



## General Purposes Committee

Anderson Room, City Hall  
6911 No. 3 Road

Monday, February 15, 2016  
4:00 p.m.

Pg. #      ITEM

### MINUTES

**GP-4**      *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on February 1, 2016.*



### DELEGATIONS

- GP-10**      1.    (1)    **Richmond Hospital Foundation** represented by Kyle Shury, Board Chair, Chad Pederson, Chair Stakeholder Relations, and Natalie Meixner, President and CEO, regarding support for a new acute care tower for Richmond Hospital.
- (2)    Debbie Tablotney, Board Chair, Donna Sargent, Board Vice-Chair, Sherry Elwood, Superintendent of Schools, and Mark De Mello, Secretary Treasurer, School District No. 38 (Richmond), to discuss school closure process.

COUNCILLOR HAROLD STEVES

2.    **GEORGE MASSEY TUNNEL REPLACEMENT PROJECT**  
(File Ref. No. 10-6350-05-08) (REDMS No. 4915030 v. 2)

**GP-19**

See Page **GP-19** for full report

RECOMMENDATION

*That the City of Richmond request that the Provincial Government provide copies of all reports and studies - including but not limited to business plans, feasibility studies, technical studies, seismic studies, and/or environmental impact studies - that relate to the original plan to twin the George Massey Tunnel and/or provide Rapid Bus service that were considered during the period from 2006 to 2008; and that if necessary, that the foregoing request be made as an official Freedom of Information request.*

COMMUNITY SERVICES DIVISION

3.    **STEVESTON HISTORIC SITES BUILDING COMMITTEE TERMS OF REFERENCE 2016**  
(File Ref. No. 06-2350-01) (REDMS No. 4892948 v. 5)

**GP-38**

See Page **GP-38** for full report

*Designated Speaker: Mike Redpath*

STAFF RECOMMENDATION

*That the Steveston Historic Sites Building Committee Terms of Reference as detailed in the staff report titled “Steveston Historic Sites Building Committee Terms of Reference 2016,” dated January 29, 2016, from the Senior Manager, Parks, be approved.*



FINANCE AND CORPORATE SERVICES DIVISION

4.    **APPOINTMENT OF ACTING CORPORATE OFFICER**  
(File Ref. No. 05-1400-01) (REDMS No. 4910068)

**GP-45**

See Page **GP-45** for full report

*Designated Speaker: David Weber*

## General Purposes Committee Agenda – Monday, February 15, 2016

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Pg. #

ITEM

### STAFF RECOMMENDATION

*That Dovelle Buie, Acting 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, David Weber, Director, City Clerk's Office (Corporate Officer).*

☐

### ADJOURNMENT

☐



## General Purposes Committee

Date: Monday, February 1, 2016

Place: Anderson Room  
Richmond City Hall

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

Absent: Councillor Derek Dang

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on January 18, 2016, be adopted as circulated.*

**CARRIED**

**General Purposes Committee**  
**Monday, February 1, 2016**

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**COMMUNITY SERVICES DIVISION**

**1. 2016 PARKS, RECREATION AND COMMUNITY EVENTS GRANTS**

(File Ref. No. 03-1085-01) (REDMS No. 4849460 v. 4)

It was moved and seconded

- (1) That Parks, Recreation and Community Events Grants be allocated and cheques disbursed for a total of \$100,700 as identified in Attachment 1 of the staff report titled "2016 Parks, Recreation and Community Events Grants," dated January 11, 2016, from the Senior Manager, Recreation and Sport Services; and*
- (2) That Steveston Community Society – Richmond Summer Projects be recommended for the second year of a three-year funding cycle based on Council's approval of the subsequent year of funding.*

In reply to queries from Committee, Serena Lusk, Senior Manager, Recreation and Sport Services, accompanied by Elizabeth Ayers, Manager, Community Services Planning and Projects, advised that as events become more sustainable the grant allocation is reduced and that the Grant Review Committee considered it appropriate to match the funding provided by the WildResearch Society.

Discussion ensued regarding (i) the costs associated with the Richmond Nature Park event due to limited parking, (ii) increasing the grant allocation for Kidsport – Richmond Chapter, and (iii) the possibility of the WildResearch Society and the Richmond Nature Park collaborating on research work. Staff was directed to provide information on attendance and the number of Richmond residents served related to the Sea Island Community Association event.

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

It was moved and seconded

*That, of the remaining available funds, the following allocations be included:*

- (1) an additional \$2,000 be disbursed to Kidsport – Richmond Chapter; and*
- (2) an additional \$1,000 be disbursed to the Richmond Nature Park.*

The question on the motion as not called as staff was directed to contact the WildResearch Society and the Richmond Nature Park to discuss combining their programs and to provide a memorandum prior to the next regular Council meeting.

The question on the amendment motion was then called, and it was **CARRIED** with Cllrs. Loo and McPhail opposed.

**General Purposes Committee**  
**Monday, February 1, 2016**

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The question on the motion as amended, which now reads as:

- (1) *That Parks, Recreation and Community Events Grants be allocated and cheques disbursed for a total of \$100,700 as identified in Attachment 1 of the staff report titled "2016 Parks, Recreation and Community Events Grants," dated January 11, 2016, from the Senior Manager, Recreation and Sport Services; and*
- (2) *That Steveston Community Society – Richmond Summer Projects be recommended for the second year of a three-year funding cycle based on Council's approval of the subsequent year of funding.*
- (3) *That, of the remaining available funds, the following allocations be included:*
  - (a) *an additional \$2,000 be disbursed to Kidsport – Richmond Chapter; and*
  - (b) *an additional \$1,000 be disbursed to the Richmond Nature Park.*

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

**2. 2016 ARTS AND CULTURE GRANT PROGRAM**

(File Ref. No. 11-7000-01) (REDMS No. 4867292 v. 3)

It was moved and seconded

*That the 2016 Arts and Culture Grants be awarded for the recommended amounts and cheques disbursed for a total of \$107,497, as outlined in the staff report titled "2016 Arts and Culture Grant Program," dated January 11, 2016, from the Director, Arts, Culture and Heritage Services.*

**CARRIED**

**3. 2016 CHILD CARE GRANTS**

(File Ref. No. 11-7000-01) (REDMS No. 4879612 v. 4)

It was moved and seconded

- (1) *That as outlined in the staff report titled "2016 Child Care Grants," dated January 15, 2016, from the General Manager, Community Services, the Child Care Capital Grants be awarded for the recommended amounts, and cheques be disbursed for a total of \$49,888.25;*
- (2) *That Council authorize the expenditure of \$10,000 to support the Child Care Professional and Program Development Grants with funding from the Child Care Operating Reserve Fund; and*
- (3) *That the Child Care Professional and Program Development Grants be awarded for the recommended amounts, and cheques be disbursed for a total of \$10,000.*

**General Purposes Committee**  
**Monday, February 1, 2016**

---

The question on the motion was not called as discussion ensued regarding the Child Care Development and Operating Reserve Funds and future opportunities for expanding the program.

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

**4. 2016 HEALTH, SOCIAL AND SAFETY GRANTS**

(File Ref. No. 03-1085-01) (REDMS No. 4848972 v. 2)

Lesley Sherlock, Planner 2, advised that incorrect comments were populated in the Richmond Food Security Society Grant Application and that the corrected information would be provided to Council prior to the next regular Council meeting.

