



General Purposes Committee

Council Chambers, City Hall
6911 No. 3 Road

Monday, September 21, 2020
4:00 p.m.

Pg. # ITEM

MINUTES

- GP-6** *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on September 8, 2020.*



COUNCILLOR KELLY GREENE

1. **AT-HOME BUSINESS USE**
(File Ref. No.)

GP-14

See Page GP-14 for materials

RECOMMENDATION

To investigate and report back on feasibility and options for expanded at-home business use; for example, personal services, RMTs, etc. Not to include retail or other businesses that can be expected to generate traffic, noise, or odours.



COMMUNITY SAFETY DIVISION

2. **PARKING FEES FOR 8620 AND 8660 BECKWITH ROAD**

(File Ref. No. 12-8060-01) (REDMS No. 6423459 v. 7)

GP-15

See Page GP-15 for full report

Designated Speaker: Susan Lloyd

STAFF RECOMMENDATION

- (1) *That an option as outlined in the staff report titled “Parking Fees for 8620 and 8660 Beckwith Road, dated August 31, 2020, from the General Manager, Community Safety, be approved and implemented; and*
- (2) *That the neighbouring businesses be consulted for feedback on the potential impact of enforcement of time-limited street parking.*



COMMUNITY SERVICES DIVISION

3. **REVISED PUBLIC ART PROGRAM POLICY**

(File Ref. No. 11-7000-09-00) (REDMS No. 6489154 v. 4)

GP-21

See Page GP-21 for full report

Designated Speaker: Biliana Velkova

STAFF RECOMMENDATION

- (1) *That Council direct staff as to its preferred option for the approval of the Terms of Reference for Public Art on Private Property as described in Table 1 on page 4 of the staff report titled, “Revised Public Art Program Policy” from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required; and*
- (2) *That Council direct staff as to its preferred option for the allocation of Voluntary Developer Public Art Contributions as described in Table 2 on page 7 of the staff report titled, “Revised Public Art Program Policy” from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required.*



PLANNING AND DEVELOPMENT DIVISION

4. **APPLICATION BY RICHMOND SCHOOL DISTRICT NO. 38 FOR A HERITAGE ALTERATION PERMIT AT 8220 GENERAL CURRIE ROAD (GENERAL CURRIE SCHOOL)**
(File Ref. No. HA 20-909844) (REDMS No. 6513637)

GP-45

See Page GP-45 for full report

Designated Speakers: Wayne Craig & Peter Whitelaw

STAFF RECOMMENDATION

That a Heritage Alteration Permit be issued that would permit the following work on the General Currie School at 8220 General Currie Road:

- (a) Construction of a wooden accessible ramp;*
- (b) Enlargement of the existing stair landing and replacement of the steps;*
- (c) Reversing of the door swing to enable access from the ramp; and*
- (d) Provision of metal handrails to match those existing.*



5. **APPLICATION BY FIRST ON SITE RESTORATION LTD. FOR A HERITAGE ALTERATION PERMIT AT 3580 MONCTON STREET (HEPWORTH BLOCK)**
(File Ref. No. HA 20-890427) (REDMS No. 6518122 v. 3)

GP-57

See Page GP-57 for full report

Designated Speakers: Wayne Craig & Cynthia Lussier

STAFF RECOMMENDATION

That a Heritage Alteration Permit be issued which would permit the following repair work to a small portion of the south elevation of the building located at 3580 Moncton Street to address damage caused by a vehicle accident:

- (a) removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);*

- (b) *repair to the existing concrete window sill to match existing;*
- (c) *removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and*
- (d) *installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.*



ENGINEERING AND PUBLIC WORKS DIVISION

6. **ROBERTS BANK TERMINAL 2 EXPANSION PROJECT UPDATE**
(File Ref. No. 10-6125-30-004) (REDMS No. 6466120 v. 4)

GP-71

See Page GP-71 for full report

Designated Speaker: Chad Paulin

STAFF RECOMMENDATION

That, as described in the staff report titled “Roberts Bank Terminal 2 Expansion Project Update,” dated September 8, 2020 from the Director, Sustainability and District Energy:

- (1) *Letters be sent to the Federal Minister of Environment and Climate Change, Premier of BC, Provincial Minister of Environment and Climate Change Strategy, and the Provincial Minister of Transportation and Infrastructure requesting that the Roberts Bank Terminal 2 Expansion Project not proceed; and*
- (2) *That staff be directed to work with the BC Environmental Assessment Office to develop provincial assessment conditions that protect the interests of the community, should the Roberts Bank Terminal 2 Expansion Project be approved.*



7. **PHOENIX NET LOFT LEAN-TO AND FIRST NATIONS BUNKHOUSE PRESERVATION COSTS**
(File Ref. No. 06-2052-25-PNET1) (REDMS No. 6518831 v. 5)

GP-85

See Page GP-85 for full report

Designated Speaker: Jim V. Young

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ITEM

STAFF RECOMMENDATION

That the staff report titled “Phoenix Net Loft Lean-to and First Nations Bunkhouse Preservation Costs”, from the Director, Facilities and Project Development dated September 9, 2020 be received for information.

☐

ADJOURNMENT

☐



General Purposes Committee

Date: Tuesday, September 8, 2020

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (attending via teleconference)
Councillor Kelly Greene (attending via teleconference)
Councillor Alexa Loo (attending via teleconference)
Councillor Bill McNulty (attending via teleconference)
Councillor Linda McPhail (attending via teleconference)
Councillor Harold Steves (attending via teleconference)
Councillor Michael Wolfe (attending via teleconference)

Call to Order: The Chair called the meeting to order at 4:01 p.m.

AGENDA ADDITION

It was moved and seconded

That a Mask Policy for City Buildings be added to the agenda as Item No. 9.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meetings of the General Purposes Committee held on July 20, 2020, and the Special General Purposes Committee held on July 27, 2020 be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. HOUSING AGREEMENT BYLAW NO. 10036 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 3208 CARSCALLEN ROAD

(File Ref. No. 08-4057-05) (REDMS No. 6497341)

It was moved and seconded

That Housing Agreement (3208 Carscallen Road) Bylaw No. 10036 to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application RZ 12-610011 be introduced and given first, second and third reading.

CARRIED

2. APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD. FOR AN AGRICULTURAL LAND RESERVE SUBDIVISION AT 3031 NO. 7 ROAD

(File Ref. No. AG 20-891572) (REDMS No. 6494333 v. 3)

Staff reviewed the application, noting that the proposed subdivision would facilitate estate planning for the applicant and that should the application proceed, it will be forwarded to the Agricultural Land Commission (ALC) for review.

Discussion ensued with regard to (i) concerns related to the potential future sale or residential development on the subject property, (ii) proposed future farming activity on-site, (iii) historical aspects of the ALC land severance policy, and (iv) dimensions of the current residential building on-site.

In reply to queries from Committee, staff noted that the applicant has committed to retain the proposed severed homesite parcel for a minimum of five years. Also, it was noted that the proposed subdivided agricultural property will be subject to a legal agreement on-title to ensure no residential development is permitted on the remainder parcel, and such an agreement can be discharged at the discretion of Council.

Bob Holtby, Regency Consultants Ltd., spoke on behalf of the applicant, noting that the proposed subdivision would facilitate estate planning for the applicant's children and allow for financing.

David May, applicant, spoke on his application and the history of the property, noting that he is planning his retirement from farming and would like stay on the homesite parcel. Also, he noted that he would like to transfer parcels of the property to his children to continue farming the land.

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It was moved and seconded

That the application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Subdivision at 3031 No. 7 Road be forwarded to the Agricultural Land Commission.

The question on the motion was not called as discussion ensued with regard to exploring financing options without subdivision of land.

Cllr. Steves left the meeting (4:48 p.m.).

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

It was moved and seconded

That the staff report “Application by Dagneault Planning Consultants Ltd. for an Agricultural Land Reserve Subdivision at 3031 No. 7 Road,” from the Director, Planning, dated August 25, 2020, be referred back to staff to explore financing options without subdivision of the subject site.

DEFEATED

Opposed: Mayor Brodie

Cllrs. Au

Loo

McNulty

McPhail

Cllr. Steves returned to the meeting (4:51 p.m.).

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

3. **APPLICATION BY POLYGON TALISMAN PARK LTD. TO CREATE THE “RESIDENTIAL / LIMITED COMMERCIAL (ZMU47) – CAPSTAN VILLAGE (CITY CENTRE)” ZONE, AND REZONE THE SITE AT 8671, 8731, 8771, 8831/8851 CAMBIE ROAD, 8791 CAMBIE ROAD/3600 SEXSMITH ROAD, AND 3480, 3500, 3520, 3540/3560 SEXSMITH ROAD FROM THE “SINGLE DETACHED (RS1/F)” ZONE TO THE “RESIDENTIAL / LIMITED COMMERCIAL (ZMU47) – CAPSTAN VILLAGE (CITY CENTRE)” ZONE**

(File Ref. No. 12-8060-20-010198; RZ 18-836123) (REDMS No. 6491719 v. 6)

Discussion ensued with regard to (i) installing electric charging stations in the visitor parking stalls, (ii) the application’s proposed tree retention plan, (iii) the application’s proposed sustainability features, (iv) the proposed soil recovery and relocation to the Garden City Lands, (v) the cost of soil relocation, (vi) the public art contributions and options to develop an arts centre, (vii) alternative locations for the proposed City park, and (viii) development of affordable housing units within the project.

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It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10198 to create the “Residential / Limited Commercial (ZMU47) – Capstan Village (City Centre)” zone, and to rezone 8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, 3540/3560 Sexsmith Road from the “Single Detached (RS1/F)” zone to the “Residential / Limited Commercial (ZMU47) – Capstan Village (City Centre)” zone and the “School and Institutional Use (SI)” zone, be introduced and given first reading.

CARRIED

Opposed: Cllr. Wolfe

4. **FUNDING AGREEMENT WITH TRANSPORT CANADA RAIL SAFETY IMPROVEMENT PROGRAM FOR WILLIAMS ROAD-SHELL ROAD INTERSECTION UPGRADE**

(File Ref. No. 01-0140-20-TCAN1-06) (REDMS No. 6492913 v. 3)

It was moved and seconded

- (1) *That the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the Rail Safety Improvement Program funding agreement with Transport Canada for the Williams Road-Shell Road intersection; and*
- (2) *That the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*

The question on the motion was not called as discussion ensued with regard to intersection safety and potential impact to the Environmental Sensitive Area.

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

ENGINEERING AND PUBLIC WORKS DIVISION

5. **CITY CENTRE DISTRICT ENERGY UTILITY BYLAW NO. 9895, AMENDMENT BYLAW NO. 10187**

(File Ref. No. 12-8060-20-009921) (REDMS No. 6465455 v. 2)

It was moved and seconded

That the City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10187 presented in the “City Centre District Energy Utility Bylaw No. 9895, Amendment Bylaw No. 10187” report dated June 10, 2020, from the Director, Sustainability and District Energy be introduced and given first, second, and third readings.

CARRIED

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6. SUPPORT FOR BC SALMON RESTORATION PROJECTS IN STURGEON BANK

(File Ref. No. 10-6160-04) (REDMS No. 6517459 v. 14)

It was moved and seconded

That, as described in the staff report titled "Support for BC Salmon Restoration Projects in Sturgeon Bank," dated August 25, 2020 from the Director, Sustainability and District Energy and the Director, Engineering:

- (1) The scope of the three projects to be included in the Expression of Interest prepared by the South Coast Conservation Land Management Program for submission to the BC Salmon Restoration and Innovation Fund, be supported; and*
- (2) That in-kind contributions for the projects outlined in the Expression of Interest be endorsed.*

The question on the motion was not called as discussion ensued with regard to the proposed projects' impact to salmon habitat.

