WEIGHT AND LOADING

19.1 Hereby adopted as regulations pursuant to this Bylaw are:

(a) *Motor Vehicle Act Regulations*, B.C. Reg. 26/58:

- (i) Section 19.01;
- (ii) Section 19.02;
- (iii) Section 19.03;
- (iv) Section 19.05; and
- (v) Section 19.06;

all as amended from time to time;

(b) *Motor Vehicle Act Regulations*, B.C. Reg. 26/58, Division 35 Cargo Securement, as amended from time to time; and

(c) *Commercial Transport Regulations*, B.C. Reg. 30/78:

- (i) Division 1 Interpretation;
- (ii) Division 2 Application;
- (iii) Division 7 commencing at Section 7.05 Size and Weight;
- (iv) Division 8 Pilot Cars and Signs; and
- (v) Division 11 Penalties;

all as amended from time to time.

19.2 For the purposes of this Bylaw, wherever in these regulations adopted by this Bylaw, the term “Minister” or “Minister of Transportation and Highways” appears, the term “**General Manager, Engineering & Public Works**” shall be substituted and where the term “Act” appears, the term “Bylaw” shall be substituted.

19.3 No person shall operate a vehicle on a highway in the City contrary to a regulation adopted by this section.

20. [DELETED]

21. [DELETED]

22. [DELETED]

2. Section 27 be deleted in its entirety.

3. Section 37.1 be deleted and replaced with the following:

37.1 Schedules "A", "B", "C", "D", "H", "J", "K.", "L ", "M" and "N"* attached hereto shall form an integral part of this Bylaw.

4. Schedules E, F and G be deleted in their entirety.

5. This Bylaw is cited as "Traffic Bylaw No. 5870, Amendment Bylaw No. 10123."

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. CS
APPROVED for legality by Solicitor LB

MAYOR

CORPORATE OFFICER



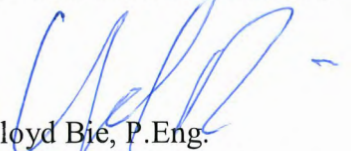
City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 13, 2020
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 01-0150-20-THIG1/2020-Vol 01
Re: **Application to 2020/2021 BC Active Transportation Infrastructure Grants Program**

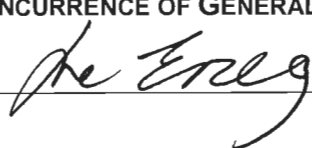

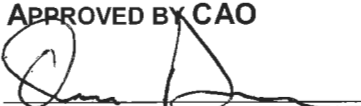
Staff Recommendation

1. That the submission for cost-sharing to the 2020/2021 BC Active Transportation Infrastructure Grants Program for the Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) as described in the staff report titled "Application to 2020/2021 BC Active Transportation Infrastructure Grants Program" dated January 13, 2020, from the Director, Transportation be endorsed;
2. That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized on behalf of the City to execute the funding agreement; and
3. That the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.



Lloyd Bie, P.Eng.
 Director, Transportation
 (604-276-4131)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO
		

Staff Report

Origin

The Province of BC's Active Transportation Infrastructure Grants Program (the Program) is a cost-share program between the Province and local governments to support the construction of new facilities to make it easier and safer for people to walk, ride or roll using active transportation modes. This report presents the proposed submission from the City for consideration of cost-share funding under the Program for the 2020/2021 funding cycle.

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Garden City Road (Lansdowne Road-Westminster Highway): Bike and Pedestrian Paths

Garden City Road between Lansdowne Road and Westminster Highway is an existing major street bike route. Currently, on the west side, two-way pedestrians and southbound cyclists share a narrow paved shoulder (approximately 1.3 m wide) with no protection from adjacent vehicle traffic in this section (Figure 1).

The Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway) project to improve this section was approved as part of the 2019 Capital Budget at a total estimated cost of \$1,000,000. The City has secured up to \$500,000 in TransLink grant funding towards the estimated project cost.



Figure 1: Existing Condition on Southbound Garden City Road south of Lansdowne Road

The project will fill in the gap in cycling and pedestrian facilities with the provision of delineated pathways for pedestrians and southbound cyclists that are protected from vehicle traffic by a raised curb (Attachment 1). The project includes alignment of the pathways behind an existing bus stop, plus the provision of a combined bike box and two-stage left-turn queue box at Westminster Highway to facilitate a two-stage westbound to southbound left-turn for cyclists (i.e., for westbound cyclists on Westminster Highway seeking to turn left to southbound Garden City Road). Detailed design of the project is near completion and construction is anticipated to commence in Summer 2020.

Proposed Funding

Table 1 below summarizes the estimated project cost, the internal funding sources and the requested external funding sources. Should the Program application be successful, the City’s funding will be reduced from \$500,000 to \$250,000. Any surplus funding would be returned to the Roads Development Cost Charge and be available for use in future capital projects that will be considered by Council. The City would also enter into a funding agreement with the Province. The agreement is a standard form agreement provided by the Province and includes an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement on behalf of the City.

Table 1: Funding for Application to 2020/2021 BC Active Transportation Infrastructure Grants Program

Project & Scope	City Portion & Funding Sources ⁽¹⁾	TransLink 2019 Funding	Proposed Province of BC 2020/21 Funding ⁽²⁾	Est. Total Project Cost
Garden City Road (Lansdowne Road-Westminster Hwy): pedestrian and bike paths	2019 Roads DCC (Garden City Road Pedestrian and Cyclist Enhancements: Lansdowne Rd-Westminster Hwy) \$250,000	\$500,000	\$250,000	\$1,000,000

- (1) The City’s actual portion (i.e., balance of remaining estimated cost after external grants) will be determined upon confirmation of the approved amounts to be received from external agencies.
- (2) The amount shown represents the funding contribution to be received from the external agency based on the City’s cost estimate for the project. The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.

Financial Impact

Should the Program application be successful, the City's cost would be reduced from \$500,000 to \$250,000.

Conclusion

The pedestrian and bicycle facility improvement project proposed for submission to the 2020/2021 BC Active Transportation Infrastructure Grants Program supports numerous goals of the City to improve community mobility, reduce greenhouse gas emissions and increase physical activity by encouraging more walking and cycling trips rather than driving. The potential receipt of external funding will enable the City to enhance and expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

Att. 1: Garden City Road Pedestrian and Cyclist Enhancements (Lansdowne Road-Westminster Highway)

Garden City Road Pedestrian and Cyclist Enhancements: (Lansdowne Road-Westminster Highway)



Context Map



Rendering of Proposed Project



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 16, 2020

From: Milton Chan, P.Eng.
Acting Director, Engineering

File: 10-6000-01/2020-Vol
01

Re: 2020 Clothes Washer Rebate Program

Staff Recommendation

1. That the City of Richmond partner with BC Hydro to the end of 2020 to offer a combined rebate of \$100 for both spring and fall campaigns, equally cost shared between BC Hydro and the City, for the replacement of inefficient clothes washers with new high efficiency clothes washers; and
2. That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute an agreement, on behalf of the City, with BC Hydro to implement the Clothes Washer Rebate Program.