It was moved and seconded

*That, as per the staff report titled "2016 Health, Social and Safety Grants, dated January 11, 2016, from the General Manager, Community Services:*

- (1) Health, Social and Safety Services Grants be awarded for the recommended amounts, and cheques disbursed for a total of \$566,570; and*
- (2) the following applicants be approved for the first year of a three-year funding cycle, based on Council approval of each subsequent year of funding, for:*
  - (a) Community Mental Wellness Association of Canada;*
  - (b) Heart of Richmond AIDS Society;*
  - (c) Richmond Mental Health Consumer and Friends Society;*
  - (d) Richmond Society for Community Living;*
  - (e) Richmond Women's Resource Centre;*
- (3) the following applicants be approved for the second year of a three-year funding cycle, based on Council approval of each subsequent year of funding, for:*
  - (a) Chimo Community Services;*
  - (b) Family Services of Greater Vancouver;*
  - (c) Pathways Clubhouse;*
  - (d) Richmond Addiction Services Society;*
  - (e) Richmond Family Place Society;*
  - (f) Richmond Multicultural Community Services;*
  - (g) Richmond Youth Service Agency;*
  - (h) Volunteer Richmond Information Services Society;*

**General Purposes Committee**  
**Monday, February 1, 2016**

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(4) *the following applicants be approved for the third year of a three-year funding cycle:*

(a) *Big Brothers of Greater Vancouver; and*

(b) *Big Sisters of BC Lower Mainland.*

**CARRIED**

**5. TRANSFERRING APPROVED FUNDS FOR THE CITY'S MAJOR FESTIVALS IN 2016/17 – REFERRAL RESPONSE**

(File Ref. No. 11-7400-01) (REDMS No. 4888580 v. 3)

Jane Fernyhough, Director, Arts, Culture and Heritage Services, advised that the Richmond Maritime Festival has been expanded to include an enhanced wooden boat component and to send a delegation to the Port Townsend Wooden Boat Festival to recruit vendors and boat owners to the City's 2017 festival.

Staff was directed to provide monthly updates on the various events to Council which would be forwarded to the Canada 150 Celebration Steering Committee.

It was moved and seconded

- (1) *That the transfer of \$750,000 be authorized from the Major Events Provisional Fund to support the following events and programs: Ships to Shore 2016, Maritime Festival 2016, Richmond World Festival 2016, Days of Summer 2016, Children's Arts Festival 2017 and the purchase of festival infrastructure and City branded assets; as outlined in the staff report titled "Transferring of Approved Funds for the City's Major Festivals in 2016/17—Referral Response," dated January 19, 2016, from the Director, Arts, Culture and Heritage Services;*
- (2) *That the expenditures totaling \$1,100,000 for Major Events, of which \$750,000 is funded from the Major Events Provision Fund, \$223,500 funded from projected sponsorships, and \$126,500 from other revenue (grants, ticket sales, vendor fees, etc.) be included in the 5 Year Financial Plan (2016-2020);*
- (3) *That the scope of the Richmond Maritime Festival 2016 be expanded to showcase the wooden boat industry as a core theme; and*
- (4) *That a delegation of Councillors and staff attend the Port Townsend Wooden Boat Festival, September 9 to 11, 2016, on a fact finding and outreach mission.*

**CARRIED**



**General Purposes Committee**  
**Monday, February 1, 2016**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:24 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 February 1,  
2016.

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Mayor Malcolm D. Brodie  
Chair

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Heather Howey  
Legislative Services Coordinator



**RICHMOND HOSPITAL  
FOUNDATION**

**列治文醫院基金會**

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City Clerk, Richmond City Council  
6911 No. 3 Road  
Richmond, British Columbia  
V6Y 2C1

RE: Delegation Request

Dear Sir/Madam;

On behalf of Richmond Hospital Foundation, I am submitting this delegation request for the General Purpose meeting on February 15, 2016. Our purpose is to present to the Mayor and Council on the need for the City of Richmond to act as a champion with Provincial government and the Vancouver Coastal Health Authority with respect to the need for the replacement of the original, 50 year-old North Tower at Richmond Hospital.

Presenting on behalf of the Foundation; Kyle Shury, Chair of the Board of Directors, Chad Pederson, Chair Stakeholder Relations, and Natalie Meixner, President & CEO.

We will be asking the Mayor and Council to write, on behalf of the citizens of Richmond, to the Premier, the Minister of Health, all local MLA's, and the Board Chair as well as the President & CEO of Vancouver Coastal Health to commit to a new acute care tower for Richmond.

Thank you for the opportunity to raise this significant matter that affects all of the citizens of Richmond, the thousands of people who earn their livelihood in our city each day, and the 20 million passengers who travel into, out of and through YVR each year.

Sincerely,

Natalie D. Meixner  
President & CEO  
Richmond Hospital Foundation



**2016  
BOARD OF DIRECTORS**

**Kyle Shury – Chair**  
Principal  
Platform Properties Ltd.

**Lily Korstanje – Vice Chair**  
Managing Director  
Magnum Projects Ltd.

**Nelson Kwan – Vice Chair,  
Treasurer & Chair, Finance**  
Senior Vice President & Corporate  
Controller  
TELUS Corporation

**Peter Tolensky – Chair,  
Governance**  
Partner  
Lawson Lundell LLP

**Chad Pederson – Chair,  
Stakeholder Relations**  
Manager, Communications  
Planning  
Teck Resources Ltd.

**Russell MacKay – Chair,  
Major Gifts**  
Investment Advisor  
RBC Dominion Securities Inc.

**Barbara Goodwin – Director**  
Nuco Properties Ltd.

**Harold Goodwyn – Director**  
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**Ralph May – Director**  
Lawyer & Partner  
Campbell Froh May & Rice LLP

**Kiran Rao – Director**  
Chief Financial Officer  
Great Canadian Gaming  
Corporation

**Kim Schuss – Director**  
Vice President & Senior Property  
Manager  
Dorset Realty Group Canada Ltd.

**Sandy So – Director**  
Realtor  
Re/Max Sandy So Realty

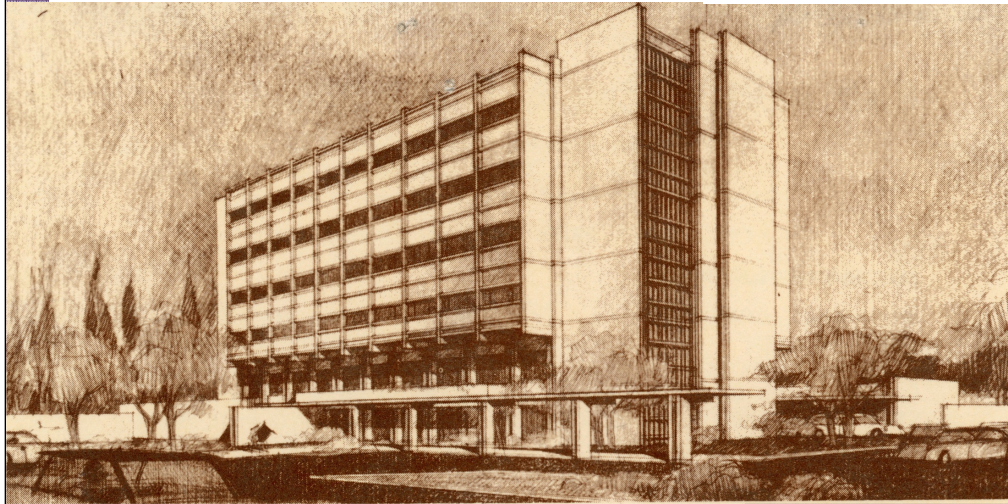
**Jennifer MacKenzie – Director  
(Ex-Officio)**  
Chief Operating Officer  
Vancouver Coastal Health -  
Richmond



RICHMOND HOSPITAL  
FOUNDATION  
列治文醫院基金會  
Caring Together for Your Health



## A tipping point at 50 years



- Thank you for the opportunity to present to you today. We would like to thank the Mayor and Councillors for their longstanding personal and professional support of the hospital over many years.
- We come to you today as Richmond Hospital Foundation, representing donors and serving as a community champion whose mandate it is to raise important philanthropic funds to improve health care in Richmond.
- As you know, health care services in Richmond are delivered by Vancouver Coastal Health Authority.
- The most pressing issue Richmond's Acute Care system needs to address is providing adequate inpatient acute care beds and mitigating seismic risk.
- While health care is clearly a provincial responsibility, it's important for all of us in the community to speak with a united voice.
- We are here today to ask for the City of Richmond's help to join us in asking the Provincial Government for a commitment to build a new Acute Care Tower within the next five to seven years.

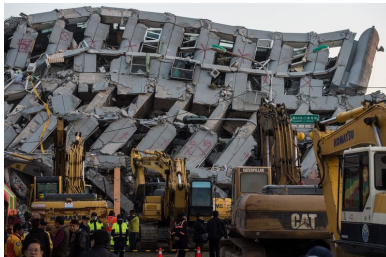
## 50-year-old tower: unsafe & obsolete



Japan 2011



Chile 2015



Taiwan 2016

- Vancouver Coastal Health Authority has commissioned studies showing the original hospital building is severely deficient and would sustain major structural damage with possible localized or complete collapse in a moderate to strong earthquake, with or without liquefaction.
- A moderate earthquake on the Richter scale is 5 to 5.9 and as we all know on Dec. 30, 2015 we were reminded by a 4.7 magnitude earthquake that Richmond is at risk.
- After 50 years, the North Tower is also obsolete, having been rated as 66% deficient.