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

7. 13740 WESTMINSTER HIGHWAY – UNAUTHORIZED WATERCOURSE CROSSING AND DECORATIVE WALL

(File Ref. No. 10-6060-01) (REDMS No. 6511999 v. 5)

It was moved and seconded

- (1) Pursuant to the authority provided in Sections 72, 73 and 75 of the Community Charter, that:*
 - (a) the infill and culvert in the watercourse fronting the property located at 13740 Westminster Highway, and having a legal description of Lot 2 Section 8 Block 4 North Range 5 West New Westminster District Plan 12960 (Parcel Identifier: 001-703-269) (the "Property") be declared as having obstructed, filled up or damaged the watercourse fronting the Property without the City's approval or consent (the "Unauthorized Watercourse Crossing"); and*
 - (b) the decorative wall located at the Property, be declared as creating an unsafe condition;*
- (2) Pursuant to Sections 72 and 73 of the Community Charter, the following remedial action requirements be imposed on Swarn Singh Panesar and Gurbax Kaur Panesar, as the registered owner of the Property (the "Owners"):*
 - (a) to demolish the decorative wall at the Property; and*

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- (b) *to remove all debris from the decorative wall in accordance with any applicable federal, provincial and municipal laws;*
 - (3) *Pursuant to Sections 72 and 75 of the Community Charter, and Part 7 of the Watercourse Protection and Crossing Bylaw No. 8441, the following remedial action requirements be imposed on the Owners:*
 - (a) *to remove the Unauthorized Watercourse Crossing in and about the watercourse fronting the Property; and*
 - (b) *to undertake and complete the restoration work identified in the Scope of Work, attached as Attachment 6 of the report to committee titled 13740 Westminster Highway – Unauthorized Crossing and Decorative Wall, dated August 14, 2020, from the Director, Engineering (the “Report”);*
 - (c) *to undertake and complete the restoration work identified in the Construction Environmental Management Plan for 13740 Westminster Highway dated October 2, 2018 by Madrone Environmental Services Ltd., attached as Attachment 7 of the Report;*
 - (d) *to undertake any additional measures as directed by the General Manager, Engineering and Public Works, to restore the watercourse to its previous condition; and*
 - (e) *to dispose of all material associated with the removal of the Unauthorized Watercourse Crossing at a permitted site under the guidance of a Qualified Professional, in compliance with all applicable federal, provincial and municipal laws;*
 - (4) *That the time limit for completion of all the remedial action requirements described above be set as 5:00 pm on October 30, 2020; and*
 - (5) *That staff be authorized to take all appropriate action in accordance with Section 17 [Municipal Action at Defaulter’s Expense] of the Community Charter to ensure compliance with all remedial action requirements imposed on the Owners, provided that:*
 - (a) *the Owners have not fully completed the remedial action requirements on or before the time limit specified by Council; and*
 - (b) *all costs incurred by the City to fulfill the remedial action requirements shall be at the expense of the Owner, and subject to Section 17 of the Community Charter, such costs shall be recovered from the Owner as a debt owed to the City of Richmond.*

CARRIED

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8. INVESTING IN CANADA INFRASTRUCTURE PROGRAM - MINORU PLACE ACTIVITY CENTRE CONVERSION TO ARTS CENTRE

(File Ref. No. 10-6000-01) (REDMS No. 6507675 v. 5)

It was moved and seconded

- (1) *That the submission to the Investing in Canada Infrastructure Program – Community, Culture and Recreation Stream, requesting funding of up to \$2.4 million as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development be endorsed;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to enter into funding agreements with the government for the aforementioned project should it be approved for funding, as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development;*
- (3) *That the Minoru Place Activity Centre Project capital budget be increased by \$749,000, which will be funded by Project Developments 2020 Operating Budget account “Infrastructure Replacement” and that the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly; and*
- (4) *That the Revised Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly should the aforementioned project be approved for funding as outlined in the report titled, “Investing in Canada Infrastructure Program - Minoru Place Activity Centre Conversion to Arts Centre,” dated August 5, 2020 from the Director, Facilities and Project Development.*

The question on the motion was not called as discussion ensued with regard to (i) the grant application process, (ii) the proposed location of the proposed solar panel equipment, and (iii) estimated costs of the proposed solar equipment installation.

In reply to queries from Committee, staff noted that the estimated life of the solar equipment would be approximately 10 years or greater and that there are options to salvage the solar equipment and relocate to another location if required.

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

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9. **MASK POLICY FOR CITY BUILDINGS**

(File Ref. No.)

It was moved and seconded

That staff review the development of a mask policy for all City buildings, and report back.

The question on the motion was not called as it was suggested that staff review the development of a mask policy with a consideration of the different age groups, activity levels, and indoor and outdoor spaces. Also, it was suggested that staff consult with relevant organizations such as WorkSafe BC and Vancouver Coastal Health during the review.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:31 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, September 8, 2020.

Mayor Malcolm D. Brodie
Chair

Evangel Biason
Legislative Services Coordinator

From: Greene, Kelly <kgreene@richmond.ca>
Sent: September 6, 2020 2:31 PM
To: Jesson, Claudia <CJesson@richmond.ca>
Subject: Motion for next GP

Hi Claudia,

Please include the following motion for the next GP, two weeks from now.

Thanks kindly,

Kelly

Referral

To investigate and report back on feasibility and options for expanded at-home business use; for example, personal services, RMTs, etc. Not to include retail or other businesses that can be expected to generate traffic, noise, or odours.

Rationale

Due to the ongoing pandemic, more small businesses and sole proprietorships are struggling to survive a prolonged economic slowdown. Meeting Health pandemic guidelines and restrictions may also be easier to implement in a home environment, for example distancing and ventilation. Increasing options for these owners to safely make ends meet, while being good neighbours, will be beneficial for our community. Timely solutions are needed to support residents' ability to provide for their families.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam
General Manager, Community Safety
Date: August 31, 2020
File: 12-8060-01/2020-Vol
01
Re: **Parking fees for 8620 and 8660 Beckwith Road**

Staff Recommendation

1. That an option as outlined in the staff report titled "Parking Fees for 8620 and 8660 Beckwith Road, dated August 31, 2020, from the General Manager, Community Safety, be approved and implemented; and
2. That the neighbouring businesses be consulted for feedback on the potential impact of enforcement of time-limited street parking.

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

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

Staff Report

Origin

This report responds to a referral by Council made on January 14, 2020:

That staff examine the site specific daily rate in light of the proximity of the Canada Line for the 32 spots located at 8620 and 8660 Beckwith Road and report back.

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.

5.1 Maintain a strong and robust financial position.

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

In a staff report to the Community Safety Committee titled "Parking Fees for 8620 and 8660 Beckwith Road", dated January 6, 2020, staff recommended that a parking meter be installed at 8660 Beckwith Road with a programmed hourly rate of \$2.75 as set out in the Consolidated Fees Bylaw No. 8636 (Consolidated Fees Bylaw). At the meeting, the Committee referred the report back to staff to explore other payment options that would take into consideration the proximity of the Canada Line and its patrons. This report provides five scenarios for Council to consider.

Analysis

There is no time limited parking on Beckwith Road or on any of the roads within close proximity to 8660 Beckwith Road. The neighbouring streets are heavily used by local businesses and patrons of the Canada Line as it allows unregulated timed street parking as per the Traffic Bylaw No. 5870 (Traffic Bylaw). There is currently capacity within the neighbouring streets to accommodate approximately 200 free on-street parking stalls for commuters of the Canada Line and local business patrons. While there is a three hour parking maximum in the Traffic Bylaw, the bylaw is only enforced if Community Bylaws receives a complaint from the affected business owner.

To recover the cost of converting 8660 Beckwith to pay parking, the City would implement time limited regulatory street signage on Beckwith Road and the surrounding streets such as Smith Street and Charles Street, which would encourage the use of the paid parking lot. While enhanced enforcement would likely result in increased revenue for the City, it could create hardship for area residents who work in Vancouver and rely on the Canada Line as an economical and sustainable alternative to driving into downtown Vancouver and the North Shore.

There may also be unintended impact on local businesses when turning 8660 Beckwith Road into a paid parking facility. As such, staff recommend that local businesses, within the surrounding

area and adjacent to 8660 Beckwith Road, be surveyed to address possible concerns they may have on how enforcing time limited street parking could affect their businesses.

In response to the referral from the Committee, staff have explored five scenarios and their payback period to recover the investment to convert the property to a paid parking lot in this report for Council consideration.

Scenarios 1-4 explore daily rates of \$3.00 (same as the park and ride location), \$6.00, \$10.00 and \$20.00 and their corresponding pay back time to recover the investment to convert the site to a paid parking lot. These proposed daily rates range from modest to comparable to downtown Vancouver costs for illustration. All four scenarios require the same upfront investment of \$46,000 with varying payback time for this investment. Scenario 5 explores an “outside of the box” scenario that has no upfront costs associated. None of these scenarios take into consideration the carrying costs of this property as the costs would need to be incurred regardless. Table 1 below summarizes the five scenarios for easy reference.

Table 1: Summary of Parking Charge Scenarios

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
Stalls	32	32	32	32	N/A
Rate Charged	\$3.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$6.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$10.00 Daily Rate Per day per stall (7:00am to 9:00pm)	\$20.00 Daily Rate Per day per stall (7:00am to 9:00pm)	0
Annual Revenues	\$35,040	\$70,080	\$116,808	\$233,616	0
Annual OBI	\$5,500	\$5,500	\$5,500	\$5,500	0
Annual Revenues net of OBI Costs	\$29,540	\$64,580	\$111,308	\$228,116	0
Monthly Revenues net of OBI Costs	\$2,642	\$5,382	\$9,276	\$19,010	0
Total Investment to create parking lot	\$46,000	\$46,000	\$46,000	\$46,000	0

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
Parking meter purchase	\$9,000	\$9,000	\$9,000	\$9,000	0
Total investment to create parking lot with parking meter	\$55,000	\$55,000	\$55,000	\$55,000	0
Months to pay off cost of improvements	22.34	10.22	5.93	2.89	0
Pro	Provide parking at the same rate as Park and Ride to encourage the use of public transit with some turnover of parking spaces. Cost recovery for improvements required.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Parking rates vary from \$10.00 for 8 hours up to \$27.00 depending on the location of the lot within the City of Vancouver.	Does not set up expectation that this property is purchased to provide parking and preserve future development opportunities
Con	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops. Negligible revenue for a	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops. Negligible revenue for a	Minimum turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will remain cheap parking as the area redevelops.	No turnover of parking spaces to serve local businesses. Set up expectation that this City owned property will be made available for parking as the area redevelops.	Will not provide 32 available parking spaces to serve commuters and local businesses.

Scenarios	1. Daily rate at \$3.00 (Same as Park and Ride)	2. Daily rate at \$6.00	3. Daily rate at \$10.00	4. Daily rate at \$20.00	5. Keep the Lot Vacant (No Parking)
	City asset.	City asset.			

Scenario 1 - \$3.00 Daily Rate - Same as Park and Ride (Table 1)

As of January 2020, the Translink/River Rock Park and Ride at the Bridgeport Canada Line Station increased their daily parking rate from \$2.50 to \$3.00 which is in effect for a 24 hour period. If the City were to mirror the subsidized rate, it would take approximately just over 22 months to repay the initial investment- if the parking lot is being utilized 365 days per year.

Amendments would be required for both the Parking (Off-Street) Regulation Bylaw No. 7403 and the Consolidated Fees Bylaw No. 8636 to accommodate the preferred rate of \$3.00 per day.

Scenario 2 – Daily rate at \$6.00 (Table 1)

Scenario 2 doubles the daily rate from Option 1 and represents a modest improvement to the time required to recover the investment cost from 22 months to 10.22.

Scenario 3 – Daily Rate at \$10.00 (Table 1)

Scenario 3 further increases the daily rate from Option 1 and represents a modest improvement to the time required to recover the investment cost from 22 months to 5.93. A \$10 per day parking rate would be attractive to day trippers into Vancouver. As such, it would likely create some turnover of the parking spaces.

Scenario 4 – Daily rate at \$20.00 (Table 1)

This proposed rate is at par with some Vancouver parking lots. At this rate, it would not be an attractive parking alternative to many. This scenario is proposed to illustrate that there is a ceiling to daily rates that most people are willing to pay and to illustrate the small difference in the timing for cost recovery.

Scenario 5 – Keep the Lot Vacant (No Parking) (Table 1)

This is an “outside of the box” scenario that would not increase the available parking in this area. However, there will not be any associated costs to be spent to create 32 additional paid parking spaces in an area where there are already approximately 200 “free” off-street parking available to the public. It is staff’s belief that the temporary creation of 32 additional paid parking spaces will have minimal impact on the Canada Line ridership.

Common Considerations for Scenarios

As outlined in the staff report titled “Application by the City of Richmond for an Official Community Plan Amendment that would Permit a Temporary Commercial Use Permit at 8620 and 8660 Beckwith Road”, dated April 10, 2019, and approved by Council on April 23, 2019, the Operational Budget Impact (OBI) cost for site maintenance is estimated at \$5,500 per annum and will be covered on an ongoing basis from the gross revenue generated by the parking lot fees.

Financial Impact

It should be noted, that the City originally purchased the property for \$3,150,000.00 with the intent to hold the property for future development. Real Estate Services would be open to a Fair Market Value lease agreement with a third party, but originally, Council approval was only given as a Temporary Commercial Use Permit (TCUP) for three years effective May 21, 2019. There may be an option to extend the TCUP for one further three year period if Council so desires.