Milton Chan, P.Eng.
Acting Director, Engineering
(604-276-4377)

REPORT CONCURRENCE		
ROUTED TO: Finance Department Water Services	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO _____

Staff Report

Origin

BC Hydro and local governments have an interest in encouraging the conservation of water and energy. Through PowerSmart, BC Hydro offers a variety of incentive programs that encourage uptake of energy-efficient technologies, including energy-efficient appliances.

Since 2014, the City has partnered with BC Hydro to implement the Clothes Washer Rebate Program. In 2019, the program offered a rebate of up to \$100, which was equally cost-shared between BC Hydro and the City.

BC Hydro is offering the Clothes Washer Rebate Program again in 2020.

This program supports the 2041 Official Community Plan (OCP), the Corporate Sustainability Framework, as well as the Community Energy and Emissions Plan, which includes “promoting building efficiency through outreach and education and providing incentives for building retrofit action.”

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

2.2 Policies and practices support Richmond's sustainability goals.

Analysis

Clothes Washer Rebate Program

The 2019 Clothes Washer Rebate Program issued 180 rebates at a cost of \$9,000 to the City. Over 1,000 rebates have been issued to date at a total cost of \$75,300 to the City, resulting in annual savings in water and energy of 4,124,000 liters per year and 105,000 kilowatt hours per year, respectively.

2020 Clothes Washer Rebate Program

The proposed 2020 Clothes Washer Rebate Program offered by BC Hydro will run during the spring and fall of this year.

In addition to recommended City participation, BC Hydro will also be seeking industry partners to match their rebate, increasing the total rebate amount for eligible clothes washers.

This year’s program details are as follows:

- The City partners with BC Hydro to offer a combined Clothes Washer Rebate Program. BC Hydro will offer a single tier rebate of \$50 and the City will match this rebate to provide a combined rebate of \$100, for the replacement of an inefficient clothes washer with a new high efficiency clothes washer in the 2020 campaigns.
- The proposed spring campaign will run from April 3 to May 15, 2020 while the fall campaign will run in October and November. The exact dates of the fall campaign are subject to coordination with BC Hydro.

Staff recommend that the City partner with BC Hydro to match rebate offers on high efficiency washing machines for any proposed dates and future extensions that may be requested.

Roles and Responsibilities

The City and BC Hydro roles and responsibilities are outlined in Table 1. BC Hydro will be responsible for carrying out program administration and associated activities, and the City will be responsible for providing matching funding to supplement the BC Hydro rebate and advertising the rebate program within Richmond.

Table 1: City and BC Hydro Roles and Responsibilities

<ul style="list-style-type: none"> • Provide funding to supplement the BC Hydro rebate • Advertise the rebate offer locally 	<ul style="list-style-type: none"> • Answer email and phone inquiries about the program • Receive and process online applications • Provide rebate directly to applicants, and invoice the City for its portion • Provide post campaign reporting to the City
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Financial Impact

Staff recommend that the rebates be funded from the approved Toilet and Clothes Washer Rebate Program. The Toilet and Clothes Washer Rebate Program has an annual budget of \$100,000. The uptake on toilet and washing machine rebates has a high degree of variability. Staff will monitor participation and report back to Council if there is higher than anticipated participation. BC Hydro will be responsible for all costs associated with program administration.

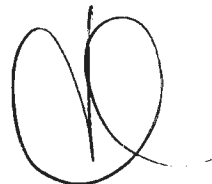
Conclusion

The City has an opportunity to continue partnering with BC Hydro to provide rebate incentives to residents for purchasing efficient clothes washers through the Clothes Washer Rebate Program. Staff recommend that the City continue to participate in this rebate program which provides a combined rebate of \$100 for both spring and fall campaigns, equally shared between BC Hydro and the City, and that rebates be funded from the Toilet and Clothes Washer Rebate Program.



Jason Ho, P.Eng.
Manager, Engineering Planning
(1281)

JH:jc



Joanne Chow, P.Eng., PMP
Project Manager
(8510)



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 16, 2020
From: Peter Russell **File:** 10-6125-07-02/2020-
 Director, Sustainability and District Energy Vol 01
Re: **City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program**

Staff Recommendation

1. That Council endorse the City’s participation in a voluntary regional building energy benchmarking program, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020, and;
2. That staff be directed to report back to Council at the conclusion of the pilot program in 2021, on options to establish an energy benchmarking initiative and supportive policies in Richmond, as outlined in the report titled “City of Richmond Participation in the BC Building Energy Benchmarking Pilot Program” from the Director, Sustainability and District Energy, dated January 16, 2020.

Peter Russell
 Director, Sustainability and District Energy
 (604-276-4130)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Communications	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO

Staff Report

Origin

At the Regular Council meeting on March 27, 2017, City Council resolved that:

“(1) A resolution be forwarded to the Union of BC Municipalities calling for the province to establish requirements for energy benchmarking of large buildings;”

“(2) A letter be sent to the Chair of Metro Vancouver’s Climate Action Committee calling on Metro Vancouver to lead the development of a regional benchmarking program;”

“(3) The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute funding and partnership agreements with the Real Estate Foundation of BC and BC Hydro to develop benchmarking policy analysis and automatic data exchange capabilities, and that amendments to the 5 Year Financial Plan (2017-2021) Bylaw be brought forward for up to \$155,000 in expenditures, subject to successful grant applications up to \$140,000 to be covered by grant funding and a \$15,000 City contribution from the Carbon Tax Provision;” and

“(4) Staff be directed to report back to Council options to establish building energy benchmarking policy for larger buildings in Richmond as a pilot measure.”

This report provides an update on items (1), (2), (3), and (4) in the above resolution.

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City’s unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

Analysis

Energy Benchmarking Overview

Energy benchmarking is the process of regularly tracking energy use in buildings, and comparing energy consumption against historic patterns and future targets. It is considered a core energy management best practice where building owners and managers can use energy benchmarking to understand their buildings’ relative performance against a similar class of buildings. Benchmarking makes it easier to identify opportunities to reduce energy consumption and related costs, as well as assist in evaluating the impact of capital investments and operating decisions. Benchmarking improves energy management and greenhouse gas reductions for existing buildings, and will be identified as a program action in Richmond’s updated Community Energy and Emissions Plan 2020-2050.