## Our dramatic growth



- In 1966, when the hospital was first opened, Richmond had 50,000 residents and had 132 beds.
- Today, 50 years later, we have 213,000 residents and YVR has 20 million passengers per year and we have 223 funded beds.
- Our population has more than quadrupled but the number of beds has not even doubled.
- As you all know, the projection for growth in Richmond for five years from now includes another 20,000 people. By 2030, Richmond is expected to surpass 250,000 people.

## Our aging population



- Important to health care, while Richmond is growing, it is also aging.
- We would like to share some unique characteristics of Richmond's aging population
- Richmond has the fastest growing seniors population in the whole of British Columbia.
- In 2014 the total number of people over 65 years was 31,000
- In five years from now, that will jump by a whopping 44% to 45,000.
- By 2030, the number of seniors will be a staggering 65,000.
- In addition, Richmond's seniors have the longest life expectancy in Canada, at 84.9 years.
- As you can imagine, this will place extreme pressure on our hospital's ability to provide acute care services

Source:

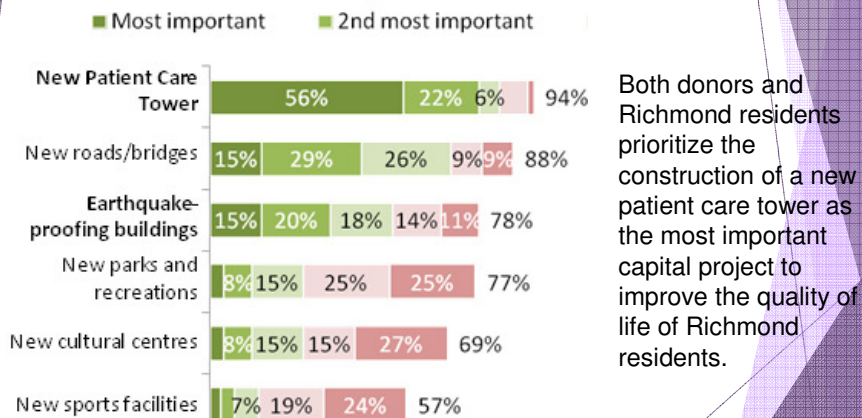
<http://www.bcstats.gov.bc.ca/StatisticsBySubject/Demography/PopulationProjections.aspx>

## **We have reached a tipping point**



- We have reached a tipping point
- Richmond's growth has outpaced Richmond Hospital's capacity
- No other hospital in BC has fewer acute care beds per capita than Richmond
- Richmond Hospital is already recognized as being the most efficient given its population and number of beds. Richmond has the:
  - Lowest number of beds per capita in BC
  - The highest efficiency rate in hospital beds in BC and one of the highest in Canada (which is known in health care as the lowest acute care bed utilization rate, meaning that all beds are effectively utilized for the population)
- There is no room for more patients yet no one will be turned away
- Many of the recently approved hospitals in BC have twice as many beds per capita as Richmond. Our doctors and health care staff know this and many are joining our call for a new acute care tower.

## Our concerns are broadly shared



- In 2015 Richmond Hospital Foundation commissioned an independent public opinion poll to better understand what citizens of Richmond felt was the most important infrastructure needs for them and their families.
- Both donors and Richmond residents prioritize the construction of a new patient care tower as the most important capital project to improve the quality of life of Richmond residents.



## Status of replacement tower



- Many other communities across BC have received government approval for new hospital facilities over the past few years alone:
- Kamloops, Penticton, Kelowna, Vernon, Surrey, Courtenay, Campbell River, Burns Lake, Haida Gwaii, New Westminster and Vancouver with the St. Paul's replacement.
- In the Vancouver Coastal Health Region, there has been a commitment made to expanding Lions Gate Hospital in North & West Vancouver.
- In 2014, a new acute care tower for Richmond Hospital was tied with Lions Gate for first place as the most urgent need in our health region. Vancouver Coastal Health decided that there could be only one top priority. We've dropped to second place with no indication of when our plans will be even considered or approved.
- We believe Richmond's needs are equally as strong, if not stronger, and we need the Province to make a commitment to building a new acute care tower in our city.
- But we're not alone. Today, we see other communities demanding improvements as well, such as Burnaby Hospital.

# We Need the Province's Commitment Now

**SAY YES TO  
RICHMOND HOSPITAL!**



- The Foundation and our donors are willing to do their part and raise \$40 million, but this won't move without a provincial funding commitment.
- Even with approval today, it could take anywhere from five to seven years to design and construct a new patient tower.
- In five years from now, Richmond will grow more than 20,000 people.
- It's time to champion the replacement of a building that has reached the end of its 50-year life-cycle.
- We've met with our local MLAs regularly and kept our needs on the front burner, but it's not moving quickly enough.
- We need provincial government commitment **now**, before an earthquake strikes and before our population outstrips our capacity.
- And we need your voice to help us advance this cause – a cause that we've shown through our research will unite Richmondites.
- Today, we're asking for the City to pass a resolution asking the Province to commit now to a new acute tower for Richmond in the next 5-7 years.



**To:** Mayor and Councillors

**Date:** February 10, 2016

**From:** Harold Steves  
Councillor

**File:** 10-6350-05-08

**Re:** George Massey Tunnel Replacement Project

Richmond Council is concerned about the abrupt change in direction from upgrading the George Massey Tunnel to building a bridge. Richmond Council was fully consulted on the publicly announced plan to twin the tunnel. Richmond Council was not consulted on the decision to change the plan to building a bridge.

The following attachments show how the project changed abruptly from a tunnel to a bridge:

1. July 15, 2004 Massey Tunnel seismic upgrade. Province to spend \$22.2 million on seismic upgrade for the Massey Tunnel.
2. Feb. 16, 2006 Twinned tunnel part of Victoria's long term plan, "expanding Highway 99 on both sides of the tunnel from four lanes to six." "The project is on the back burner in part because it would put pressure on traffic bottlenecks to the north requiring expansion of the Oak Street and Knight Street bridges into Vancouver or a new bridge into Burnaby.
3. Feb. 18, 2006 Massey Tunnel to be twinned and "widened from four lanes to six once the provinces more pressing transportation projects are complete." "Twinning the tunnel would also require improvements to other crossings over the North Arm of the Fraser, such as Oak Street and Knight Street bridges, or a new crossing to connect with growing central Burnaby."
4. Dec 11, 2008 Bus lane will speed transit commute along Highway 99 with " high quality, point to point service ... between White Rock and Richmond. A "\$4.7 million contract" was awarded "to build the four metre wide shoulder bus lane.
5. Feb. 2, 2012 "BC Government meets with Port Metro Vancouver, Surrey Fraser Docks and Engineers to plan George Massey Tunnel Replacement Bridge"
6. Nov. 19, 2012 "Clearances for potential new river crossing" "We should consider future terminals. For example liquid bulk tankers, with large air draft requirements (e.g. LNG)" ..... "We need to consider future terminals such as VAFFC, Lehigh, and possible terminal at our Richmond properties."

7. Dec. 4, 2012 "Tunnel: Depth required is 15.5 metres below geodetic datum for 50 year life expectancy and 18.5 metres below for 100 year life expectancy."
8. March 19, 2015 The 14 billion transit plan the BC Liberals conveniently forgot.
9. Nov. 5, 2015 Stone insists Massey bridge process is proper.

The Province spent \$22.2 million on a seismic upgrade on the Massey Tunnel in 2004, announced the tunnel would be twinned in 2006, and announced rapid bus in 2008. Studies were done that justified twinning the tunnel and improving public transit. It was noted that the carrying capacity of the Oak Street Bridge and other bridges was limited and therefore the tunnel should only be six lanes. Rapid Bus would reduce traffic and reduce GHG's. Richmond Council was opposed to both a No. 8 Road Bridge to Delta and a bridge to Boundary Road in Burnaby because it would do irreparable damage to Richmond East farmland. The Rapid Bus system resolved that problem.

What caused the province to suddenly change from a tunnel with public transit to a bridge without it?