The financial impact varies depending on direction from Council. Should Council direct staff to convert 8860 Beckwith Road to a parking lot (Scenario 1-4), any revenue generated will first be returned to Real Estate Services’ account (which financed the improvements) until such time as the costs have been recovered. The estimated time frame, depending on which option is selected, ranges from 2.89 to 22.34 months for the projected cost recovery which is based on expected usage and existing available parking within the Bridgeport area.

Conclusion

This report provides options for consideration by Council in response to the referral from the Community Safety Committee on March 11, 2020.



Susan Lloyd
Program Manager, Administration, Parking Enforcement
and Animal Control – Community Bylaws
(604-247-4467)



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** August 20, 2020

From: Marie Fenwick **File:** 11-7000-09-00/Vol 01
Director, Arts, Culture and Heritage Services

Re: **Revised Public Art Program Policy**

Staff Recommendation

1. That Council direct staff as to its preferred option for the approval of the Terms of Reference for Public Art on Private Property as described in Table 1 on page 4 of the staff report titled, "Revised Public Art Program Policy" from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required; and
2. That Council direct staff as to its preferred option for the allocation of Voluntary Developer Public Art Contributions as described in Table 2 on page 7 of the staff report titled, "Revised Public Art Program Policy" from the Director, Arts, Culture and Heritage Services dated August 20, 2020 and that the Public Art Program Policy be updated accordingly if required.

CM Fenwick

Marie Fenwick
Director, Arts, Culture and Heritage Services
(604-276-4288)
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	<i>Severance</i>
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>CF</i>	APPROVED BY CAO <i>[Signature]</i>

Staff Report

Origin

On November 4, 2019 at the General Purposes Committee meeting, Council made the following referral:

That the staff report titled, “Local Art Plans, Vision and Themes, Opportunities for Young and Emerging Artists and Council Approval of Private Development Public Art and Developer Contributions – New Policy” from the Director, Arts, Culture and Heritage Services dated September 17, 2019, be referred back to staff to examine:

- *the harmonization of procedures for public art development on private and public property, which provides the terms of reference and concepts for Council consideration only at the initial application phase;*
- *potential monetary thresholds and options for the allocation of voluntary developer public art contributions; and*
- *whether preference can be given to local and emerging artists in public art projects.*

The purpose of this report is to respond to this referral.

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.

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.

Background

At the General Purposes Committee meeting on November 4, 2019, staff responded to a July 2, 2019 referral that directed staff to provide a revised Public Art Program Policy in which Council has the discretion to approve or refuse artwork on public or private property, recommend allocating equivalent funds for other projects, and provide opportunities for young and emerging artists. Staff also provided information on local art plans, and vision and themes for public art.

Staff included information regarding the implications and administrative procedures associated with the recommended Policy changes in order to address questions and concerns raised by Council.

Analysis

Council Approval of Terms of Reference for Public Art on Private Property

All public art projects, whether on public or private lands, begin with a Terms of Reference (TOR) which includes the objectives and suggested themes for the public art work, budget, artist eligibility, artist selection method, selection panel composition, site location and timeline for implementation and delivery of the artwork.

Currently, for public art projects on public lands, the TOR is developed by staff, reviewed and endorsed with a resolution by the Richmond Public Art Advisory Committee (RPAAC), and approved by Council before the artist call and selection process can begin. In contrast, for artworks on private property, the TOR is developed by the public art consultant working with the developer and presented for review to RPAAC before the selection process can begin.

At Council direction, a revised Public Art Program Policy could give Council the authority to approve or refuse the TOR for public art on private property that is commissioned through the City's public art program and the development application process.

The current typical two-stage process for the selection and approval of public art is described in Attachment 1. In the revised process (indicated in red), Council would have authority to approve or reject the Terms of Reference, thus harmonizing the process currently in place for the approval of Terms of Reference for public art on public property.

Monetary Thresholds

At the November 4, 2019 General Purposes Committee Meeting, it was suggested that the increased volume of reports to Council to approve additional TORs might be managed with a monetary threshold that would trigger the Council approval requirement; for example, Council might approve the TOR only for projects with budgets that exceed \$250,000.

While the number and budget of public art projects commissioned through the development application process varies from year to year, on average there are 6-8 new art projects presented annually to RPAAC, of which 50% would typically have budgets that exceed the potential budget threshold of \$250,000. Based on 2020 Public Art contribution rates (\$0.89 for residential developments and \$0.47 for commercial), the scale of a development project needed to generate \$250,000 is 280,899 sq. ft for residential and 531,919 sq. ft for commercial project.

Table 1 provides three options for Council's consideration to maintain or revise the current Public Art Program Policy (Attachment 2) regarding approval of TORs for Public Art on private property.

Table 1: Options for Council Approval of Terms of Reference for Public Art on Private Property

Policy Option	Process	Impacts/Implications
Option 1: Status Quo	TOR presented by consultant to RPAAC for review before the selection process can begin.	None
Option 2: Council approves TOR for all public art projects on private property commissioned through the development applications process	<p>TOR presented by consultant to RPAAC for review.</p> <p>Once recommended, TOR presented by consultant to PRCS Committee/Council for approval before the selection process can begin.</p>	<p>Increased staff resources for administration as required for additional reports to Council.</p> <p>Increased administration required of consultant for additional reports to PRCS/Council will reduce developer-funded budget available for the artwork itself.</p> <p>Potential delays in commissioning of artworks, particularly if the TOR is rejected, necessitating a second report to Council.</p> <p>Not retroactive; any applications already submitted to the City prior to adoption of the new Policy will continue to be processed under the existing Policy.</p>
Option 3: Council approves TOR for all public art projects with budget > \$250,000 on private property commissioned through the development applications process	<p>TOR presented by consultant to RPAAC for review.</p> <p>Once recommended, if project budget is >\$250,000, TOR presented by consultant to PRCS Committee/Council for approval before the selection process can begin.</p>	Same as Option 2, with reduced staff resources for administration as required for additional reports to Council.

Allocation of Voluntary Developer Public Art Contributions

Council currently approves voluntary developer public art contributions at the Rezoning or Development Permit Stage. These developer contributions are allocated to one or both of the following funding streams:

1. Commissioning of public art on, or near, the Private Development Site consistent with (where applicable) area-specific Council-approved Civic Public Art Plans (i.e., City Centre, Richmond Olympic Oval Precinct, Capstan Village, Minoru Civic Precinct and Alexandra Neighbourhood); or
2. Deposited to the Public Art Program Reserve Fund, to finance the Civic Public Art Program (that is not tied to Capital Projects) as well as Educational and Community Public Art Programs and activities.

Unlike other community amenities (e.g., child care or affordable housing), development incentives are not offered in exchange for Public Art contributions as they are voluntary.

With the exception of artworks commissioned specifically for select civic capital projects (1 percent of construction costs), it is voluntary Developer Contributions (0.5 per cent of private development project construction costs) that finance all regular Public Art Program artworks and activities. Through the Public Art Program Reserve Fund, developer contributions pay for Civic and Community Public Art programs that may or may not involve physical artworks. These include community engaged public art programs, professional development workshops for local artists and partnerships with community groups.

A. Allowable Use of Voluntary Developer Contributions

As described in the February 8, 2019, report to the Parks, Recreation and Cultural Services Committee, contributions to the Public Art Program Reserve Fund must be used for Public Art Program activities. The City is legislatively bound to comply with the reserve fund use limitations. It is therefore precluded from using the funds for building or maintaining facilities, or other general operating costs of the City.

In order for Council to allocate voluntary developer public art contribution funds to other uses, including arts facilities, a new Public Art and Arts Facilities Program Reserve Fund would need to be established to replace the existing Public Art Program Reserve Fund. Because there are already legal agreements in place, the current Public Art Program Reserve Fund would remain in place for several years until all the funds have been spent in accordance with the current policy.

In addition, a new Arts Facilities Program would need to be added to the Policy to support the development of new civic arts facilities, augment other civic arts facility capital project budgets and fund capital improvements to existing civic arts facilities. New civic arts facilities could include spaces for creation, display, performance, arts education, multimedia presentation and other arts-based activities. The proposed wording for a revised Policy with a new Arts Facilities Program is included in Attachment 3.

There are existing developer-funded mechanisms in place to finance the building of arts facilities, as described in Attachment 4.

As voluntary developer contributions are set at 0.5 per cent of private development project construction costs, the Facilities Reserve would be very slow to accumulate enough funds for substantial facility projects compared to the existing mechanisms; it would take decades to accumulate enough funds to pay for even a small building, and assuming all funds were earmarked for facility construction and none to the creation of artworks.

B. Approval of Voluntary Developer Contribution Allocations

The current Public Art Program Policy indicates that the developer and staff determine how their contribution is to be allocated. For contributions over \$40,000, the developer may a) make a monetary contribution to the City's Public Art Program Reserve Fund, b) provide public artwork of a value equal to the public art contribution for the project, or c) negotiate a split of its contribution between cash-in-lieu and provision of artwork. For contributions under \$40,000, the developer makes a monetary contribution to the City's Public Art Program Reserve Fund.

In order for Council to have the discretion to recommend how voluntary developer contributions are allocated, the Policy would need to be revised in order for the developer to require Council approval in cases where the developer wished to provide public artwork on or near the property.

A revised process which gives Council the discretion to determine how voluntary developer contributions are allocated will necessitate an extra step in the process prior to Rezoning or Development Permit stage:

- In cases where the developer prefers to direct the voluntary contributions to art on/near their site, there would now be a staff report from the Public Art Planner seeking Council's approval prior to the proposed development being forwarded to Planning Committee or the Development Permit Panel.
- The approved allocation would then be included in the Rezoning or Development Application Report to Council.

There would be a period of several years when two Policies would be in effect simultaneously: one for projects begun prior to the adoption of the new Policy and another for those received after the new Policy is adopted. Upon completion of all projects under the current Policy, the new Policy would be the only one remaining in effect.

Table 2 describes four options for Council's consideration regarding allocation of voluntary developer public art contributions.

Table 2: Options for Allocations of Voluntary Developer Public Art Contributions

Policy Option	Process	Impacts/Implications
Option 1: Status Quo	Private Developer Public Art contribution and allocation (to Public Art Program Reserve Fund, provision of art or combination of both) is identified at Rezoning or Development Permit stage in Report to Council.	None
Option 2: Public Art Program Reserve Fund replaced with Public Art and Arts Facilities Program Reserve Fund Status quo maintained for the approval of developer contribution allocations.	Private Developer Public Art contribution and allocation (to new Public Art and Arts Facilities Program Reserve Fund, provision of art or combination of both) is identified at Rezoning or Development Permit stage in Report to Council.	<p>Policy amended to add New Arts Facilities Program.</p> <p>Establishing additional Public Art and Arts Facilities Programs Reserve Fund will necessitate a new reserve fund bylaw.</p> <p>Funds directed to Arts Facilities Program might jeopardize sustainability of community Public Art Programs financed from same Fund.</p> <p>Not retroactive; current Public Art Program Reserve Fund remains in place, as well as the new one, until funds have been spent.</p>
Option 3: Status quo maintained for Public Art Program Reserve Fund Council approves developer contribution allocations.	<p>If developer wishes to direct contributions to the creation of public art, Council approval is required prior to the proposed development being forwarded to Planning Committee or Development Permit Panel.</p> <p>Approved allocation is included in Rezoning or Development Permit Report to Council</p>	<p>Policy amended to add requirement for Council approval where funds are to be allocated to provision of public art.</p> <p>Developers may opt out of participating in the Public Art Program due to potential impacts on public realm design plans and delays in the development application process.</p> <p>Contradicts Policy 6.1 “to encourage the private sector to support the integration of public artworks.”</p> <p>Not retroactive; will apply only to private development applications submitted to the City after the date of Council’s adoption of</p>

Policy Option	Process	Impacts/Implications
		<p>the new Policy.</p> <p>Increased staff resources required for administration of additional reports to Committee/Council*.</p> <p>*Note: Council could consider increasing the Administrative Fee allocation from 15 per cent to 20 per cent to provide additional funding for the administrative expenses. If so, the Policy would be updated accordingly.</p>
<p>Option 4:</p> <p>Public Art Program Reserve Fund replaced with Public Art and Arts Facilities Program Reserve Fund</p> <p>Council approves developer contribution allocations.</p>	<p>If developer wishes to direct contributions to the creation of public art, Council approval is required prior to the proposed development being forwarded to Planning Committee or Development Permit Panel.</p> <p>If Council does not approve provision of public art, funds are directed to new Public Art and Arts Facilities Program Reserve Fund.</p> <p>Approved allocation is included in Rezoning or Development Permit Report to Council.</p>	Same as Option 2 + Option 3

Attachments 5 and 6 depict the current process for the allocation of private developer public art contributions in comparison with a revised process that would require Council approval for developers to allocate funds to the provision of public art associated with their property.