The most common platform for energy benchmarking is the free, online tool called ENERGY STAR Portfolio Manager (Portfolio Manager), developed by the US Environmental Protection Agency. Natural Resources Canada began hosting the Canadian version of Portfolio Manager in 2013. Over 9,000 buildings in Canada to date voluntarily benchmark their energy performance, including 20% of commercial floor space in Canada.

The City's Experience with Energy Benchmarking

The public sector in Canada is a strong supporter of benchmarking and the City currently uses Portfolio Manager, and other software tools to measure and assess annual energy performance of 45 buildings.

Buildings accounted for approximately 40% of Richmond's annual greenhouse gas (GHG) emissions, and approximately 60% of overall energy consumption in 2017. In 2014, Council adopted the Community Energy and Emissions Plan (CEEP), which includes Strategy #3 "Improve the Performance of the Existing Building Stock." The 2015 CEEP Update identified mandatory energy benchmarking as a key initiative.

The City also initiated a voluntary program for larger buildings owned and managed by the private sector, called the Richmond Building Energy Challenge. Established in 2014, this friendly competition that reduced energy use and GHG emissions yielded successful results, with overall 12% reduction in overall energy use compared with the baseline year, and 16% reduction in GHG emissions in participating buildings. Seventy five buildings across 12 organizations participated, representing over 5.5 million square feet of property. This pilot program showed the value of benchmarking with respect to improving energy management.

Based upon the positive results of the Richmond Energy Challenge, staff have collaborated with other local government and utility partners since 2016 to explore development of a comprehensive energy benchmarking system in British Columbia.

In support of this, staff proceeded with the following Council-approved actions that were undertaken in 2017-2018, with results summarized below.

UBCM Resolution

(1) A resolution be forwarded to the Union of BC Municipalities calling for the province to establish requirements for energy benchmarking of large buildings;

Council approved the recommendation that a resolution be forwarded to the Lower Mainland Local Government Association of the Union of BC Municipalities calling for the Province to establish requirements for energy benchmarking of large commercial and multi-unit residential buildings (50,000 ft² or greater in total floor area). The rationale for the resolution was that a uniform, provincial requirement would be most impactful in terms of the amount of floor space covered. It would also be simpler to administer than multiple local government requirements.

A copy of the UBCM resolution is included in Attachment 1. This resolution was subsequently endorsed at the 2017 UBCM convention [Resolution B62, 2017 - Passed].

Letter sent to Metro Vancouver Regional District

(2) A letter be sent to the Chair of Metro Vancouver's Climate Action Committee calling on Metro Vancouver to lead the development of a regional benchmarking program;

Council also approved the recommendation that a letter be sent to the Chair of Metro Vancouver's Climate Action Committee calling on Metro Vancouver to lead the development of a regional benchmarking program, in the event that the Province did not establish a benchmarking policy in a timely manner. The rationale was that regional governments are an appropriate entity to manage benchmarking programs and/or establish benchmarking requirements. Metro Vancouver Regional District staff continue to be active supporters of the development and implementation of a regional pilot benchmarking program.

Staff intend to further request that Metro Vancouver take on this role as part of providing consultation input on Metro Vancouver's Climate 2050 Strategy.

BC Hydro Automatic Data Exchange

(3) The Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to execute funding and partnership agreements with the Real Estate Foundation of BC and BC Hydro to develop benchmarking policy analysis and automatic data exchange capabilities, and that amendments to the 5 Year Financial Plan (2017-2021) Bylaw be brought forward for up to \$155,000 in expenditures, subject to successful grant applications up to \$140,000 to be covered by grant funding and a \$15,000 City contribution from the Carbon Tax Provision.

The City received \$140,000 in funding from Real Estate Foundation of BC and BC Hydro to partially fund development and implementation of an automated data collection tool, enabling BC Hydro to easily sum all electricity accounts within a building, and upload these totals into the ENERGY STAR Portfolio Manager software. The development of this tool was a critical step forward to help facilitate building energy benchmarking in BC. Since 2017, building managers have been able to quickly obtain aggregated electricity consumption data (FortisBC already has this capability) while ensuring data for individual accounts remains confidential. BC municipalities are now well-positioned to implement Building Energy Benchmarking, reporting and disclosure requirements similar to other leading jurisdictions in North America.

BC Energy Benchmarking Pilot Program (2020-2021)

(4) Staff be directed to report back to Council options to establish building energy benchmarking policy for larger buildings in Richmond as a pilot measure.

Further collaborative action to establish a regional energy benchmarking initiative in Metro Vancouver began in 2018, leading to the Building Benchmark BC pilot program that is being launched in 2020. Details on these actions are covered below.

The BC Benchmarking Pilot Program (Building Benchmark BC) has been developed by the OPEN Green Building Society (OPEN) with funding from Natural Resources Canada and BC Hydro, and in partnership with Province, Metro Vancouver Regional District. Staff from Richmond, Vancouver, Burnaby, Surrey and UBC were consulted on the development of the program. The program's primary objective is to promote reductions in building energy use and emissions across BC, by supporting voluntary energy benchmarking and disclosure. Successful implementation of this pilot program would create a compliance tool pathway for future regulation that could be streamlined region-wide or province-wide. Staff view programs that encourage participation in building energy benchmarking are most effective when conducted at a regional or provincial scale.

The program development phase for this project began in 2018 and continued through 2019, with regularly scheduled calls convened by OPEN on behalf of senior government, municipal and utility partners. A key milestone was achieved in 2019, with a successful grant funding submission to Natural Resources Canada, providing the majority of funding for this \$400,000+ initiative. Provincial and local government partners are contributing in-kind staff time to help coordinate local implementation.

The goal of the program is to recruit 2,000 buildings by March 21, 2020 interested in voluntarily participating in Building Benchmark BC (See Attachment 2: Building Benchmark BC – Project Backgrounder). Given the City of Richmond's leadership on energy benchmarking to date, staff believe that there will be significant local participation in Building Benchmark BC during the program period (from now to Spring 2021). With Council approval, staff will work with OPEN and partners to raise awareness and recruit interested multi-residential and commercial buildings in Richmond over 50,000 ft² in floor area to participate.

Staff will report back to Council in 2021 on the outcomes of the Building Benchmark BC pilot, and propose further actions at that time.

Financial Impact

The 2020 operating budget has resources available to support communications and local outreach to building owners and property managers during the pilot period (to March 2021).