The FOI information from Doug Massey shows a concerted effort was made in 2012 by Fraser Surrey Docks and Port Metro Vancouver and others to have the tunnel removed to accommodate deep draft Panamex supertankers. The BC Government met with them to discuss tunnel removal on Feb 2, 2012, future terminals at VAFFC, Lehigh and a new one in Richmond, including liquid bulk tankers (e.g. LNG); and the need to dredge the river to 15.5 metres on Dec. 4, 2012.

Secondly the more conservative members in the Liberal Caucus appear to have gained control in the 2013 election.

On Nov 5, 2015 Todd Stone admitted that they did not yet have a business case for a bridge, Now the reason is clear. It appears that the province changed their plans to permit the industrialization of the Fraser River by Port Metro Vancouver. They did not have a business plan for a bridge because the business case was for twinning the tunnel and providing Rapid Bus.

**Recommendation:**

*That the City of Richmond request that the Provincial Government provide copies of all reports and studies - including but not limited to business plans, feasibility studies, technical studies, seismic studies, and/or environmental impact studies - that relate to the original plan to twin the George Massey Tunnel and/or provide Rapid Bus service that were considered during the period from 2006 to 2008; and that if necessary, that the foregoing request be made as an official Freedom of Information request.*

Harold Steves  
Councillor  
Att. 9

## Attachment 1

### **Massey Tunnel Seismic Upgrade Review – News briefs July 15, 2004**

#### **Province to spend millions on seismic upgrade for the Massey Tunnel**

Work will begin next month on ensuring the George Massey Tunnel doesn't collapse in the event of an earthquake.

Kenaidan Contracting has been awarded the \$22.2 million contract to improve the tunnel's safety, reinforcing the structure in order to avoid a collapse and reduce structural damage should the big one hit the West Coast. The project is expected to wrap up in March 2006.

"These improvements are designed to make the tunnel safer in the event of a major earthquake," Transportation Minister Kevin Falcon said.

The upgrading work will include the tunnel's pumping system, pipes and emergency power supply, which is designed to remove large volumes of water in the event of flooding inside the tunnel.

The scope of the work also includes Rice Mill Road Bridge, which will have its concrete surfaces repaired and cleaned, while deck joints will be retrofitted.

New lights will also be installed in the tunnel.

Source:

<https://www.yourlibrary.ca/community/richmondreview/archive/RR20040715/newssum.html>

**Attachment 2**

## Twinned tunnel part of Victoria's long-term plan

The provincial government's long-term road-building plans include a second mega-project on the scale of the \$3-billion Gateway Program, studies done for the Gateway plan show.

BY THE VANCOUVER SUN FEBRUARY 16, 2006

The provincial government's long-term road-building plans include a second mega-project on the scale of the \$3-billion Gateway Program, studies done for the Gateway plan show.

The second project would include twinning the George Massey Tunnel under the south arm of the Fraser River between Richmond and Delta, expanding Highway 99 on both sides of the tunnel from four lanes to six, and building a new four-lane expressway to connect Highway 99 with the Trans-Canada Highway.

However, there are no immediate plans to build it.

The Gateway Program calls for the Port Mann Bridge over the Fraser to be twinned, widening of the Trans-Canada Highway on both sides of the bridge and building new truck routes on both shores of the river.

The longer-term plan -- dubbed "the H99 project" by British transportation consultants Steer Davies Gleave, who did the major studies for the Gateway plan -- "is still in the early stages of development for possible future long-term implementation," their report notes.

The report -- not yet public but obtained by The Vancouver Sun -- says the H99 project is similar to the Gateway plan "in that it assumes a widening of both the Fraser River crossing, in this case the new bore next to the existing George Massey (Deas) Tunnel, and widening of a length of the existing highway to both the north and south of the crossing."

The project is on the back burner in part because it would put pressure on traffic bottlenecks to the north, requiring expansion of the Oak Street and Knight Street bridges into Vancouver or a new bridge into Burnaby.

Gateway Program executive director Mike Proudfoot said Wednesday the Highway 99 plan is one of many proposals for the region.

"That would be part of our longer-term strategy," he said. "The Gateway Program corridors are the priority ones."

The Steer Davies Gleave report is one of several "companion documents" to the Gateway plan. It is the only major document not yet posted on the Gateway Program's website, Proudfoot said.

In the report, the consultants envision a much more extensive tolling system than the one announced at the end of January by Transportation Minister Kevin Falcon.

Falcon's plan calls for a \$2.50 one-way toll to cross the twinned Port Mann Bridge, but no other tolls.

Most of the traffic models studied by the consultants included a lower toll on the Port Mann plus "distance tolls" on the expanded section of the Trans-Canada Highway and on the new South Fraser Perimeter Road.

The consultants' "preferred scenario" included a \$1 toll on the Port Mann for cars, plus distance tolls of 10 cents per kilometre on the expanded section of the Trans-Canada and on the South Fraser road.

Light trucks would pay 1 1/2 times as much as cars, and heavy trucks twice as much. The tolls would be collected electronically and vehicles would not have to stop to pay. They would rise with inflation.

The consultants envisioned similar tolls on the Highway 99 project: \$1 to use the Massey Tunnel and distance tolls on an expanded Highway 99 and the Highway 99-Trans-Canada connector.

The tolls could fluctuate with time of day or with the level of traffic congestion, and other "road-pricing" measures could include allowing single-occupant vehicles to use priority lanes if they pay an additional toll.

The Gateway project definition report, released earlier by Falcon, says a toll on the South Fraser road was rejected because it would encourage some drivers to find alternate routes through the local road network in Delta and Surrey.

"We have no intention of tolling the South Fraser Perimeter Road, period," Proudfoot said, describing the consultants' report as "one of many pieces of technical information."

However, it is the only one of the newly posted reports that includes detailed traffic forecasts based on various tolling scenarios. But those scenarios do not include the one announced by Falcon: the \$2.50 toll on the Port Mann and no distance tolls.

Falcon said earlier that without tolls, the new road capacity created by the Gateway project would be filled up and current congestion levels would return in five to 10 years after the project is built.

With the Port Mann toll, Falcon said the project will serve the region's needs to 2031 "and beyond."

But the documents do not include a specific study to support that claim.

"There isn't such a thing at this point, I think," NDP transportation critic David Chudnovsky said.

Chudnovsky said Falcon had assured him last fall such information would be posted. "Well, it's not there."

Falcon could not be reached Wednesday.

Chudnovsky said he also looked in vain for studies on the project's effects on air quality, workable public transit options, and a long-term strategy for regional transportation demand management.

"There's nothing on transportation demand management, there's nothing on the environment, and there's nothing on public transit except vague references to 'somewhere down the line,' " he said.

Proudfoot said the tolling plan for the Gateway Program was based on "analysis in that over-all report and additional technical work that we have done," including forecasts of traffic volumes, population and employment growth and working with municipal governments.

The government rejected tolls on the North Fraser perimeter road and on the new Pitt River bridge because TransLink's Golden Ears Bridge across the Fraser will be tolled, and provincial policy requires there be a "reasonable" free alternative before a route can be tolled.

The nearest free alternative to the Trans-Canada-Port Mann route is the Pattullo Bridge between New Westminster and Surrey, but it is old, narrow and seriously congested at peak times. The consultants said that in the case of the Pattullo option, "the definition of reasonable is subjective."

The report points out the province's tolling policy is in conflict with TransLink's transportation strategy, which calls for tolls and other "road pricing" measures to manage transportation demand, while the ministry sees tolls principally as revenue generators to help pay for projects.

The consultants said an extensive system of road pricing and region-wide tolling in Greater Vancouver "is only likely in the medium to long term."

The Gateway plan does include measures the government says will help control traffic demand, such as new HOV (high occupancy vehicle) lanes that will be shared by transit buses, and "ramp metering" at interchanges to limit the number of vehicles that can enter the highway, depending on traffic conditions.

The interchanges will have "truck friendly geometry" to allow big trucks to merge with highway traffic, and queue jumpers -- bypass lanes -- that can be used to give transit, commercial vehicles and high-occupancy vehicles priority over other traffic.

The consultants advised the government that regional tolling can be sold to the public if it is clearly seen as a way to manage traffic and control congestion, rather than as just another set of taxes.