Any new Public Art Program Policy will apply to private development applications submitted to the City after the date of Council's adoption of the Policy. Any applications already granted first reading by Council or endorsed by the Development Permit Panel would proceed in accordance with the existing Policy. Any applications already submitted to the City received prior to adoption of the new Policy will be processed under the existing Policy. Any applications received after Policy adoption will be considered under the new Policy.

There would be a period of several years when two policies would be in effect simultaneously: one for projects begun prior to the adoption of the new Policy and another for those received after the new Policy is adopted. Upon completion of all projects under the current Policy, the new Policy would be the only one remaining in effect.

Opportunities for Local and Emerging Artists

Council has directed staff to explore options where preference is given to local and emerging artists for public art opportunities on private lands through the development application process.

Currently, Richmond-based artists (established and emerging) are encouraged to apply to all open public art competitions in Richmond, whether civic or private, which are promoted via the City website, Arts and Culture e-blast and other promotional channels targeted to members of the Richmond arts community.

Civic artist calls are often limited to Richmond-based artists with the Terms of Reference developed to attract artists with a range of art forms typically practiced in Richmond; recent examples include Richmond Has Heart Public Art Projects and the Alexandra Greenway Integrated Public Art Project. As well, many civic public art project opportunities welcome proposals from emerging artists of all ages and some artist calls are specifically targeted to emerging artists; recent examples include the Art Wrap Program Roster, No. 3 Road. Art Columns and Capture Photography Festival Canada Line Public Art Project.

Additional programs and opportunities for local, young and emerging artists can be added at any time within the current Public Art Policy.

The overwhelming majority of public art projects on private property are physical, large-scale permanent artworks. This is a highly specialised art practice and there is currently a very small number of artists in Richmond with this expertise in their art practice. Richmond's Public Art Program continues to encourage the involvement and professional growth of local artists through the Art at Work professional development workshop series, Community Public Art Program and additional mentoring opportunities. Meanwhile, the majority of public art projects commissioned on private property since 1997 are by local artists based in the Metro Vancouver area:

Richmond: 10
Elsewhere in Metro Vancouver: 44
Elsewhere in BC: 5
Canada: 3
International: 3

Except for rare exceptions, all civic public art projects on public lands are selected through an open call process. In contrast, public art for projects on private property is typically commissioned in one of three ways: by-invitation calls for proposals, direct commissions and open calls. This flexibility allows public art consultants to attract acclaimed, in-demand artists with regional, national and international reputations, including those that would not participate in an open call. This practice is also in keeping with Richmond's identity as a cosmopolitan city that reflects its culturally rich and diverse residents, and attracts visitors from around the world.

Financial Impact

At this time, staff are unable to quantify the financial impact with respect to the new Public Art Program Policy. However, any of the proposed policy changes are expected to require additional resources for overall program administration, including oversight, communications and reports to Council. Based on the number of private development public art projects in recent years, the additional staff time could be as high as 15% of the Public Art Planner's current position to seek Council approval for the spending of developer contributions towards private art projects as well as for TOR approvals. This percentage will be higher if rejected TORs necessitate additional reports to attain Council approval. Any changes will result in additional costs which will be passed on to taxpayers through an increase in the annual property tax increase.

Conclusion

Public art created through the private development approvals process has contributed to Richmond's urban design and cultural fabric for more than 20 years thanks to a Public Art Program Policy that ensures Council, staff and community members play essential roles in its administration. A revised Policy that reflects Council's preferences in the approval of public art can support Richmond's vision to be the most appealing, liveable and well-managed community in Canada.

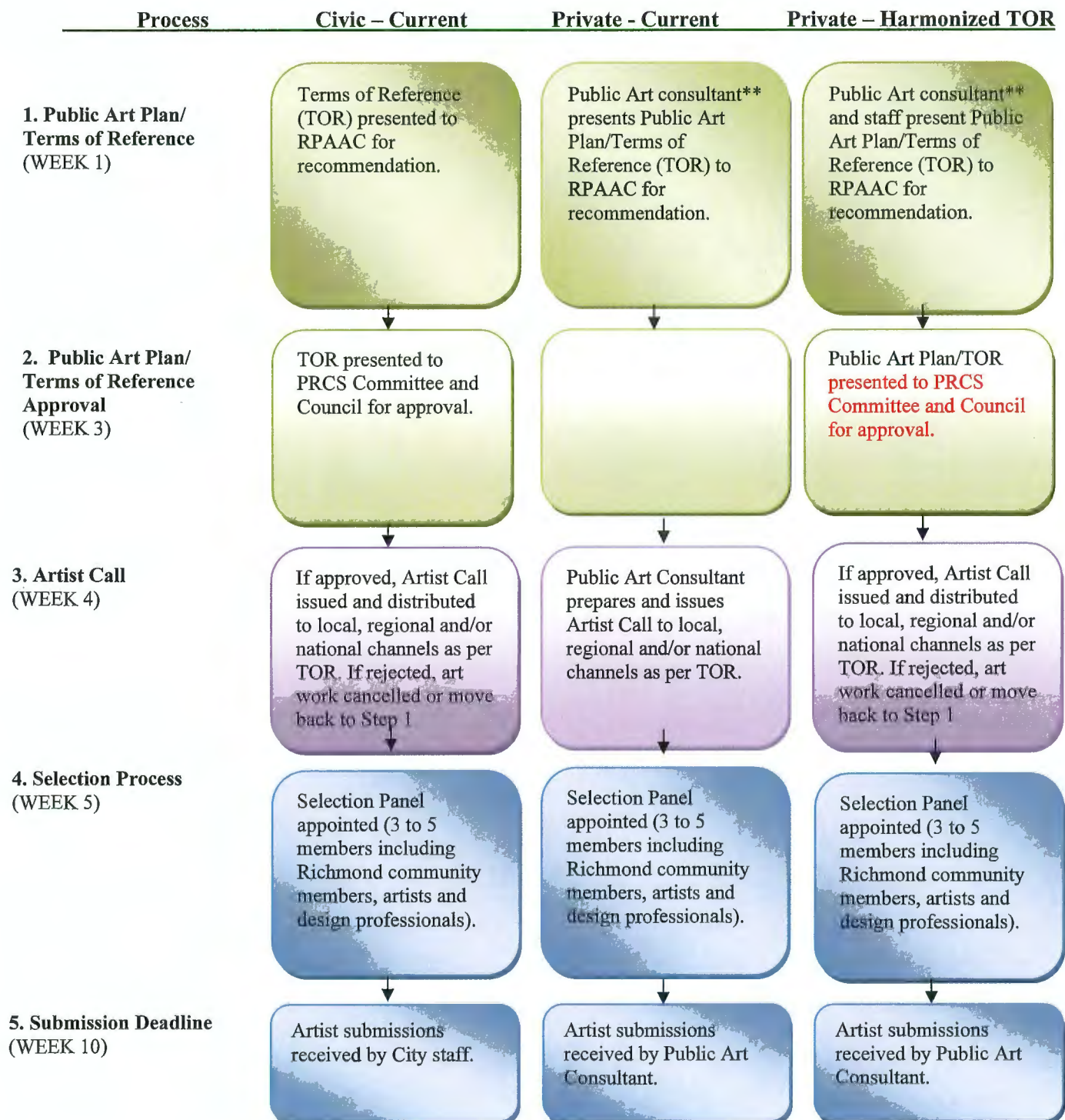


Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 6

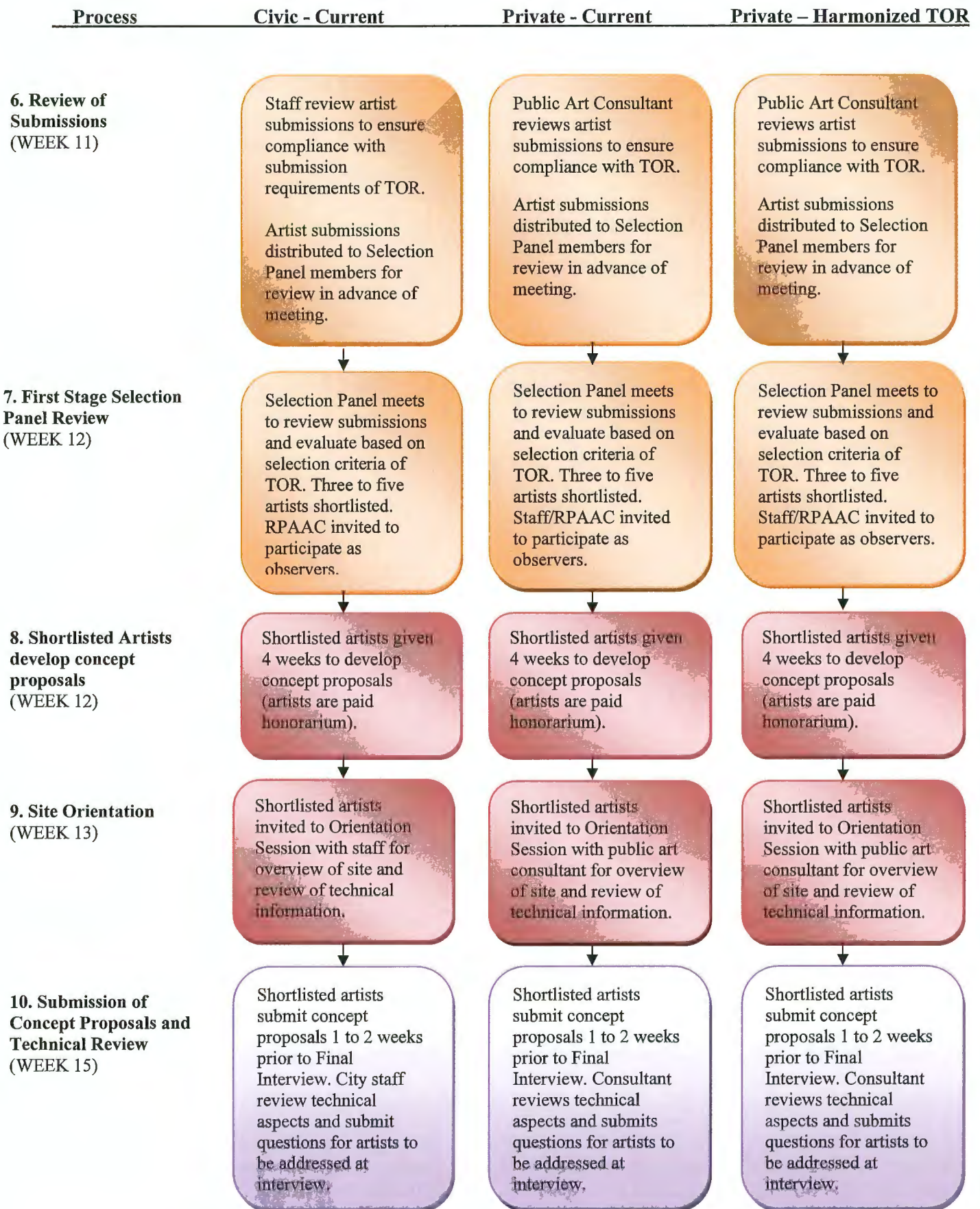
1. Public Art Selection and Approvals Process
2. Policy 8703 - Public Art Program
3. Revised Policy – Proposed Wording for Arts Facilities Program
4. Current developer-funded processes for provision of facilities
5. Existing Process - Allocation of Private Developer Public Art Contributions
6. Revised Process - Allocation of Private Developer Public Art Contributions