Conclusion

Energy benchmarking is the process of tracking and recording a building's energy performance annually and over time. It is based on the fundamental principle that building energy consumption must be measured and monitored before it can be managed effectively. Performance data can help building owners and managers to identify opportunities for operational efficiency improvements and potential energy retrofits of building components and/or systems.

OPEN Green Building Society has convened provincial, utility and regional local government stakeholders as program partners in a significant pilot energy benchmarking initiative in Metro Vancouver, to be publicly launched in January 2020. With Council endorsement for the City of Richmond's participation in the building recruitment phase of this initiative, staff will proceed to

January 16, 2020

- 6 -

work with program partners in doing so. Staff will also update Council at the conclusion of the pilot program in 2021 regarding options to establish a long-term regional energy benchmarking initiative in Metro Vancouver and supportive policies in Richmond.



Norm Connolly
Manager, Sustainability
(604-247-4676)

NC : nc

- Att. 1: 2017 UBCM Resolution by Lower Mainland Local Government Association
- 2: Building Benchmark BC – Project Backgrounder

Attachment 1: 2017 UBCM Resolution by Lower Mainland Local Government Association

Resolution as passed by UBCM:

Resolution as passed by UBCM:

B62

Provincial Action on Building Energy Benchmarking City of Richmond

Whereas as described in the Canada Green Building Council's "Energy Benchmarking, Reporting & Disclosure in Canada: A Guide to a Common Framework," mandatory energy benchmarking and reporting is a low cost, market-based means to enable buildings to reduce energy costs and GHG emissions;

And whereas the Province of BC is a signatory to both the Pan-Canadian Framework on Climate Change and Clean Growth, and the Pacific Coast Climate Leadership Plan, both of which commit the Province to implement benchmarking requirements for larger buildings;

And whereas a provincially administered benchmarking requirement similar to that adopted by the Province of Ontario would be most impactful and administratively simple;

And whereas climate change threatens BC communities, and action in the built environment is necessary to mitigate climate change and realize economic opportunity:

Therefore be it resolved that the Province be requested to develop a requirement that buildings above a size threshold benchmark their energy performance and report this information to the province annually, and that the resulting data be available to local governments to inform their climate policy and programs.

Endorsed by the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: Endorse.

Backgrounder: Building Energy Benchmarking What is it, and why does it matter?

- Building energy benchmarking describes a process under which building owners and managers use ENERGY STAR® Portfolio Manager, a software platform maintained by Natural Resources Canada, to measure, report, and disclose their greenhouse emissions.
- In British Columbia, the fossil fuels that are burned in buildings—to provide their occupants with heat and hot water—contribute about 11 percent of the province’s overall greenhouse gas emissions.
- Benchmarking is a critical tool to address climate change. It helps property owners understand how their buildings perform both over time and when compared with similar buildings located elsewhere, and it equips governments with fine-scale data to help them develop more effective and targeted retrofit incentive programs.
- Canadian companies already voluntarily benchmark the energy and emissions of more than 9,000 buildings nationwide.
- Studies by the U.S. Environmental Protection Agency, Urban Land Institute, and the Massachusetts Institute of Technology conclude that benchmarked buildings can capture energy savings of between 7 and 14 percent within four years.
- In 2009, New York City (NYC) passed a bylaw that required owners of buildings larger than 50,000 square feet to measure, report, and disclose the energy consumption of the properties they manage. The city expanded the requirement in 2016.
- NYC data revealed that the city’s multi-family and office towers consume 87 percent of all energy used in buildings, with offices consuming the greater share of the two. The performance data and building information gathered from benchmarking allowed the city to develop effective incentive programs to support office building owners in reducing those emissions.
- Similar programs are in place in Boston, Seattle, Denver, and other cities. In Canada, the City of Edmonton has been benchmarking since 2016, and the Province of Ontario has a regulation for benchmarking large buildings.
- Though participation in **Building Benchmark B.C.** is currently voluntary, many climate and energy experts agree that, to meet greenhouse-gas targets, jurisdictions will begin introducing new regulations targeting existing buildings.



City of Richmond

Report to Committee

To: General Purposes Committee

Date: January 31, 2020

From: Jim V. Young, P. Eng.
Director, Facilities and Project Development

File: 11-7000-01/2019-Vol 01

Marie Fenwick
Director, Arts, Culture and Heritage Services

Re: Phoenix Net Loft Options

Staff Recommendation

That Council provide direction as to the preferred approach for the Phoenix Net Loft as described on pages 3 and 4 of the staff report titled "Phoenix Net Loft Options", dated January 31, 2020, from the Director, Facilities and Project Development and the Director, Arts, Culture and Heritage Services.

Jim V. Young, P. Eng.
Director, Facilities and Project Development
(604-247-4610)

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Policy Planning	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Origin

On December 11, 2017, Council approved the 2018 Capital Budget which included \$11.5 million to complete the Phoenix Net Loft Preservation Project. Following an open and competitive procurement process, staff received a contractor's price of \$19.44 million which exceeds the Council approved budget by \$7.94 million.

Given the highly deteriorated condition of the Phoenix Net Loft, there is a high risk of collapse during the construction process. Procurement for construction services was publicly posted through BC Bid. Staff also contacted several contractors with heritage construction experience to advise them of the public request for services. Only one contractor responded to the BC Bid posting. Prospective contractors advised that the Phoenix Net Loft is a risky project that also has significant worker safety issues related to staff working over water. The price received reflects the high cost of managing these risks and worker safety issues.

The purpose of this report is to present Council with additional information on cost saving and preservation options, potential grant opportunities, a proposed public consultation process, and to seek Council direction on the preferred approach to the Phoenix Net Loft.

Analysis

Background

The project was approved based on the following scope as adopted by Council on April 16, 2018:

- The building be raised by approximately 0.9 metres resulting in a new first floor building elevation of 3.5 metres that will significantly improve the level of flood protection.
- The second floor be reconstructed at a lower elevation, thereby increasing the usable second floor area from approximately 6,900 sq. ft. to approximately 10,300 sq. ft. for a total usable area of 20,600 sq. ft.
- The roof be replaced with corrugated tin, which is the same as the Britannia Shipyard Building.
- Concrete or steel piles be used in order to preserve the flexibility to convert the Phoenix Net Loft to other uses and enable it to meet current building code seismic standards, which is a requirement for full public occupancy.

The scope for preservation does not include the improvements or costs for internal space programming. Potential internal space programming options and order of magnitude costs can be found in Table 2 of Attachment 4. The order of magnitude estimate of these additional costs are \$9 - \$16 million which would increase the total project cost to an estimated \$28.44 – \$35.44 million.