"Road pricing aims to reduce congestion, improve environmental conditions, generate revenues and provide a system of fairer taxation," they said, "whilst tolling is generally regarded as a revenue-generating tool to finance the construction and maintenance of new or enhanced infrastructure."

bboei@png.canwest.com

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### Tunnel will be twinned

*Matthew Hoekstra, Staff Reporter*

The George Massey tunnel will be twinned and both Highway 99 approaches widened from four lanes to six once the province's more pressing transportation projects are complete, Transportation Minister Kevin Falcon said Thursday.

Ministry officials considered adding the massive project to its recently announced \$3-billion Gateway Program, but left out upgrades to the 47-year-old link—for now.

"What we have done is noted that that is part of our longer range plan. So post-Gateway, the next project that would come onto the radar screen would be the Massey Tunnel," Falcon said.

The Gateway Program includes the twinning of the Port Mann Bridge, the widening of the Trans-Canada Highway on each side of the Fraser, building new perimeter roads on both sides of the river and erecting a new Pitt River Bridge.

Falcon said the twinning the tunnel isn't an immediate priority of government since tunnel bottlenecks occur only during the morning and afternoon commutes.

"The latest numbers show us that that's not the crisis point. In fact when we go ahead with the Gateway Program, especially the new South Fraser Perimeter Road, we believe we will see increased flows of traffic through the Massey Tunnel because of traffic diversion."

The Gateway Program definition report says twinning the tunnel would also require improvements to other crossings over the North Arm of the Fraser, such as the Oak Street and Knight Street bridges, or a new crossing to connect with growing central Burnaby.

Falcon said the plan is to twin the tunnel—and pay for it in part through tolls—after the Gateway project and other major infrastructure projects, such as the Sea-to-Sky Highway widening and Golden Ears Bridge, are complete. That puts tunnel upgrades at least 15 years away.

But veteran Richmond Coun. Harold Steves said the time to move on the tunnel expansion is now.

"I wanted Richmond council to get involved a year ago and insist that they should twin the tunnel. Instead we end up with a motion of council that we tabled saying we should twin the Port Mann Bridge," he said, referring to a Jan. 15, 2005 motion supporting the bridge project.

"Why are we worried about the Port Mann when we've got an opportunity of twinning the tunnel?"

Steves said he discovered two years ago the Transportation Ministry was considering twinning the tunnel, largely due to the impact of the Vancouver Port expansion at Roberts Bank, which would add a third berth to the existing two-berth Deltaport terminal, in addition to a new three-berth terminal.

Steves said a tunnel expansion wouldn't impact farmland as another idea floated years ago would—a bridge connecting with No. 8 Road. And now that it's part of the province's long-term plans, the city should go "full out" in trying to secure the project, including expanding and elevating Highway 99, which could also act as a mid-island dyke.

A twinned tunnel could also incorporate light rail transit, said Steves, and ultimately connect with the Richmond's future Canada Line.

"I don't think it's a matter of the money or when to do it, because they're looking to do it with tolls."

To solve the problem of getting traffic out of Richmond, Steves suggested the idea he floated last year—a ferry terminal at Iona Island. That would put less traffic on the highways, and a new bridge connecting Iona with Vancouver would alleviate stress on other links, he said. Otherwise a new bridge to Burnaby could be built.

"The sad part of the Gateway Project was it's been so secret," he said. "On the Gateway Project we've had no role on it, and I think it's time we did."

Falcon said he's willing to sit down with Richmond council and discuss the timing of the tunnel project. But he cautioned the province can only take on so many projects at one time or risk straining the workforce and drive up prices.

Mayor Malcolm Brodie said any step to create more capacity over the Middle Arm of the Fraser is "important." He said twinning the tunnel is the logical solution, but might not be the only one—although he ruled out a new bridge that would drive highways through farmland.

"To me, the biggest need in terms of decongesting that corridor is in relation to the movement of goods, because we have the land in the Fraser Port in the southeast corner of Richmond, and we're hoping as part of any kind of major improvement that they would put in a Blundell interchange. That will enable the land to be fully developed."

Progress on a new Highway 99 interchange at Blundell Road has stalled, as a provincial feasibility report is already a year behind schedule.

Brodie fears provincial transportation planners might wait until the tunnel is twinned before building the Blundell interchange.

Public works and transportation committee chair Coun. Linda Barnes said she's skeptical of massive road improvement plans. She said a balance needs to be struck between new roads and bridges with rapid transit and dedicated truck lanes for goods movement.

"I'm not sure at this point that just simply twinning is going to make a difference, whether it's twinning the Port Mann, or twinning the tunnel."

Source:

<https://www.yourlibrary.ca/community/richmondreview/archive/RR20060218/news.html>

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**NEWS RELEASE**

For Immediate Release  
2008TRAN0097-001880  
Dec. 11, 2008

Ministry of Transportation and Infrastructure

**BUS LANE WILL SPEED TRANSIT COMMUTE ALONG HIGHWAY 99**

RICHMOND – Transportation and Infrastructure Minister Kevin Falcon, along with Richmond East MLA Linda Reid, officially broke ground today on the shoulder bus lane project along Highway 99 in Richmond, which will eventually carry transit commuters from White Rock to the Canada Line.

“This dedicated bus lane will move transit riders past rush-hour congestion on one of the busiest stretches of Highway 99 northbound,” said Falcon. “When we provide transit options like this that are quicker and more convenient than the single-occupant vehicle, we’ll get people out of their cars and reduce greenhouse gas emissions.”

“Transportation infrastructure projects like this bus-only lane will give commuters more reasons to take transit,” said Reid. “With this new bus lane, and the Canada Line’s estimated 100,000 riders daily, improved transit connections to and through Richmond will provide tremendous benefits to our local economy.”

The shoulder of Highway 99 northbound from Westminster Highway to Bridgeport Road, a distance of 2.8 km, will be widened to create a bus-only lane. Warning signals at on-ramps along the route will be automatically activated to provide priority for bus transit. The lane will be used by current northbound transit service, and will also be used by RapidBus BC service, once in operation, to carry commuters to the Canada Line’s Bridgeport Station.

“The new bus lane will offer superior travel time reliability for south of Fraser commuters connecting to the Canada Line and we appreciate the province's initiative to move quickly on this project,” said Tom Prendergast, CEO of TransLink. “There's no doubt that motorists will notice how well the bus-only lanes help our highway coaches avoid the heavy traffic line-ups and we expect this is going to entice quite a few more Vancouver-bound commuters onto transit.”

RapidBus BC is a key pillar of the Provincial Transit Plan. Commuters riding RapidBus BC will get high quality, point-to-point service with minimal stops along a number of high-profile corridors in the Lower Mainland, including Highway 99 in both directions between White Rock and Richmond.

-more-

- 2 -

Jacob Bros. Construction Ltd. of Surrey was awarded a \$4.7-million contract to build the four-metre-wide shoulder bus lane, which will be complete in summer 2009.

-30-

Media      Jeff Knight  
contact:    Public Affairs Bureau  
              Ministry of Transportation and  
              Infrastructure  
              250 356-7707

For more information on government services or to subscribe to the Province's news feeds using RSS, visit the Province's website at [www.gov.bc.ca](http://www.gov.bc.ca).

Christy Clark announces Massey Tunnel to be replaced by bridge

By JEFF LEE, DERRICK PENNER AND BRIAN MORTON, The Vancouver Sun September 21, 2013

<http://www.vtace.org/content/pdf/VFPA%20Massey%20Tunnel%20Plan%201.pdf>

B.C. Government meets with Port Metro Vancouver, Surrey Fraser Docks and Engineers to plan George Massey Tunnel Replacement Bridge (GMT) – February 2, 2012

Jurgen Franke: Director, Engineering and Maintenance at Surrey Fraser Docks

Jeff Scott: President and CEO of Surrey Fraser Docks

Patrick Livolsi: Assistant Deputy Minister, Ministry of Transportation and Infrastructure, Infrastructure Division, Government of B.C.

Lina Halwani: Regional Manager Engineering, Ministry of Transportation and Infrastructure, Infrastructure Division, Government of B.C.