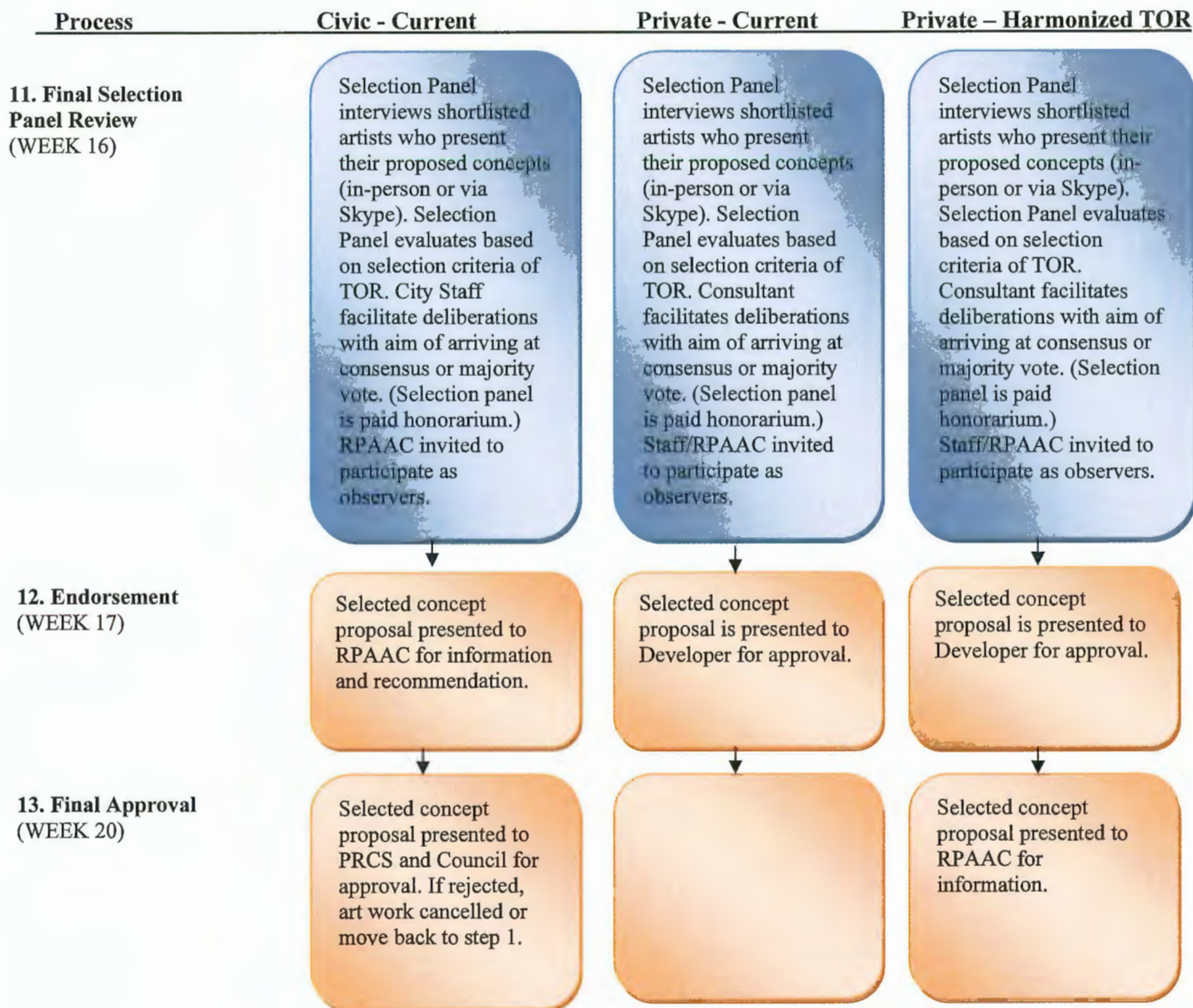
Public Art Selection and Approvals Process*



*Based on the Two-Stage Selection, as the most common process for selecting large-scale public art work, which is typically sought for civic projects and private developments.

**In some cases, City Staff may administer the selection process on behalf of the developer.





**Policy 8703:**

It is Council policy that:

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RICHMOND PUBLIC ART PROGRAM

1. APPLICATION AND INTENT

- 1.1 Public art** is defined as artwork in the public realm, which is accessible physically or visually to the public and possesses aesthetic qualities. Public Realm includes the places and spaces, such as building facades, parks, public open spaces and streets, which provide physical or visual access to the general public.
- 1.2 Public Art Program:** Public art animates the built and natural environment with meaning, contributing to a vibrant city in which to live and visit. By placing artwork in our everyday environment, the Public Art Program sparks community participation in the building of our public spaces, offers public access to ideas generated by contemporary art, celebrates community history, identity, achievements and aspirations, encourages citizens to take pride in community cultural expression and creates a forum to address relevant themes and issues of interest and concern to Richmond's citizens.

2. PROGRAM GOALS

- 2.1** The Public Art Program strives to:
- a) Spark community participation** in the building of our public spaces, encouraging citizens to take pride in public cultural expression;
 - b) Provide leadership in public art planning** through civic, private developer, community and other public interest initiatives to develop the City's cultural uniqueness, profile and support of the arts;
 - c) Complement and/or develop the character of Richmond's diverse neighbourhoods** to create distinctive public spaces, which enhance the sense of community, place and civic pride;
 - d) Increase public awareness**, understanding, and enjoyment of the arts in everyday life, and provide equitable and accessible opportunities for Richmond's diverse community to experience public art;
 - e) Encourage public dialogue** about art and issues of interest and concern to Richmond residents; and
 - f) Encourage public art projects that work towards achieving a more sustainable community**, environmentally, economically, socially and culturally.

3. PROGRAM OBJECTIVES

- 3.1** The objectives of the Public Art Program are:
- a) Increase opportunities for the community and artists** to participate in the design of the public realm;
 - b) Develop original site-specific works of art** in order to contribute to cultural vibrancy;
 - c) Select art through an arms'-length process** incorporating professional advice and community input that ensures the quality of art and its relevance to the community and site;



- d) **Ensure that a public and transparent** process is maintained to develop and accept public art;
- e) **Enter into partnerships** with private and public organizations to further public art in the City; and,
- f) **Ensure that public art, and the environs of that art, are maintained** in a manner that will allow for continued public access to, and enjoyment of, these artworks in appropriate settings.

- 3.2 The Public Art Program will maintain a continuous, consistent and affordable funding mechanism to support the City's commitment to public art.

4. ADMINISTRATIVE PROCEDURES

- 4.1 Council approval is required for all public art plans and projects on City controlled property.
- 4.2 The City will develop administrative procedures relating to the management of projects, including: selection processes, developer contributions, donation and de-accession guidelines, site considerations, documentation and maintenance (the "Public Art Program Administrative Procedures Manual").
- 4.3 The City will maintain a Public Art Program Reserve to hold public art allocations from both public and private sources for capital expenses.
- 4.4 The City will maintain a Public Art Program Operating Provision to hold public art allocations from private sources for operating expenses relating to the administration of the Public Art Program.

5. CIVIC PUBLIC ART PROGRAM

5.1 General

- 5.1.1 The City's policy is to provide leadership in public art by incorporating public art, at the planning stages, into the development or renovation of civic infrastructure, buildings, parks and bridges, and to encourage collaboration between the Public Art Advisory Committee, City staff, artists, engineers, design professionals and the community to enrich such projects.
- 5.1.2 The priority for civic public art projects will be to fully integrate the artwork into the planning, design and construction of civic works and to select and commission an artist to work as a member of the project consultant design team, in order to maximize opportunities for artistic expression and minimize material and construction costs.

5.2 Project Identification

- 5.2.1 The City will identify and prioritise specific areas within the City and types of capital projects appropriate for the inclusion of public art. Applicable projects include:
- a) New building construction;
 - b) Major additions or renovations to existing buildings;
 - c) Park development projects;
 - d) Environmental programs; and
 - e) New engineering structures.



5.2.2 Projects appropriate for consideration should:

- a) Have a high degree of prominence, public use and/or public realm impact;
- b) Achieve or enhance project objectives or other City objectives (e.g. beautification, liveability, multiculturalism, sustainability, cultural or environmental interpretations);
- c) Promote opportunities for meaningful community participation; and/or
- d) Complement existing public artworks or public amenities in the local area, and/or fulfil a need identified in that community.

5.2.3 The City will undertake artist-initiated public art projects from time to time. Artists will be invited to submit proposals for concepts and locations of their own choosing, and may be asked to respond to a specific topic of community interest or importance.

5.3 Funding

5.3.1 Each year, the City will commit an amount of funds equivalent to a minimum of 1% of each Capital Project Budget, to the planning, design, fabrication and installation of public art, provided that:

- a) Capital projects for equipment and land acquisition are exempt;
- b) Infrastructure utilities projects - water supply and sewerage - which are funded solely from restricted sources, are exempt; and
- c) For eligible projects, allocations are based on the construction costs of capital projects, and exclude soft costs (i.e., administration, professional and legal fees, furnishings, and permit fees).

5.4 Donations and/or Gifts of Artwork(s)

5.4.1 Private donations or gifts of artworks may be accepted into the City's public art collection, provided that:

- a) The artworks are assessed on their artistic, environmental, cultural, historical and social merits before being accepted into the City's public art inventory;
- b) A suitable site can be identified; and
- c) Funds are made available for the ongoing maintenance and conservation of the artwork.

5.5 Purchase Pre-Existing Artwork

5.5.1 The City may add to its public art inventory by purchasing pre-existing works of art from time to time.

5.6 De-accession

5.6.1 De-accession is defined as any actions or set of procedures that result in the cessation by the City of its ownership and possession of works of art installed in public places, through sale, exchange, gift or any other means.

5.6.2 Provided that the de-accession of the artwork is not contrary to the terms on which it was received by the City, the City may de-accession artworks from the City's inventory when necessary:

- a) Through a considered public review and assessment process;
- b) If the de-accession of the artwork is evaluated on a case by case basis; and



- c) If the de-accession of the artwork is endorsed by Council.

6. PRIVATE DEVELOPMENT PUBLIC ART PROGRAM

6.1 General

The City's policy is to encourage the private sector to support the integration of public artworks in the community during the rezoning and development permit processes, and the collaboration of artists, design professionals and the community in the design of that art.

6.2 Project Identification

- 6.2.1** Applicable projects include new building construction, major additions or renovations to existing buildings, as follows:

- a) For residential uses containing 10 or more units; and
- b) For non-residential uses with a total floor area of 2,000 m² (21,530 ft²) or greater.

- 6.2.2** The following uses or occupancies of all or part of a development or building are exempt from contributing to the Public Art Program:

- a) Community Amenity Space, Community Care Facility, Congregate Housing, Child Care, Health Services, Education and related uses as defined under the Richmond Zoning Bylaw, as amended from time to time;
- b) Purpose-built non-market rental and subsidized social housing projects and/or units secured through the City's Affordable Housing Strategy; and

- 6.2.3** Public art should be sited in locations that meet the following criteria:

- a) Visibility and accessibility (as appropriate to the art work) for pedestrians and/or motorists;
- b) Proximity to high pedestrian activity areas, e.g. active retail areas, transit stops (especially those serving high ridership routes), places of public gathering, public open spaces and recognized pedestrian routes;
- c) Opportunities to expand on existing or future public artworks as part of an existing or proposed multi-artwork public art plan; and/or
- d) Places of special heritage or community significance.

6.3 Funding

- 6.3.1** The public art contribution rate for private sector public art projects is an amount equivalent to a minimum value of 0.5% of the estimated total project construction cost:

- a) Contributions are based on construction costs and exclude soft costs (i.e., administration, professional and legal fees, furnishings, development cost charges, and permit fees);
- b) For the purpose of calculating public art contributions for private development, only floor areas that make up the calculation of density as set out under the Richmond Zoning Bylaw, as amended from time to time, are included;
- c) Floor areas for uses set-out under 6.2.2, above, are excluded; and
- d) This contribution funds the planning, design, fabrication and installation of public art.



- 6.3.2** The City will issue guidelines for calculating the public art contribution based on building types and annual Consumer Price Index adjustments.
- 6.3.3** The public art contribution rate will be reviewed periodically by Council.
- 6.3.4** For public art project contributions that are less than \$40,000, a cash contribution is to be made to the City's Public Art Reserve, for city-wide public art programs.
- 6.3.5** For public art contributions over \$40,000, the developer may choose one of the following three options:
- a) A monetary contribution to the City's Public Art Program Reserve; or
 - b) The developer may provide public artwork of a value equal to the public art contribution for the project, provided the artwork complies with this Public Art Program Policy and the Public Art Program Administrative Procedures Manual; or
 - c) The developer may negotiate a split of its contribution between both i) a monetary contribution to the Public Art Program Reserve; and ii) provision of artwork, provided the combined value of the monetary contribution and the artwork is equal to or greater than the project's public art contribution.
- 6.3.6** Where the developer chooses to provide artwork, either on their development site or on a City controlled property:
- a) A minimum of 85% of the public art contribution will be allocated to the creation of the artwork;
 - b) Where the City manages the public art selection process, 15% of the developer's public art contribution will be dedicated to the City's Public Art Program Operating Provision to support and sustain the management, administration and promotion of the Public Art Program;
 - c) Where the developer engages an independent Public Art Consultant to manage the public art selection process, 5% of the developer's public art contribution will be dedicated to the City's Public Art Program operating budget and Operating Provision to support and sustain the management, administration and promotion of the Public Art Program and a maximum of 10% of the public art budget may be directed towards the consultant fees;
 - d) Where located on City controlled land, the artwork will become the property of the City;
 - e) Where located on private land, the artwork must remain accessible at no cost to the public and be maintained in good repair for the life of the development, and not be removed or relocated except with the prior written consent of the City; and
 - f) In the event the artwork is damaged beyond repair, or becomes ineffective for reasons other than the owner's failure to maintain it, or in the event the work becomes an unreasonable burden to maintain, application to allow its removal or relocation may be made to the City.
- 6.3.8** The following are ineligible expense items for the private sector public art contributions:
- a) Maintenance costs for artwork(s);
 - b) Artwork not provided in accordance with the City's Public Art Program; and
 - c) Costs not directly related to selecting, designing, fabricating or installing the artwork(s).