The Phoenix Net Loft is located on a water lot leased from the province for a 30 year period, effective as of 2017.

The Phoenix Net Loft is listed on the City of Richmond's Heritage Inventory but is not part of the Britannia Shipyards National Historic Site and is not a City or nationally designated heritage site. Buildings included on the Heritage Inventory list are considered to be important heritage resources which contribute to the City's heritage character, but are not formally protected. For background information on the facility, please refer to Attachment 1 – Phoenix Net Loft – Heritage Value Considerations.

Cost Saving Options for the Phoenix Net Loft

Staff explored several cost saving options for Council’s consideration as outlined in Table 1. Currently, Council has approved preservation of the Phoenix Net Loft. The contractor’s price is \$19.44 million which exceeds the Council approved budget by \$7.94 million. All cost saving measures noted in Table 1 are considered order of magnitude in accuracy and would require further advancement of the design and/or tendering to refine estimates. Based on the Heritage Value Considerations for the Phoenix Net Loft included in Attachment 1 in this report, Options 2 and 3 will negatively impact the heritage value of the building due to the decrease in building massing and interior volume.

Table 1: Summary of Potential Cost Saving Options for Preservation of the Phoenix Net Loft

OPTIONS	IMPACT	TOTAL PROJECT COST (2020 \$)
<p>Option 1 – Eliminate Second Floor Occupancy This option will reduce costs related to structural, electrical and mechanical.</p>	<p>\$1.5 million cost reduction</p>	<p>\$17.94 million</p>
<p>Option 2 – 70% Building Length and Retain Second Floor Occupancy This option reduces the length of the current structure from 46 metres to approximately 32 metres. (Refer to Attachment 2 for length preservation graphics)</p>	<p>\$3.0 million cost reduction</p>	<p>\$16.44 million</p>
<p>Option 3 – 40% Building Length and Eliminate Second Floor Occupancy This option reduces the length of the current structure from 46 metres to approximately 18.4 metres and eliminates second floor occupancy. (Refer to Attachment 2 for length preservation graphics)</p>	<p>\$7.94 million cost reduction</p>	<p>\$11.5 million</p>

Additional Preservation Alternatives

Staff explored several other preservation alternatives as described in a letter to Mayor and Council from Councillor Harold Steves (Attachment 3). These alternatives are described further below and are not recommended given increased project costs.

Foundation Similar to Steveston Harbour Authority Waterfront

The waterfront buildings along the adjacent Steveston Harbour Authority (SHA) property previously had their pile foundations in-filled to form a solid foundation. Staff met with the SHA General Manager and the Engineer who managed the project to discuss the completed work and to further define the efforts involved to re-create this for the Phoenix Net Loft. Through this investigation, along with inputs from structural and environmental engineers, Scott Construction

determined that while feasible to implement, this alternative foundation would carry a significant premium and would increase the cost of the preservation project by \$7.16 million, for a total cost of \$26.6 million.

To implement this alternative foundation, in-depth environmental assessment work would have to be completed to facilitate the City's re-application for a Forests, Lands, Natural Resource Operations (FLNRO) permit. This permit is a requirement for the work to proceed and typically takes two years to obtain the necessary approvals.

Lead Paint Abatement and Reuse of the Existing Plank Siding

Due to the substantial lead paint contamination of the existing wood plank siding, the current preservation scope has accounted for the complete replacement with materials of similar appearance. If the desire is to reuse the existing siding, an extensive abatement process will have to be implemented which would carry added costs for treatment and handling of the contaminated material. This process may not be successful given the depth of the lead paint contamination in the existing siding. Scott Construction indicated that this alternative approach would increase the cost of the preservation project by \$2.36 million, for a total cost of \$21.8 million.

Demolition

The estimated cost for demolition is \$1.4 million. The remaining \$10.1 million, less design costs incurred to date, would be returned to the original funding source for future projects.

Additional Funding Opportunities

In addition to pursuing cost saving measures, staff explored potential options for additional funding to support the project. Depending on the final Council approved program plan for the Phoenix Net Loft, there are two grants which may be able to help fund work on the facility.

The Government of Canada *Cultural Spaces Fund* supports the improvement of physical conditions for arts, heritage, culture and creative innovation, including renovation and construction projects, the acquisition of specialized equipment and feasibility studies related to cultural spaces. The fund's support for an individual project is up to 50 per cent of total eligible expenses up to a maximum of \$15 million for a construction or renovation project. Applications are received on an on-going basis.

Heritage BC administers the *Heritage Legacy Fund* which was established through a grant from the Province of British Columbia for projects involving the preservation, rehabilitation, and/or restoration of a built community heritage resource. This program provides financial contributions of up to 50 per cent of eligible projects up to a maximum of \$25,000 and the next application intake will be Spring 2020.

Steveston Heritage Sites Interpretive Plan

Staff are currently working with community stakeholders to develop a Steveston Heritage Sites Interpretive Plan (Interpretive Plan). The Interpretive Plan will confirm the audience, stories and interpretive methods used across all the heritage sites in Steveston – including Britannia Shipyards. Specifically, the Interpretive Plan will inform the future operations at the Britannia

Shipyards, including offering potential program options for the future use of the Phoenix Net Loft space which could augment overall site operation. The Interpretive Plan is expected to be completed in the third quarter of 2020.

Proposed Public Consultation Process

A proposed public consultation process is detailed in Attachment 4 – Phoenix Net Loft - Proposed Public Consultation Process. Order of magnitude costs for the implementation of potential programs, in addition to base preservation costs, are also presented in Attachment 4.

Financial Impact

The financial impact is dependent on which option(s) Council chooses and any changes would be reflected accordingly in the amended Consolidated 5 Year Financial Plan. The provided costing has been escalated to 2020 dollars and is subject to market condition increases if the work is not awarded within the same year.

Conclusion

Following an open and competitive procurement process, the City was unable to secure a contractor to deliver the scope of work adopted by Council for the Phoenix Net Loft Preservation project within the approved budget.

Staff have researched and presented several options for Council’s consideration and are seeking direction on Council’s preferred approach prior to proceeding with next steps.

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Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)

- Att. 1: Phoenix Net Loft – Heritage Value Considerations
- 2: Phoenix Net Loft – Length Remaining
- 3: Letter to Mayor and Council from Councillor Harold Steves
- 4: Phoenix Net Loft – Proposed Public Consultation Process

Phoenix Net Loft - Heritage Value Considerations

In 2015, Donald Luxton and Associates, Cultural and Heritage Resources Management Consultants, prepared a Conservation Review for the Britannia Shipyards National Historic Site and the Phoenix Net Loft. This document provides background information on the historic context of Steveston, a history of Britannia Shipyards, a Statement of Significance for the site, and Statements of Significance for individual buildings, including the Seine Net Loft and the Phoenix Net Loft.