Hisham Ibrahim: Vice-President, Technical Director, Buckland and Taylor Ltd., Bridge Engineer

CCIP Project Team: Container Capacity Improvement Program – Port Metro Vancouver's long term strategy

Curtis Cloutier: Project Engineer, Port Metro Vancouver

Page 1/72 on scrolled numbering

**Petruk, Wendy**

**Subject:** FW: GMT meeting with Jurgen Franke  
**Location:** Patrick's office - 7818 6th St, Burnaby - 3rd floor

**Start:** Thu 2/2/2012 2:00 PM  
**End:** Thu 2/2/2012 3:30 PM

*Feb 2, 2012*

**Recurrence:** (none)

**Organizer:** Livolsi, Patrick C TRAN:EX

Meeting with MoT to discuss navigational channel options at the GM tunnel.

-----Original Appointment-----

**From:** Livolsi, Patrick C TRAN:EX [mailto:Patrick.Livolsi@gov.bc.ca]

**Sent:** January-19-12 8:34 AM

**To:** Halwani, Lina TRAN:EX; Hisham Ibrahim; CCIP Project Team; Curtis Cloutier; Jurgen Franke; Jeff Scott; Livolsi, Patrick C TRAN:EX

**Subject:** GMT meeting with Jurgen Franke

**When:** February-02-12 2:00 PM-3:30 PM (UTC-08:00) Pacific Time (US & Canada).

**Where:** Patrick's office - 7818 6th St, Burnaby - 3rd floor

Meeting to discuss options and considerations surrounding the George Massey Tunnel and a sustainable navigational channel.

Lina please have info on the tunnel prepared for the meeting.

*expired*

**From:** Natland, Jennifer  
**Sent:** Monday, November 19, 2012 03:42 PM  
**To:** Hart, Dave  
**Cc:** Wellstood, Chris; Leclerc, Yoss  
**Subject:** RE: Clearances for potential new river crossing

## Attachment 6 and 7

Thanks Dave. Much appreciated. You're quite right we should consider future terminals. For example, liquid bulk tanks with larger air draft requirements (e.g. LNG) should be considered.

Jennifer

AGE 47/72

Jennifer,

Got your messages.

I should be able to provide you with some clearance information but it might take a couple days.

I understand FSD has been working with the Port on possible future vessels and I need some confirmation from those working with FSD about vessel sizes being considered. Also, I heard the Auto terminals are considering larger vessels. In addition to the current terminals, we need to consider future terminals such as VAPFC, which and possible terminal at our Richmond Properties.

Regards,

Dave Hart

---

**From:** Hart, Dave  
**Sent:** December-04-12 9:58 AM  
**To:** Natland, Jennifer  
**Cc:** Wellstood, Chris; Leclerc, Yoss  
**Subject:** Re: Clearances for potential new river crossing

Jennifer,

I haven't had a chance to discuss with Yoss and Chris yet.

However, based on what I've heard I think a reasonable starting point for discussion at this time is as follows:

Short Version:

- 1). Tunnel - 15.5 to 18.5m deep (invert of tunnel including ballast and/or protection rock).
- 2). Bridge - 322m wide x 65m high (sloped navigation envelope - see more detail below)

Slightly longer version:

1). Tunnel: Depth required is 15.5m below Geodetic datum for 50 year life expectancy and 18.5m below for a 100 year life expectancy.

2). Bridge:

a). Width - no in river piers is preferred...primarily due to concerns of changes to local river hydraulics. If piers are necessary, then a minimum width of 322m between piers (200m navigation channel with 61m safety zone on both the North and South sides) is required. A detailed hydraulic study including 3D modeling will be required and a commitment from the bridge owner to implement, fund and administer a robust on-going river survey program and responsive annual mitigation program to address any in fill as a result of the piers. Also, real time water level and velocity

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## The \$14 billion transit plan the B.C. Liberals conveniently forgot

BY KENNETH CHAN

11:55 AM PST, THU MARCH 19, 2015

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Image: Bombardier / TransLink

Seven years ago, the governing B.C. Liberals unveiled an ambitious \$14 billion public transit plan for the province, with the bulk of the new infrastructure slated for the Metro Vancouver region.

Gordon Campbell and Kevin Falcon, then-Premier and then-Transportation Minister, announced the sweeping plan during a press conference on January 14, 2008 as a key initiative to achieve the provincial government's greenhouse gas reduction targets.

The so-called "Provincial Transit Plan" outlined a \$10.3 billion strategy to build three new rapid transit lines in Metro Vancouver – the \$1.4-billion SkyTrain extension to Coquitlam (Evergreen Line), \$2.8 billion to extend the Millennium Line to UBC under Broadway, a reaffirmation of the \$2 billion Canada Line being built, and \$3.1 billion to double the capacity of the Expo Line, including station and control system upgrades, platform extensions to accommodate six-car trains, and a six kilometre extension in Surrey.

"One new transit line was committed to in each of the previous three decades," said Falcon in 2008. "This plan delivers three lines in the next decade."



## The \$14 billion transit plan the BC Liberals conveniently forgot



Image: Government of B.C. Released in 2008.

Another \$1 billion was highlighted for hundreds of new SkyTrain cars to provide greater capacity and replace aging rolling stock.

The plan also included communities outside of the Metro Vancouver region. It proposed an investment of \$1.6 billion to purchase 1,500 new, clean energy buses for use in the Metro Vancouver TransLink network and province-wide B.C. Transit system.

The government at the time earmarked an additional \$1.2 billion for nine high capacity rapid bus routes across the province, including a route in Kelowna (Westbank to UBC-Okanagan campus) and Victoria (Downtown Victoria to Langford).

The remaining seven rapid bus routes would have been located in Metro Vancouver, along Highway 1 across the new Port Mann Bridge, Hastings Street from downtown Vancouver to SFU, 41st Avenue from Joyce Station to UBC, Highway 99 from White Rock to Bridgeport Station, King George Highway from Surrey City Centre to White Rock, Fraser Highway between Langley and the Expo Line in Surrey, and Highway 7 from Coquitlam Central Station across the new Golden Ears Bridge.



Image: Government of B.C. Released in 2008.

All of the projects would have been completed over a 12-year period for a completion by 2020. With the full implementation of the plan's components in Metro Vancouver, it was envisioned that regional transit usage would increase from 12 per cent in 2008 to 17 per cent in 2020 and 22 per cent by 2030.

Of course, the big question everyone had then was how the mega project was to be funded.

Campbell said his government was willing to contribute \$4.75 billion towards building the new infrastructure, including \$435 million that was already dedicated for the Canada Line.



## The \$14 billion transit plan the BC Liberals conveniently forgot

The remaining gap in funding would be covered by the federal government, TransLink and municipal governments, pending negotiations after the Olympics.

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As we enter further into 2015, only a few elements of Campbell's much-touted Transit Plan have been achieved – a rapid bus service that runs across the Port Mann Bridge opened in 2012, Surrey's first B-Line rapid bus service kicked off the following year, and the 11-kilometre long SkyTrain Evergreen Line is now 60 per cent complete and steering towards a fall 2016 completion.

As one would expect from a complete change in government leadership and cabinet, policies often shift drastically as they did with the B.C. Liberals' continued governance under Christy Clark's premiership.

In 2013, she made an election campaign promise to determine a solution for Metro Vancouver's public transit funding woes through a regional public vote – a decision that angered regional mayors as the vote was originally scheduled to coincide with the 2014 municipal election.

The vote was ultimately delayed until after the municipal elections, but the region's Mayors' Council was given a June 30, 2014 ultimatum to finalize a detailed, fully costed vision of what the transportation improvements would entail.

The outcome, the **\$7.5 billion Mayors' Plan**, consists of major elements from the B.C. Liberals' transit plan from just six years before, which includes fragments of long-term visions already drafted by TransLink.

If the transit plebiscite receives a 'Yes' majority, it will provide the provincial government with the mandate to move forward with legislation to implement the 0.5 per cent transit tax.

But the transit tax will only partially fund the full cost of the \$7.5 billion Mayors' Plan. The tax will raise \$250 million in new revenue on annual basis totalling \$2.5 billion over 10 years.

Another \$5 billion will need to be raised if the projects are to be built within the short term: there is a need for the provincial and federal governments to become key partners and fill the funding gap.

On Wednesday, Stone announced that Victoria would commit one-third of the costs to fund the projects, provided the investments are supported by a business case. Another one-third could arrive from the federal government's \$75 billion infrastructure fund over the next 10 years.

Without funding commitments from senior government, only a few minor elements of the Mayors' Council plans can be delivered without delay despite the need to have all the projects built today.