7. COMMUNITY PUBLIC ART PROGRAM

7.1 General

7.1.1 The Richmond Community Public Art Program supports art projects between community groups and artists of all disciplines. Artists and communities working collaboratively can explore issues, ideas and concerns, voice community identity, express historical and cultural spirit and create dialogue through art.

7.1.2 The end product need not be a permanent work of art but should leave a legacy for the general public. The project could include:

- a)** A public event such as an exhibition, performance, play, concert, reading or dance; or
- b)** Documentary artworks such as books and videos; or
- c)** Electronic media.

7.2 Project Identification

7.2.1 Projects proposed must be publicly accessible and located or performed on public property such as City-owned or controlled parks, boulevards, and buildings. Sites owned or controlled by the Federal or Provincial governments will also be considered.

7.2.2 Projects should demonstrate the support of the local community and document significant community involvement of a sizable number of people.

7.2.3 Projects should demonstrate the capacity to be undertaken and completed within an approved time frame.

7.3 Funding

7.3.1 Community public art projects will be funded in part or in whole from the Public Art Program Reserve.

7.3.2 Community partners should investigate or provide matching funds where possible, or contribute an equivalent amount through time/participation, labour, materials or contributions in-kind.

7.3.3 The final artwork, if any, will become the property of the City, unless the City agrees otherwise

8. PUBLIC ART ADVISORY COMMITTEE

8.1 Mandate

8.1.2 The "Richmond Public Art Advisory Committee" is a Council-appointed volunteer advisory committee that provides input on public art policy, planning, education and promotion.

8.2 Role

8.2.1 The Committee provides informed comment to City Council through staff on the implementation of the Public Art Program through civic, private development and community public art initiatives.

8.2.2 The Committee acts as a resource on public art to City Council, staff, residents and developers of land and projects within the City of Richmond.

8.2.3 The Committee's terms of reference are outlined in the *Richmond Public Art Advisory Committee Terms of Reference*.

Revised Policy – Proposed Wording

8. ARTS FACILITIES PROGRAM

8.1.1 The Richmond Arts Facilities Program supports the development of new civic arts facilities, augments other civic arts facility capital project budgets and funds capital improvements to existing civic arts facilities.

8.1.2 Arts facilities could include spaces for creation, display, performance, arts education, multimedia presentation and other arts-based activities. The spaces' primary focus must be arts-related and can be either temporary or permanent and may include: community art galleries, temporary and pop-up art spaces, maker spaces, arts education programming spaces, art creation spaces and other priority studio spaces.

8.2 Project Identification

8.2.1 Arts facilities projects must be publicly accessible and located on public property such as City-owned or controlled parks, boulevards, and buildings. Sites owned or controlled by the Federal or Provincial governments will also be considered.

8.2.2 Arts facilities projects must have arts activities as their primary use.

8.3 Funding

8.3.1 Arts Facilities projects may be funded in part or in whole from the Public Art and Arts Facilities Programs Reserve Fund.

8.3.2 The following are ineligible expense items for the Arts Facilities Program:

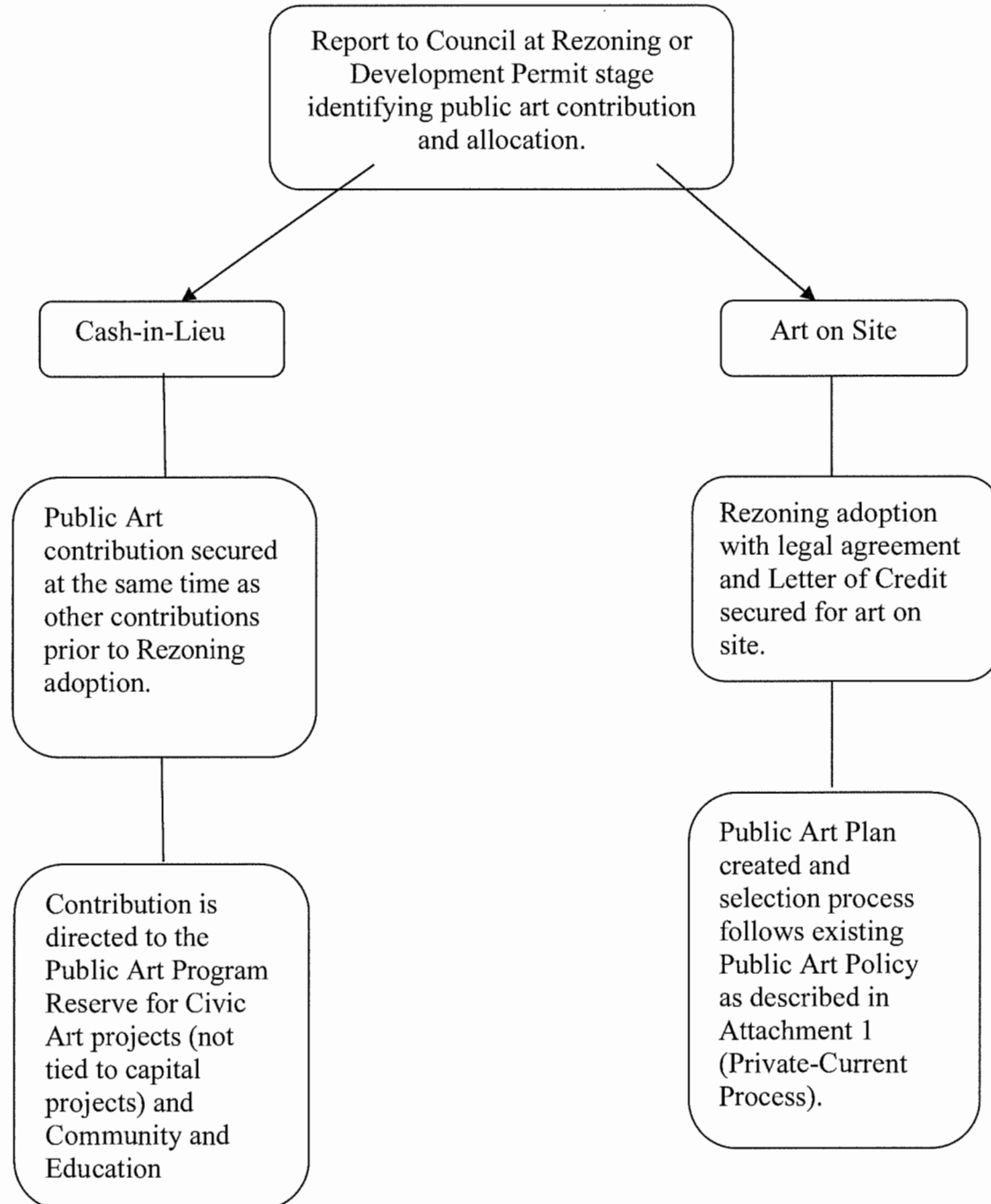
- a)** Building maintenance costs;
- b)** Building operating costs; and
- c)** Programming costs such as staff and supplies.

Current developer-funded processes for provision of facilities

Arts facilities can be financed through existing developer-funded mechanisms. In the City Centre, the City Centre Area Plan (CCAP) provides a policy framework to secure City facilities (e.g., community centres, child care facilities and other community amenity spaces including arts facilities) through private development located on properties designated as Village Centre Bonus (VCB) sites. In situations where the City does not wish to secure physical space within a VCB-designated development, Council may direct that the developer provides a cash-in-lieu contribution to the City Centre Facility Development Fund (sub-fund of the Leisure Facilities Reserve [Bylaw 7812]) to facilitate community amenity construction on an alternative site, as determined to the satisfaction of the City. For example, the recently approved repurposing of the Minoru Place Activity Centre is being financed by developer contributions to the Leisure Facilities Reserve Fund.

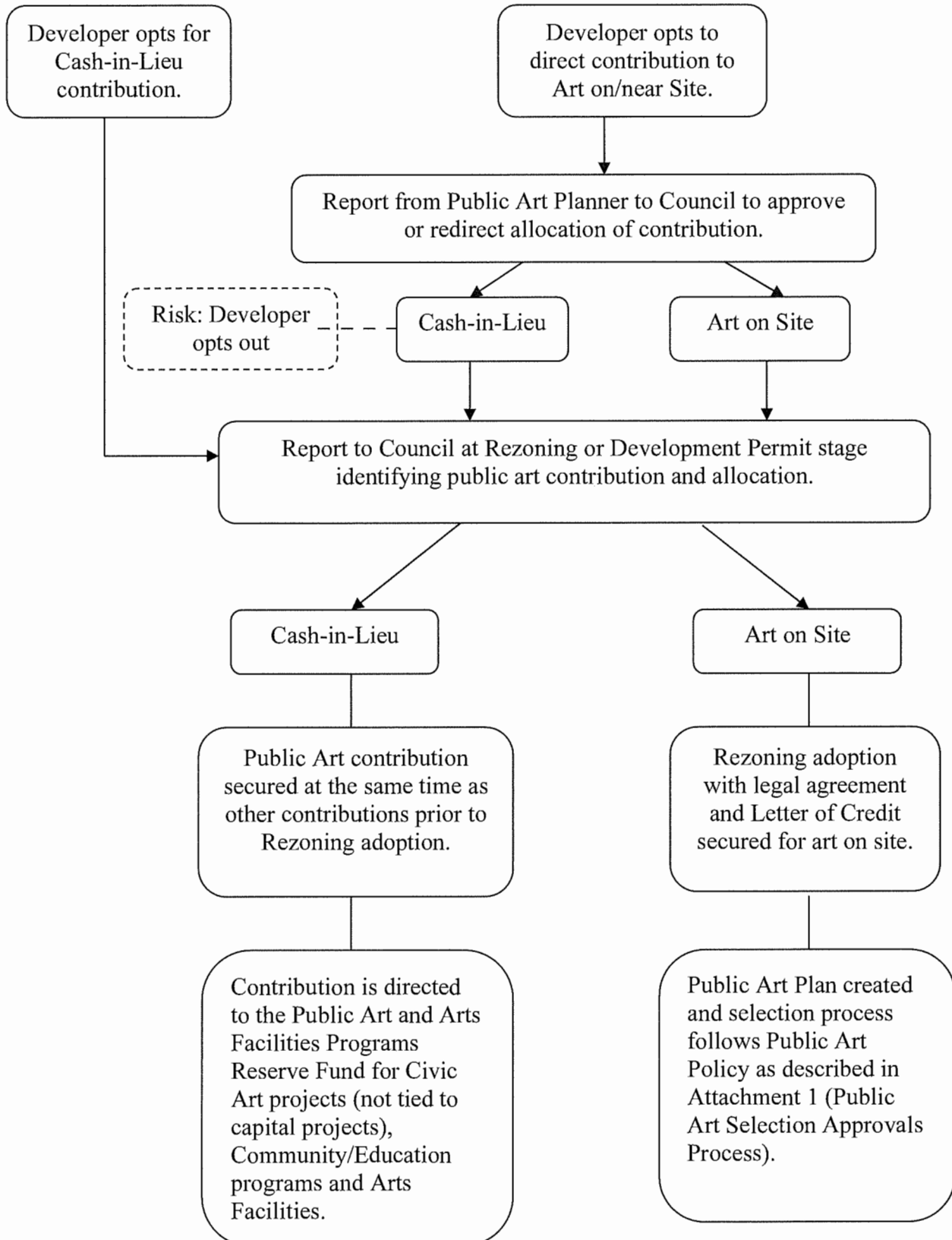
Contributions to the Hamilton Area Plan Community Amenity Capital Reserve Fund, applicable to projects in the Hamilton Area, can be used for community recreation and cultural facilities (Bylaw 9276). Contributions to this reserve are made in cash unless the City chooses to accept a community amenity in lieu of cash.