The Conservation Review states that the heritage value of the Phoenix Net Loft is found in its historical association to the canning and fishing industries in Steveston. The Phoenix Cannery was built by Marshall English in 1882, and the Phoenix Net Loft was constructed circa 1943, later than the original cannery buildings.

The Phoenix Net Loft is one of the last surviving structures associated with the Phoenix Cannery. The use, repair and storage of fishing nets was an integral part of the fishing industry, and the Phoenix Net Loft has aesthetic value as a good example of a structure constructed solely as a net mending and storage facility. Its massive size, large internal space and wood piling foundation as a response to its location on the riverfront represent its use as a net loft. The size of the building is a key component of demonstrating its use as a net mending facility, able to accommodate nets of significant length. It operated as a net storage and repair facility until the early 2000's when the City acquired the building from BC Packers as part of the rezoning considerations.

The Conservation Review further identifies the building's character-defining elements as:

- Heavy timber construction
- Large rectangular massing
- Gabled hip roof with shingle cladding
- Board and batten siding
- Regularly spaced, four-pane windows
- Shed additions on the west side
- Massive interior volume
- Wood door, floor, posts, beams, rafters, ceiling and staircase

To retain the heritage character of the building, the Conservation Review recommends that each of these aspects be conserved, with a preference for repairing original elements.

There are a number of different ways that heritage assets are evaluated around the world. While neither Canada nor the Province of British Columbia has specific evaluation criteria, the proposed criteria below takes significant direction from Parks Canada and their work in regards to the National Historic Sites Program. Parks Canada recognizes that the heritage value is subjective and determined by local communities. Within this context, sites are evaluated by both their *Significance* and their *Integrity*.

Significance Criteria

- **Associative** – The resource is closely and meaningfully associated with one or more of theme, event, period of time, culture, institution, person, community, or tradition considered important in the city’s history.
- **Contextual** – The resource is important in the historic development of the neighbourhood or city. The resource, by virtue of its location, its symbolism, or some other element, serves to communicate the heritage of Richmond to a broad audience.
- **Tangible** – The resource is important in demonstrating aesthetic characteristics and/or represents an important creative achievement in design, architecture, planning, construction, materials, or technology. The resource possesses uncommon, rare or endangered aspects of the city’s cultural history.

Integrity Criteria

- **Location** is the place where the heritage resource was constructed or the site where a historic activity or event occurred.
- **Design** is the combination of elements that create the form, plan, space, structure and style of the resource.
- **Environment** is the physical setting of the heritage resource.
- **Historic fabric** is the physical elements that were combined or deposited during a particular period(s) or time frame and in a particular pattern or configuration to form the heritage resource. Historic fabric may be obscured by later interventions.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history. It is important because it can provide information about technological practices and aesthetic principles.
- **Feeling** is the resource’s expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event, person, or original use and the heritage resource.

Using the information from the 2015 Conservation Review and considering the Phoenix Net Loft in the context of the significance and integrity criteria detailed above, staff found that while the Phoenix Net Loft meets many of these criteria, many of these same criteria are also met and demonstrated in the adjacent Seine Net Loft. The heritage value of both the Seine Net Loft and the Phoenix Net Loft is found in their historical association to the canning and fishing industries in Steveston. The use, repair and storage of fishing nets was an integral part of the fishing industry and both the Seine and the Phoenix Net Loft have aesthetic value as good examples of structures constructed solely as a net mending and storage facility. Their massive size, large internal space and wood piling foundation represent their use as net lofts.

Phoenix Net Loft - Length Remaining



Full Size



70% Remaining



40% Remaining

To: Mayor and Council From: Councillor Harold Steves

For those who may not have been involved away back in 1998 - 2000 the donation of the Phoenix Net Loft to the city was the only amenity the city received from the BC Packers rezoning. It was a compromise proposed by the Richmond First members of Council and accepted by Council. The Steveston Fisheries Alliance wanted to preserve the main Imperial Cannery building at the foot of No 1 Rd. The Imperial had an appraised Value of \$10 million and required \$1.5 million in repairs. The Steveston Fisheries Alliance had \$1.6 million in committed funds but still needed additional funds for new improvements. As the building was almost entirely on a Crown water lot Richmond Council agreed in principal to preservation of the building but the final approval was up to the Ujjal Dosangh government, who did nothing. Because it was intended for a seafood market and auction BCP did everything possible to stop it and the building was demolished. However, the rezoning of the site included the use of the Imperial Cannery building site for maritime mixed use. No residential use is permitted north of the building site and a new building could be constructed on the old Imperial Cannery site today.

The case made for the Phoenix Net Loft was that it was adjacent to the Britannia Shipyard and its preservation was important to maintain at least part of the original Cannery Row with full sized cannery buildings. As there would probably be a public outcry from ONNI residents if we attempted to rebuild the old Imperial Cannery the preservation of the Phoenix Net Gillnet Loft is even more important today.

The staff report raises some interesting questions.

1) There wouldn't be a wooden heritage building left in the country if the outside siding had to be removed because of lead paint. Here in Richmond the Steveston Museum, Steveston Court House, Branscombe House, McKinney House, Vermillion House and Steeves House at 4431 Steveston Hwy have all been restored with the lead paint intact. The Steveston United Church is about to be restored with lead paint intact. My own house is presently being restored and the carpenter doing the work wears a face mask at all times when sawing, sanding and painting lead painted siding. The Phoenix Seine Loft walls are entirely constructed of asbestos and it was determined that painting the walls was an acceptable solution. There is no need to replace the siding.

2) The staff report states that the current beams do not meet code for fire and seismic design. Neither did the beams in the Phoenix Seine Loft. It was determined that simply adding timber and planking was sufficient to meet those requirements. In the main Britannia Shipyard the number of beams was doubled. New beams using used timber were installed halfway between existing beams. Why can't the Phoenix Gillnet Loft be restored the same way?

3) The staff report states that 90 to 95% of the perimeter wall framing, roof trusses and planks and second floor decking are reusable. Only the piles and the first floor, with 30% salvageable, needs replacing. The main Britannia Shipyard piles, installed in 1889, were in far worse condition. Piles were excellent below ground. They were cut off at vground level and stubb piles and cross bracing installed/ Has this been considered?