Major capital projects in B.C. have normally been delivered with the help of the provincial government and in many cases these projects were spearheaded by the Premier's Office.

For instance, the last B.C. NDP government initiated the construction of the SkyTrain Millennium Line in the late-1990s, which became TransLink's first major infrastructural project.

In 2003 and 2004, Falcon pushed TransLink's elected panel of local politicians to approve the Canada Line (RAV). The issue of building the line to Richmond and the airport was divisive: there were squabbles between board members over the cost of the project, "inflated" ridership projections, and the prioritization of the project with some believing the Evergreen Line should come ahead of RAV.

Senior governments became major funding partners for the Canada Line, with the province committing \$435 million and Ottawa with \$450 million of the \$2.05 billion needed.

Campbell's provincial government also revived the Evergreen Line in 2008 by cancelling light rail technology in favour of an extension of the SkyTrain Millennium Line infrastructure. A

## The \$14 billion transit plan the BC Liberals conveniently forgot

business case report conducted by the government revealed SkyTrain would cost \$1.4 billion, just \$150 million more than the locally-preferred light rail option while also providing a far greater capacity, higher service frequency, lower operational costs, and a convenient transferless "one-train ride" to Vancouver.

The province is contributing \$583 million towards the Evergreen Line while Ottawa will contribute \$417 million and TransLink with the remaining balance.

Aside from major transportation infrastructure projects, senior governments were responsible for other capital projects such as the Vancouver Convention Centre expansion, the sports venues for the 2010 Olympic Winter Games, the Sea to Sky Highway and the Gateway Program, with the largest components of the project being the new Port Mann Bridge, Highway 1 widening and new South Fraser Perimeter Road.

Local agencies and municipal governments do not have the financial capacity to proceed with mega projects on their own. In addition, some of the most challenging barriers proposals face is when municipal politicians are more concerned about the short-term costs projects bring on the micro (local) level rather than the benefits within the macro (regional and provincial) point of view.

It was last June that 20 of the 21 mayors of Metro Vancouver's municipalities agreed to a thoughtful, comprehensive transportation strategy – an exceptionally rare cohesive moment of progressive, long-term thinking for the region's economic, health and environmental well-being.

If Metro Vancouver residents want better transit, the solution might not be a 'Yes' vote in the transit plebiscite but rather a new provincial government that cares about Metro Vancouver and its transit network aspirations.

The B.C. Liberals lost five key ridings in Metro Vancouver after the 2013 provincial election, including the much-coveted Vancouver-Point Grey riding. Campbell first won the riding in 1996 when he was the Leader of the Opposition for the B.C. Liberals, and he secured it again in subsequent general elections in 2001, 2005 and 2009.

Clark also won Point Grey's 2011 by-election following Campbell's resignation, but she was unable to reclaim the seat during the 2013 election, forcing her to seek a seat in Kelowna through a by-election.

Ever since the B.C. Liberals lost their footing in some of the most urbanized areas of Metro Vancouver, their policies have shifted towards being more rural focused (George Massey Tunnel replacement to serve B.C. Liberal ridings in the south of Fraser) and they have kept their distance from TransLink, even though the regional transportation authority is an entity of the provincial government.

Both Clark and Transportation Minister Todd Stone have also been relatively silent in public on their "support" for the 'Yes' side: their response to the Mayors' Council request for necessary supplemental provincial funding can be described as cold and indifferent.

Even if the transit plebiscite receives its 50 per cent plus one 'Yes' result, popular projects like the SkyTrain Millennium Line extension under Broadway and rail rapid transit in Surrey could still be many years away.

 submit

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## Stone insists Massey Bridge process is proper



by Jeff Nagel - BC Local News

posted Nov 5, 2015 at 2:00 PM — updated Nov 5, 2015 at 3:01 PM

Transportation Minister Todd Stone is defending the province's method of planning major projects like the Massey Bridge, saying it is standard procedure to announce the government's intent to proceed before a business plan is fleshed out.

The government has been under fire after information requests failed to turn up any preliminary rationale to justify Premier Christy Clark's announcements in 2012 and 2013 that the George Massey Tunnel would be replaced with a new bridge.

"It always starts with a statement of political intent," Stone said, referring to the premier's announcement. "You put your marker down. You establish your political intent. You then engage the public and the stakeholders extensively, refine the scope. Then build your business case from there. You release all that and you then get on with building the project."

### RELATED:

[Province accused of hiding Massey Bridge documents](#)

Independent MLA Vicki Huntington [argued](#) it defies logic that the government could embark on a \$3-billion project without any supporting reports or analysis.

Asked if that type of material exists, Stone said there would be cabinet advice documents.



Stone said hundreds of pages of documents have been posted to the [project website](#) as part of two rounds of consultation on



whether a replacement was needed and then what configuration it should take.

He said it would be "simply wrong" to proceed in reverse order with a business case first because that would mean announcing "fully baked projects" without any chance for the public or stakeholders

to shape the outcome.

There is still [no business case](#) for the project, but Stone said that will be released "very soon" as part of a project definition report that will also spell out a price tag, the size of the bridge and whether it will be tolled.

The province is aiming for a 2017 construction start and 2022 completion date for the Massey Bridge

The provincial budget included \$53 million in planning work on the Massey project this year and next year but indicated the project remains subject to Treasury Board approval of the business case and funding strategy.

Stone said the government will soon make a final "go or no go decision" that will be the last of multiple stages of approval. "Once that decision is made then construction will begin."

The ministry says \$30 million has been spent so far.

NDP MLA George Heyman pointed to a 2012 memo from then-Finance Minister Kevin Falcon that cautioned his cabinet colleagues against major spending announcements without a business plan being vetted and approved by Treasury Board.

"We didn't have a business case in 2012. We didn't have one in 2013. We were promised one in 2014. It's now 2015 and we still don't have it," Heyman said.

"The transportation minister's definition of due diligence is that after the premier makes an announcement that she scribbled on the back of a napkin, salute it and go out and try to sell it and then create a business case to support it later."

B.C. Auditor General Carol Bellringer has taken an interest in the process, announcing an audit to evaluate the quality of evidence to support the decision to replace the tunnel.

Canadian Taxpayers Federation B.C. director Jordan Bateman said it's "troubling" that the business case is taking so long and that the province failed to publicly release the basis for Clark's announcement when it was made.

"If she was floating an idea that a Massey Bridge would be good and 'We're going to look into it' – if that was the statement, that's one thing. But she very clearly made the commitment," Bateman said.

"It flies in the face of what the BC Liberals practised when they first came to power, which was trying to make business-style decisions."

He said the province should have developed some sort of preliminary business case to determine the project appeared viable and then announce a process to explore the options to replace or rehabilitate the tunnel rather than firmly declaring from the outset it would be replaced.

He noted some material was prepared before Clark's announcement – artist's renderings of what the new bridge might look like, backdrops for the premier to stand in front of and promotional signs on Highway 99. "There has to be paperwork somewhere."

Bateman said he is not yet convinced the bridge is needed, since the Pattullo Bridge will be replaced first and it's not yet clear how that and the South Fraser Perimeter Road will alter future traffic patterns.

"I want to see evidence that this expenditure is absolutely necessary before it proceeds."

Stone said he's "very disappointed" Huntington created a public impression that she'd been kept in the dark on the project.

He said ministry staff have met with her repeatedly and provided her office access to much detail on the project.

"It reflects a significant degree of confusion on her part or at worse a sense of misrepresenting the facts, which I think is irresponsible."



# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** January 29, 2016

**From:** Mike Redpath  
Senior Manager, Parks

**File:** 06-2350-01/2016-Vol  
01

**Re:** Steveston Historic Sites Building Committee Terms of Reference 2016

### Staff Recommendation

That the Steveston Historic Sites Building Committee Terms of Reference as detailed in the staff report, "Steveston Historic Sites Building Committee Terms of Reference 2016," dated January 29, 2016, from the Senior Manager, Parks be approved.

Mike Redpath  
Senior Manager, Parks  
(604-247-4942)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Facilities Management	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the December 16, 2015, Parks, Recreation and Cultural Services Committee, staff received the following referral:

*... staff to develop or amend the terms of reference for a joint Building Committee regarding the Britannia Shipyard Phoenix Seine Net Loft, Phoenix Gill Net Loft, and the Interurban Tram.*

The purpose of this report is in response to the above referral and to present a revised terms of reference for the existing Council approved Britannia Heritage Shipyard Building Committee (Attachment 1).