EXISTING PROCESS

Allocation of Private Developer Public Art Contributions

PROPOSED PROCESS

Allocation of Private Developer Public Art Contributions





City of Richmond

Report to Committee

To: General Purposes Committee **Date:** September 2, 2020
From: Wayne Craig **File:** HA 20-909844
Director, Development
Re: **Application by Richmond School District No. 38 for a Heritage Alteration
Permit at 8220 General Currie Road (General Currie School)**

Staff Recommendation

1. That a Heritage Alteration Permit be issued that would permit the following work on the General Currie School at 8220 General Currie Road:
 - a) Construction of a wooden accessible ramp;
 - b) Enlargement of the existing stair landing and replacement of the steps;
 - c) Reversing of the door swing to enable access from the ramp; and
 - d) Provision of metal handrails to match those existing.

Wayne Craig
Director, Development
(604-247-4625)

WC:pw
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

The Richmond School District No. 38 has applied for a Heritage Alteration Permit (HAP) to construct a wood accessible ramp to the east entrance of the heritage-designated General Currie School house located at 8220 General Currie Road (Attachment 1). The proposal includes adding the ramp, enlarging the existing stair landing to meet regulatory requirements, replacing the entry steps, reversing the door swing to enable access from the ramp, and providing metal handrails to match the existing design.

The provincial *Local Government Act* requires a HAP application for alterations to property that is protected by a Heritage Designation Bylaw. As the original school house at 8220 General Currie Road is protected by General Currie School Heritage Bylaw No. 3704 (adopted February 12, 1974), a HAP is required for the proposed alterations to the building.

Findings of Fact

Heritage Value of the General Currie School House

The General Currie School house is a one-room, one-storey gabled building with a small gabled front porch on the North side. It is part of a larger complex that includes General Currie Elementary School, a parking lot and playground, and faces the street at the entry to the site. The school has heritage significance as an excellent and attractive example of an early school building, a small scale neighbourhood landmark with high aesthetic appeal and character.

The Statement of Significance describing the heritage value of the building is included in Attachment 2.

Key elements that define the heritage character of the site include:

- the school building serves as a landmark and entry feature to the school complex;
- its monumental character, despite its size, as illustrated by its symmetrical, rectangular massing and articulated heavy timber porch;
- superior craftsmanship and attention to detail as evident in the decorative wooden porch columns, half-timbering in the porch gable, and decorative brackets and bargeboards;
- its association with the evolution of Richmond's school system; and
- its recognition as one of the most attractive small school buildings in the province.

Proposal

The Richmond School Board proposal is to provide universal access for users to the General Currie School house. It will involve:

- the enlargement of the concrete stairway landing by 0.31 m on the east side of the school house and replacement of the concrete steps in conjunction with construction of a 1.5 m x 5.0 m wood ramp extending to the south along the side of the building;
- the door swing to the side entrance will be reversed to allow for safe wheelchair access; and

- the wood ramp will include metal handrails which will match the character and design of existing metal handrails on the stairway.

The drawings illustrating the proposed alterations are shown on Plans # 1 and # 2 attached to the HAP.

In addition to the proposed exterior changes, the School Board is proposing minor interior renovations. A HAP is not required for interior changes.

Surrounding Development

The building is located in the north portion of a site that includes General Currie Elementary School to the east, a parking lot to the west, and a playground to the south. Existing development immediately surrounding the subject site is residential, as follows:

- To the north, across General Currie Road, are townhouses on lots zoned “Medium Density Low Rise Apartments (RAM1)” at 8191 and 8251 General Currie Road;
- To the east, are apartments on a lot zoned “Medium Density Low Rise Apartments (RAM1)” at 8300 General Currie Road/8333 Jones Road;
- To the south, across Jones Road, are apartments on a lot zoned “Medium Density Low Rise Apartments (RAM1)” at 8180/8200/8220 Jones Road; and
- To the west, are townhouses on lots zoned “Medium Density Low Rise Apartments (RAM1)” at 8120 General Currie Road and 8091 Jones Road.

Public Consultation

HAP notification signs were posted on the subject property, abutting both General Currie Road and Jones Road. No communications from the public in response to the sign have been received.

Richmond Heritage Commission

The proposed application was presented to the Richmond Heritage Commission on August 12, 2020 and was supported. An excerpt of the Richmond Heritage Commission meeting minutes is included as Attachment 3.

Analysis

The Standards and Guidelines for the Conservation of Historic Places in Canada

The Standards and Guidelines for the Conservation of Historic Places in Canada provide guidance to achieve good heritage conservation practice and function as a benchmark for assessing proposed conservation interventions. The proposed alterations to the General Currie School house are categorized by the Standards and Guidelines as a rehabilitation, described as involving “the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value.” The relevant Standards and Guidelines are listed below, along with staff’s assessment of the proposed alterations.

Standard or Guideline	Assessment
<p>Standard #3. Conserve heritage value by adopting an approach calling for minimal intervention.</p> <p>Guideline #17. Modifying, replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building's style, era and character.</p>	<p>The proposed alteration is designed to meet requirements for universal access but do not intervene beyond changes required by current standards. The proposal maintains the concrete material and the orientation of the existing landing and stairs.</p>
<p>Standard #11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.</p> <p>Guideline #18. Adding new features to meet health, safety and security requirements, such as a new handrail, in a manner that conserves the heritage value of the entrance, porch or balcony and minimizes impact on its character-defining elements.</p>	<p>New handrails are to match the design of the existing handrails to the side entrance. The ramp extends away from the front of the building, making it less visible from the street. The wood structure will be compatible with the building's heavy timber construction, but will be distinct from the building itself.</p>
<p>Standard #12. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.</p>	<p>The proposed ramp will be freestanding and made of wood so it can be easily removed.</p>

Based on this analysis, the proposal reflects good heritage conservation practice and is consistent with the Standards and Guidelines.

Financial Impact

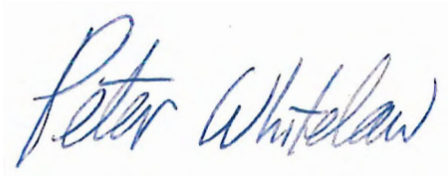
None.

Conclusion

This proposal involves construction of an accessible ramp to the east entrance of the heritage-designated General Currie School house located at 8220 General Currie Road.

Since the proposal improves accessibility while not intervening beyond alterations required by current regulations, and the new and replacement handrails match the design of the existing handrails to the side entrances, it is consistent with Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada.

Staff recommend that the HAP be endorsed, and issuance by Council be recommended. Only the accessible ramp work as shown in the permit is authorized and any further work/changes to the building exterior would be subject to future HAPs.

A handwritten signature in blue ink that reads "Peter Whitelaw". The signature is written in a cursive, flowing style.

Peter Whitelaw, MCIP, RPP
Planner 3
(604-204-8639)

PW:blg

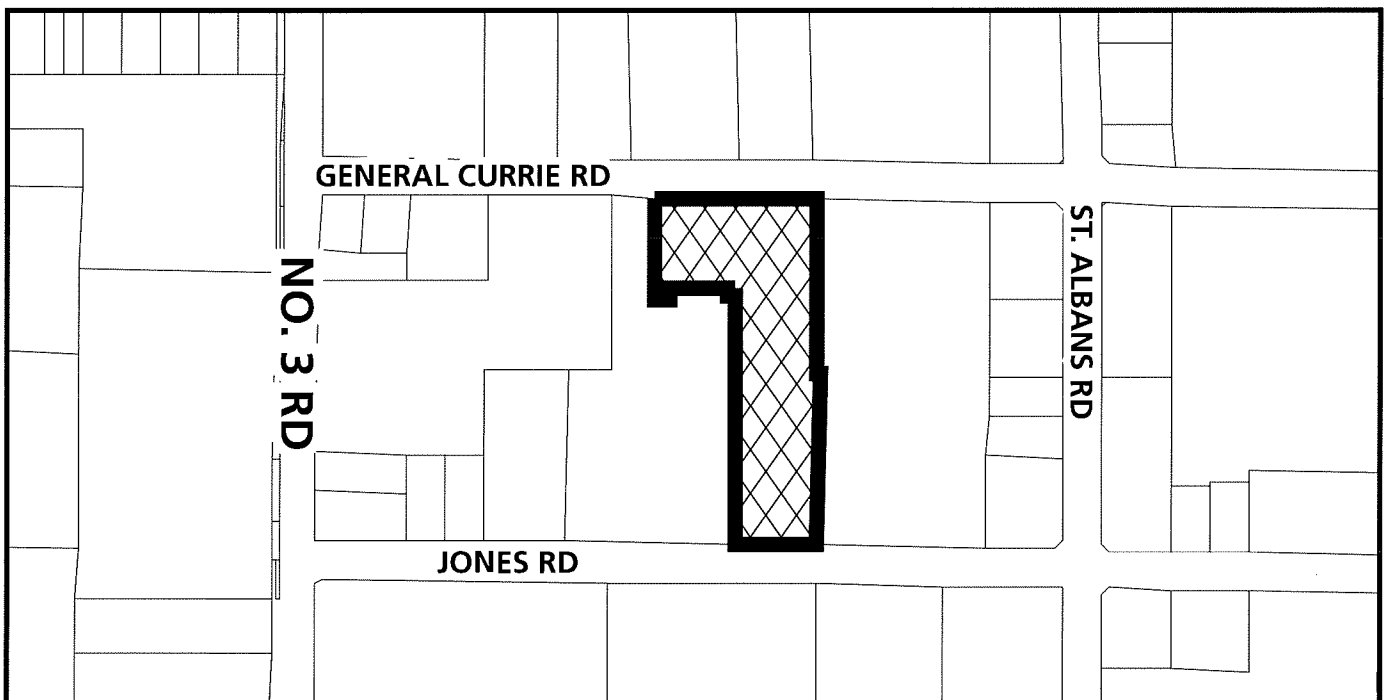
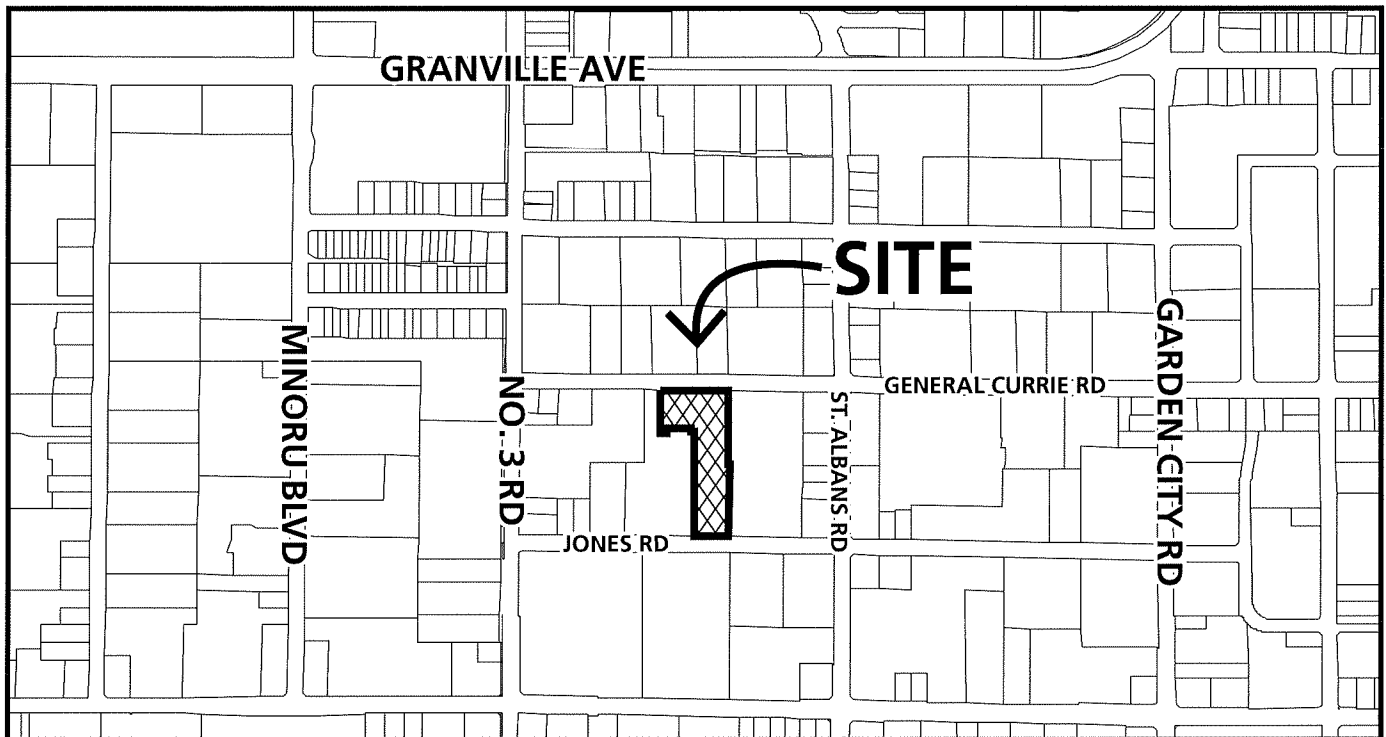
Attachments:

- Attachment 1: Location Map/Aerial Photo of the Subject Site at 8220 General Currie Road
- Attachment 2: Statement of Significance for the General Currie School House
- Attachment 3: Excerpt from the Draft Minutes to the August 12, 2020 Richmond Heritage Commission Meeting



City of
Richmond

ATTACHMENT 1



HA 20-909844

Original Date: 08/12/2020

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 20-909844

Original Date: 08/12/2020

Revision Date:

Note: Dimensions are in METRES

General Currie School

General Information

Type of Resource: Building
Also Known As:
Address: 8220 General Currie Road
Neighbourhood (Planning Area Name): City Centre
Construction Date: 1919
Current Owner: Provincial Government
Designated: Yes



Statement of Significance

Description of Heritage Site: General Currie School is a beautiful little one-room, one-storey gabled structure with a small gabled front porch. It is situated in a residential neighbourhood, fronting directly onto the sidewalk of General Currie Road. It is part of a larger school complex consisting of an existing, newer school, a new school building under construction, parking lot, and playground.