Furthermore densification has to take place before steel pies are installed. The Kishi Boatworks and Murakami buildings had similar problems. The floors were removed, the ground underneath filled and compacted and a concrete foundation and floor installed. Federal Government policy it to put fill under waterfront buildings and wharves and they have been filling much of the Steveston Harbour Authority main site. the buildings are not being raised. Why not fill under the building and the adjacent area to the west and put in a concrete foundation and floor?

4) Why not choose an option where the building is restored like all of the others? The building site has value, probably about \$5-6 million. Put a metal roof on the building now to preserve it.

5) We have not determined a site for a Richmond Museum. The old Imperial Cannery site is an obvious location. However there would probably be public opposition. The Phoenix Gillnet Loft would also be a good site.

Recommendation: That staff consider alternatives that could reduce costs.

Phoenix Net Loft – Proposed Public Consultation Process

Fundamental to the development of any facility program is a public consultation process. The purposes of a public consultation process are:

- To ensure the building design and programming meet the current and future needs of the general public and stakeholder groups.
- To ensure the development process for the facility is transparent and provides opportunity for input into decision making where appropriate.
- To ensure the public is informed, engaged, and excited about the benefits to the community of the facility.

Several program options for the Phoenix Net Loft were explored as highlighted in Table 1 below, and are based on previous Council direction, including the July 18, 2013 referral that staff explore the “Potential use of the Phoenix Gillnet Lot Building as an Arts centre and other uses, including a restaurant.”

These programs were explored at a conceptual level for the purposes of developing materials suitable for a public consultation process and for developing high level cost estimates for these options. Costing assumes that a program is approved and implemented concurrently with the preservation project. If Council chooses to implement a program following completion of the preservation work, it is anticipated that the program implementation costs would increase.

Options for future use of the Phoenix Net Loft will also be informed by the Steveston Heritage Sites Interpretive Plan. Working with heritage stakeholders in Steveston, this Plan will identify the preferred interpretive methods and target audiences for each of Steveston’s heritage sites. From this, options for the use of the Phoenix Net Loft can be put forward for public consultation. These options may range from service amenities such as food service, gift shop, and/or washrooms, which support high visitation, to community cultural amenities that complement existing opportunities for Richmond residents and business owners.

It is possible that through the consultation process and further direction from Council, a hybrid of these uses may emerge. It should be noted that this additional work and cost, was not considered in the 2016–2026 “Richmond Major Facilities Projects” endorsed by Council on December 12, 2016.

Table 2: Costs for Proposed Programs

PROGRAM OPTION	DESCRIPTION	BASE PRESERVATION COST	ESTIMATED PROGRAM IMPLEMENTATION COST	TOTAL PROJECT COST
A	Seasonal multi-purpose space	\$19.44 million	\$0	\$19.44 million
B	Art studio and maker space	\$19.44 million	\$9 million	\$28.44 million
C	Interpretive centre	\$19.44 million	\$16 million	\$35.44 million
D	Artisanal education / public market	\$19.44 million	\$11 million	\$30.44 million
E	Other options	\$19.44 million	TBD	TBD

Option A - Seasonal Multi-Purpose Space – No Requirement for Climate Control

- The key feature of this concept is that it retains the open floor plan of the Phoenix Net Loft providing an open, flexible space.
- The key strength of this option is that the space would be suitable for community gatherings in the summer months such as indoor markets, music performances, community celebrations, and seasonal exhibits and events (that do not require climate control).

Option B - Artist Studio and Maker Space

- The key features of this concept are artist creation spaces (both private and shared), a maker workshop and a gallery-style exhibition space.
- It includes a provision for food service and a mix of public and private spaces.
- The key strengths of this option are twofold: to provide creation and exhibition spaces for local artists and to provide space for artists and the community to share tools and equipment.

Option C - Interpretive Centre

- This concept envisions a museum-style interpretive centre. Potential exhibit and program themes would be explored in the next phase of planning.
- It includes a provision for food service and a mix of public and private spaces.
- The key strength of this option is that it would provide opportunities to explore interpretive themes relevant to the site that are not currently explored at Britannia Shipyards or elsewhere in Steveston Village.

Option D - Artisanal Education/Public Market

- This concept showcases artisans and their crafts/trades through demonstration, education and retail sales.
- It includes a provision for food service and a mix of public and private spaces.
- The key strength of this option is that it welcomes the community and tourists while supporting the creation of diverse, cultural and creative businesses.

Pending Council authorization, staff propose the public consultation process as detailed in Table 2 below.

Table 2: Proposed Public Consultation Process

ENGAGEMENT METHOD	DESCRIPTION
Stakeholder Workshop	<p>A workshop will be held with invitations to key stakeholders including Britannia Shipyards Society, Steveston Historical Society, Richmond Arts Coalition, Richmond Artists Guild, Tourism Richmond, Richmond Chamber of Commerce, Richmond School District and the Steveston 20/20 Group.</p> <p>These direct consultation meetings will provide opportunities for stakeholder groups to provide input and receive and share information.</p> <p>These groups will also be invited to attend all public consultation opportunities associated with the process.</p>
Let's Talk Richmond	A Let's Talk Richmond Survey will be launched to gain input from the general public.
Community Open House at Britannia Shipyards	An Open House will be held to both educate the public about the project and to elicit ideas and feedback on the Facility Use Study.
Promotions via print and social media	All public consultation opportunities, including the Public Open House and the Let's Talk Richmond survey will be publicized via print and social media to ensure the widest audience possible is aware and engaged in the design process.
Direct promotions	Direct mail will be used to invite stakeholders and neighbours of the Phoenix Net Loft to the Open House and to participate in the Let's Talk Richmond Survey.

Following the public consultation, staff will report back to Council with a proposed Phoenix Net Loft Program Plan. Pending Council endorsement of this plan, staff will proceed with advanced planning including more detailed design and costing, the preparation of a business plan for operations, a capital submission and a resubmission to FLNRO to proceed with work for the new proposed uses. The FLNRO application process takes approximately two years to complete.

Costs associated with the public consultation process are included in the existing Council approved budget. Funding to implement any program option will be the subject of a future report to Council and a capital submission.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9946 (RZ 18-827880)
7671 Acheson Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“SINGLE DETACHED (RS2/A)”**.

P.I.D. 001-990-411

Lot 7 Section 17 Block 4 North Range 6 West New Westminster District Plan 10313

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9946”**.