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

*2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

*Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.*

*9.2. Effective engagement strategies and tools.*

### Analysis

#### Current Britannia Heritage Shipyard Building Committee

At the June 11, 2012, Council meeting, the following resolution was approved:

*(1) That the Terms of Reference for a Britannia Heritage Shipyard Building Committee, as outlined in the report dated May 3, 2012 from the Director, Arts, Culture and Heritage Services, be endorsed;*

*(2) That a Britannia Heritage Shipyard Building Committee be established as per the Terms of Reference; and*

*(3) That Councillor Bill McNulty and Councillor Harold Steves be appointed to the Britannia Heritage Shipyard Building Committee.*

Attachment 1 details the current Council approved terms of reference for the Britannia Building Committee.

Since June 2012, the Britannia Heritage Shipyard Building Committee has been active and oversaw the construction and opening of the Seine Net Loft Restoration. Community participation of the Committee has been valued and informative.

The focus of the Britannia Heritage Shipyard Building Committee currently provides input to staff regarding:

- The installation of the artefact displays to complete the Seine Net Loft interior;
- Ongoing planning for additional washroom facilities at Britannia;
- The First Nations Bunkhouse planning; and
- Future planning for the completion of the Japanese Duplex building.

#### 2016 Amended Terms of Reference – Steveston Historic Sites Building Committee

In addition to the ongoing work of the Britannia Heritage Shipyard Building Committee described above, this report proposes including, within the Committee's scope, the restoration of the Phoenix Net Loft Building as well as providing oversight for the restoration of the Interurban Tram.

Given the proposed scope change of the Britannia Heritage Shipyard Building Committee staff are recommending that the Committee's name also be changed to the Steveston Historic Sites Building Committee. Attachment 2 details the proposed Steveston Historic Sites Building Committee terms of reference.

The following amendments are proposed:

- Expand the current Committee scope to include the Phoenix Cannery Net Loft restoration planning and the restoration of the Interurban Tram;
- Reduce the Britannia Heritage Shipyard Society representatives on the Committee from 3 voting community members to 1; and
- Include 1 voting representative from the Steveston Historical Society.

The inclusion of community organizations such as the Britannia Heritage Shipyards Society and the Steveston Historical Society in ongoing planning and as dedicated resources will continue to add value to the planning, design and construction of some of Richmond's most significant heritage assets. Recommendations from the Building Committee will continue to come to Council through staff reports.



January 29, 2016

- 4 -

### **Financial Impact**

None.

### **Conclusion**

This report is in response to a request from Parks, Recreation and Cultural Services Committee to amend the terms of reference of the existing Council approved Britannia Heritage Shipyard Building Committee to include the Phoenix Net Loft as well as the restoration of the Interurban Tram. The re-structured committee is recommended to be titled the Steveston Historic Sites Building Committee.

A handwritten signature in black ink, appearing to read 'M. Redpath', with a long horizontal stroke extending to the right.

Mike Redpath  
Senior Manager, Parks  
(604-247-4942)

- Att. 1: Existing Council approved Terms of Reference – Britannia Heritage Shipyard Building Committee
- 2: Proposed Terms of Reference – Steveston Historic Sites Building Committee.

May 3, 2012

**Britannia Heritage Shipyard Building Committee  
Terms of Reference**

**1. Purpose:**

The Britannia Heritage Shipyard Building Committee will:

- a) Advise and provide input into the development of the program for the Seine Net Loft facility and the stories to be told in the exhibits; and,
- b) Guide the focus of the development of the program of the restoration and future use of the remaining two buildings: Japanese Duplex and the First Nations Building.

**2. Composition:**

- a) The Building Committee will consist of 7 members:
  - Two members of Council
  - Three members from the Britannia Heritage Shipyard Society
  - The Britannia Site Supervisor
  - Project Manager, Project Development
- b) The members of the Building Committee will designate the Chair and Vice Chair.
- c) Meetings will be scheduled by the Building Committee Chair, based on the program of work to be undertaken.
- d) A quorum will be 50 % + 1 of the committee members.

**3. Terms**

The Term for the Building Committee shall be for the duration of each restoration project.

**4. Procedures**

- a) Decision process is to be consensus based.
- b) The Committee will receive staff support from the City for the preparation of agendas and recording of meetings.
- c) The Chair, in conjunction with City staff, will prepare the agenda. Agendas will be distributed to committee members in advance of the meeting.

January 13, 2016

**Steveston Historic Sites - Building Committee  
(the "Building Committee")  
Terms of Reference**

**1. Purpose:**

The Steveston Historic Site Building Committee will:

- a) Advise and provide input into the development of the program for the Seine Net Loft facility and the stories to be told in the exhibits; and
- b) Guide the focus of the development of the program of the restoration and future use of:
  - i. the Japanese Duplex;
  - ii. the First Nations Bunkhouse;
  - iii. the Phoenix Gill Net Loft; and
  - iv. the Interurban Tram.

**2. Composition:**

- a) The Building Committee will consist of **[Four (4)]** members:
  - Two (2) members of City Council, City of Richmond;
  - One (1) member of the Britannia Heritage Shipyard Society;
  - One (1) member of the Steveston Historical Society.
- b) The Building Committee will be supported through the Senior Manager, Parks with additional non-voting staff support from the following:
  - Britannia Site Supervisor, City of Richmond;
  - Project Manager, Project Development, City of Richmond; and
  - Curator of Collections, Museum & Heritage Services, City of Richmond.
- c) The members of the Building Committee will choose a Chair and Vice Chair of the Building Committee.
- d) The Chair will schedule the meetings based on the program of work to be undertaken.
- e) A quorum will be a majority of members appointed.

**3. Terms**

The Term for the Building Committee shall be for the duration of each restoration project.

**4. Procedures**

- a) A simple majority of votes cast at a meeting/unanimous consent of the Building Committee will be required to pass a decision/recommendation.
- b) Decisions/recommendations of the Building Committee will be forwarded to Council through appropriate staff reports following Council procedures as required.

January 13, 2016

- c) The Britannia Heritage Shipyards Society and the Steveston Historical Society will identify one alternate member of their respective society to the Building Committee.
- d) The City of Richmond will provide the Building Committee with staff support for the preparation of agendas and recording of meetings.
- e) The Chair, in conjunction with the Senior Manager, Parks, will prepare the meeting agenda. Agendas will be distributed to the Building Committee members in advance of the meeting.

DRAFT



# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** February 1, 2016

**From:** David Weber  
Director City Clerk's Office

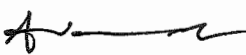


**File:** 05-1400-01/2016-Vol  
01

**Re:** Appointment of Acting Corporate Officer

### Staff Recommendation

That Dovel Buie, Acting 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, David Weber, Director, City Clerk's Office (Corporate Officer).

David Weber  
Director City Clerk's Office  
(604-276-4098)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

## **Staff Report**

### **Origin**

Recently, the position of Manager, Legislative Services became vacant in the City Clerk's Office. Traditionally, the Manager, Legislative Services has also been appointed as an Acting Corporate Officer for the City of Richmond in order to ensure appropriate continuity of City business, maintain customer service and to provide proper coverage in the City Clerk's Office in the absence of, or as directed by, the Corporate Officer / Director, City Clerk's Office.

The appointment of an Acting Corporate Officer, which is a common practice in municipalities, facilitates a more efficient approach to a variety of required administrative work including the execution of agreements, contracts and land title documents, the acceptance of notices served on the City as required by statute, the certification of bylaws, meeting minutes and other City records.


During the current recruitment process for the Manager, Legislative Services position, the appointment of an Acting Corporate Officer should be considered in order to maintain appropriate service levels. Dovel Buie has been an employee of the City of Richmond in the City Clerk's Office for 18 years, most recently in the position of Manager, Records and Information. Ms. Buie has stepped in to temporarily cover the administrative duties of the Manager, Legislative Services position on an acting basis while the recruitment process for the position is underway.

### **Financial Impact**

None.

### **Conclusion**

The appointment of Ms. Buie as an Acting Corporate Officer will provide the City Clerk's Office with an appropriate level of coverage and ensure continuity of key business processes during the recruitment process for a new Manager, Legislative Services.



David Weber  
Director City Clerk's Office  
(604-276-4098)