FIRST READING

FEB 25 2019

A PUBLIC HEARING WAS HELD ON

MAR 18 2019

SECOND READING

MAR 18 2019

THIRD READING

MAR 18 2019

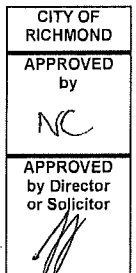
OTHER REQUIREMENTS SATISFIED

FEB 05 2020

ADOPTED

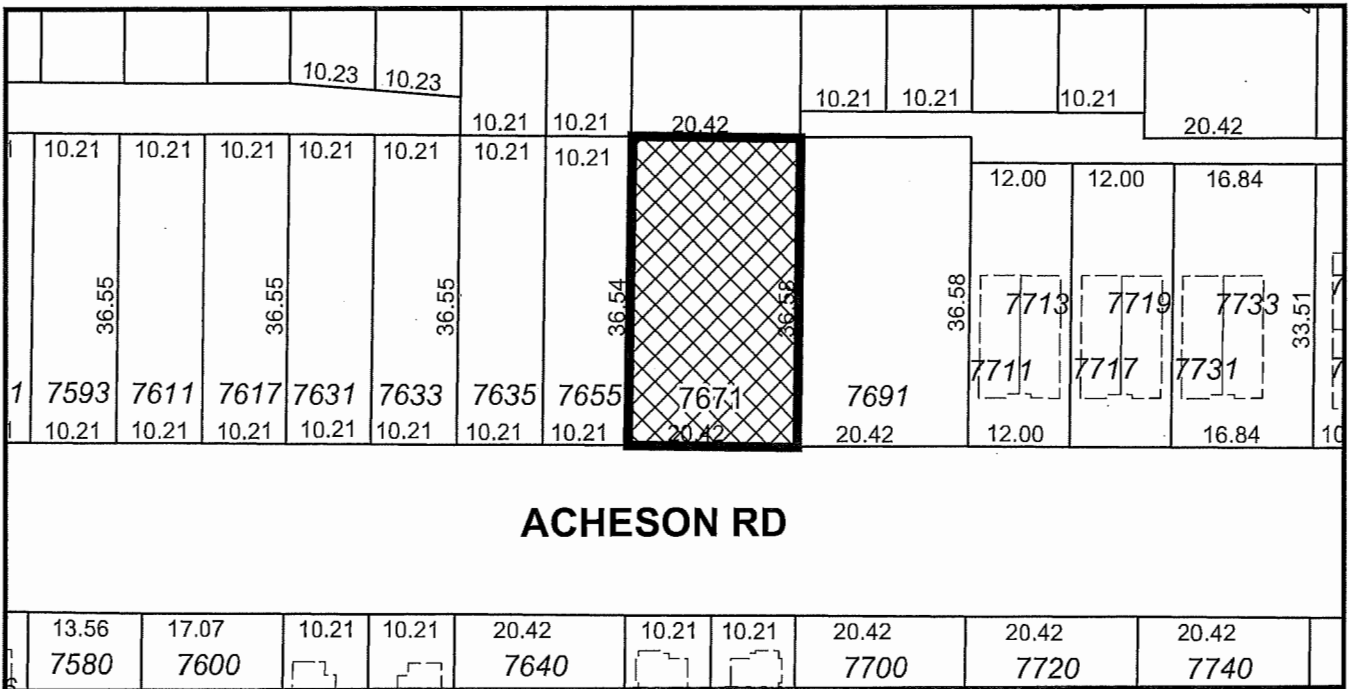
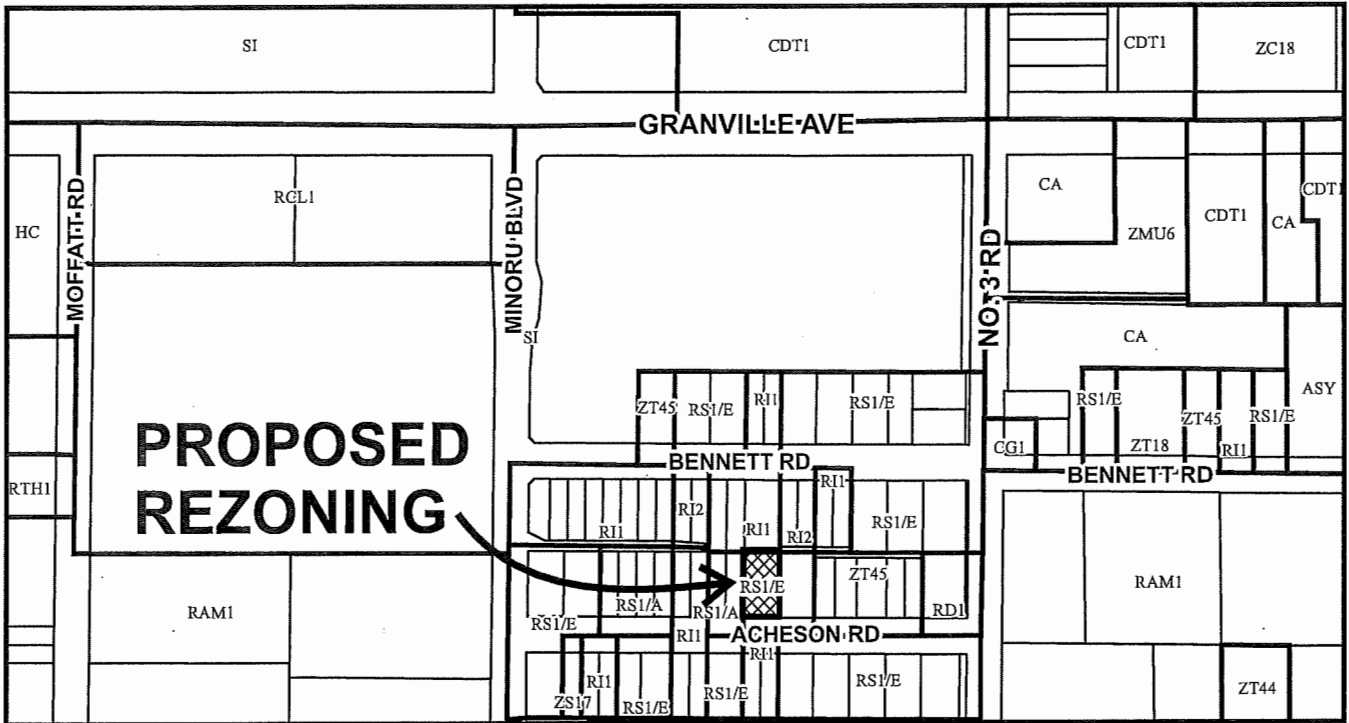
MAYOR

CORPORATE OFFICER





City of Richmond



N

RZ 18-827880

Original Date: 08/08/18

Revision Date:

Note: Dimensions are in METRES