Statement of Heritage Values: The school has significance as an excellent and attractive example of an early school building, a small scale, neighbourhood landmark with high aesthetic appeal and a character all its own. Designated by the City of Richmond as a heritage site, this building is of superior design, and is the only school in Richmond still in its original state and location. General Currie School is associated with evolution of the school system in Richmond after World War I, when growth in population, improved transportation and support for education saw expansion of the education system and construction of schools. Most small schools were built to a standard Department of Education plan, and General Currie may have influenced the design of new school buildings.

Character Defining Elements: Key elements that define the heritage character of the site include:

- The presence of this little school building as a small landmark of great character which serves as an entry feature to the school complex in this residential neighbourhood
- Its monumental character, despite its size, as illustrated by its symmetrical, rectangular massing and the beautifully articulated heavy timber porch
- Superior craftsmanship and attention to detail as evident in the decorative wooden porch columns, half-timbering in the porch gable, and decorative brackets and bargeboards
- Its association with the evolution of Richmond's school system
- Its consideration as one of the most attractive small school buildings in the province.

History

History: The school is named after General Sir Arthur Currie, who was born in Ontario in 1875, and taught school in Sidney and Victoria. He joined the Canadian militia in 1897, and distinguished himself as a soldier in the World War I. In 1920 he became the Vice-Chancellor of McGill University, and died in Montreal in 1933. It would be interesting to explore the local trends in school name selection. The land for the school was purchased from Mr. Wilham for \$1,500 and plans were commissioned from the architect Joseph H. Bowman, who also designed the Sir William Van Home and Richard Mc Bride schools in Vancouver. The building was heated by a wood and coal burning potbellied stove at least until 1924 – one can imagine that this made the little one room school building very cosy. The building was designated by the City in 1979.

Excerpt from the Draft Minutes to
The Richmond Heritage Commission Meeting

Held Wednesday, August 12, 2020 (7:00 pm)
Via Cisco Webex

Heritage Alteration Permit Application at 8220 General Currie Road (HA 20- 909844)

Staff summarised the Heritage Alteration Permit (HAP) application by Richmond School District No. 38, highlighting the key points of the proposal, which involves construction of an accessible ramp and handrail, enlargement of the existing stair landing, and replacement of the steps at the east side entrance to the heritage-designated General Currie School house located at 8220 General Currie Road.

The Applicant, Umur Olcay of Richmond School District No. 38, also provided information on the proposed scope of work, as well as the current and proposed uses of the building. Although not subject to a HAP, the applicant also spoke of proposed interior maintenance alterations, which are secondary to the proposed exterior work.

In response to queries from the Commission, the Applicant provided the following information:

- The accessible ramp is not expected to impact the building envelope as it is not proposed to be supported by the exterior wall;
- The ramp handrail is proposed to match the existing handrails at the east and west side entrances (i.e., painted metal);
- The accessible ramp is proposed to be constructed of wood, and designed to consider safety so that the surface is not slippery;

Commission members indicated their general support for adding an accessible entry to the building. Discussion then ensued, as follows:

- It was noted that the handrail to the side entrance of the building was originally wood, and it was further noted that it had been replaced with a metal handrail by the mid-1970's;
- The possibility of restoring the handrail to its original wood material instead of restoring it to match the existing metal handrails at the side entrances to the building was considered;
- The possibility of constructing a more permanent ramp using concrete was also considered, although it was recognized that there is a cost savings in using wood.

The Applicant indicated that the proposal as approved by the School District is for construction of a wood ramp with metal handrail to match existing, however, if concrete were to be considered it would warrant further investigation and approval by the School District.

It was moved and seconded:

That the Heritage Alteration Permit application to construct an accessible ramp and handrail (to match existing), enlarge the existing stair landing, and replace the steps at the east side entrance to the heritage-designated General Currie School house located at 8220 General Currie Road be supported as proposed, subject to any post-approval design changes being reconsidered by the Commission as part of an amended or new Heritage Alteration Permit application.

CARRIED



City of Richmond

Heritage Alteration Permit

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

File No.: HA 20- 909844

To the Holder: Richmond School District No. 38
C/O Umut Olcay, Manager, Facilities Planning
Facilities Services
Planning & Development
5200 RIVER RD
RICHMOND BC V7C 1A4

Property Address: 8220 General Currie Road, Richmond, BC. V6Y 1M1

Legal Description: LOT A SECTION 16 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN EPP41900

(s.617, *Local Government Act*)

1. (Reason for Permit) ☒ Designated Heritage Property (s.611)
☐ Property Subject to Temporary Protection (s.609)
☐ Property Subject to Heritage Revitalization Agreement (s.610)
☐ Property in Heritage Conservation Area (s.615)
☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize:
 - a) Construction of a wooden accessible ramp;
 - b) Enlargement of the existing stair landing and replacement of the steps;
 - c) Reversing of the door swing to enable access from the ramp; and
 - d) Provision of metal handrails to match those existingAt the East entrance to the heritage-designated General Currie School house at 8220 General Currie Road, as illustrated in Plans #1 and #2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

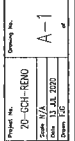
AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE DAY OF
<Date>

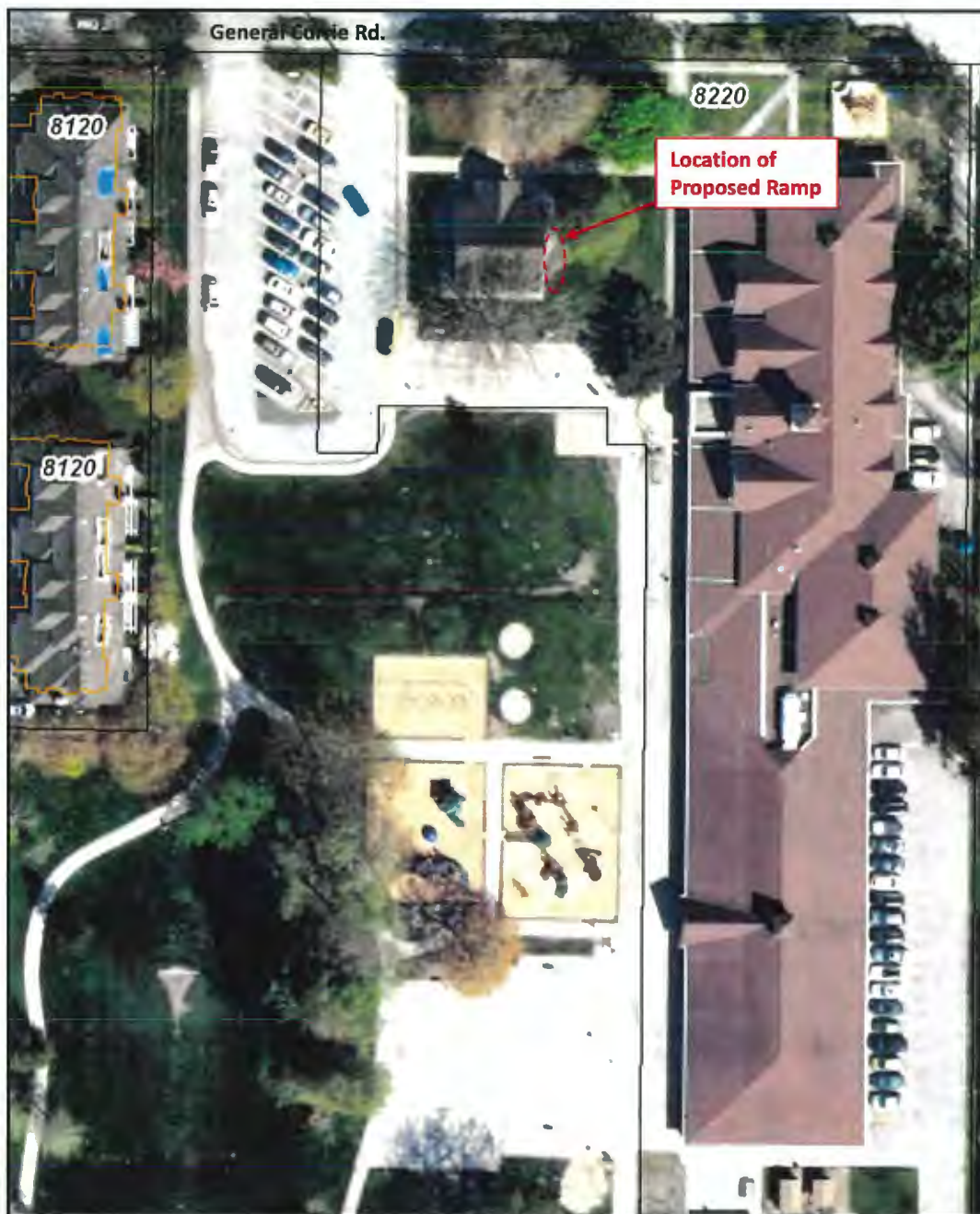
DELIVERED THIS <Day> DAY OF <Month>, <Year>

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.





AIR PHOTO
**GENERAL CURRIE
 ELEMENTARY SCHOOL**



RICHMOND
 SCHOOL DISTRICT NO. 38

**Admin.
 Building**
 7811 Granville Avenue
 Richmond, BC V6Y3A3
 Tel. 604-688-6000

**Works
 Yard**
 5200 River Road
 Richmond, BC V7C1A4
 Tel. 604-295-7000



City of Richmond

Report to Committee

To: General Purposes Committee

Date: September 4, 2020


From: Wayne Craig
Director, Development

File: HA 20-890427

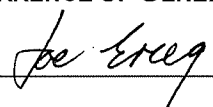
Re: Application by First on Site Restoration Ltd. for a Heritage Alteration Permit at 3580 Moncton Street (Hepworth Block)

Staff Recommendation

1. That a Heritage Alteration Permit be issued which would permit the following repair work to a small portion of the south elevation of the building located at 3580 Moncton Street to address damage caused by a vehicle accident:
 - a) removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);
 - b) repair to the existing concrete window sill to match existing;
 - c) removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and
 - d) installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.


Wayne Craig
Director, Development
(604-247-4625)

WC:cl
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

First On Site Restoration Ltd. has applied to the City of Richmond for a Heritage Alteration Permit (HAP) to conduct repair work to a small portion of the south (rear) elevation of the building known as the Hepworth Block at 3580 Moncton Street, as a result of a vehicle impact that occurred in the Fall of 2019. The scope of work proposed is:

- Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing;
- Repair to the existing concrete window sill to match existing;
- Removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot;
- Installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.

A location map and aerial photo of the subject site are included in Attachment 1.

The applicant has submitted the HAP application on behalf of the property owners: Catherine Brown, Ken Brown, Howard Lam, Mary Lam. Documentation from the property owners authorizing First On Site Restoration Ltd. to represent them in this application is on file.

A HAP issued by City Council is required for the proposed repair work consistent with the provincial *Local Government Act* and the 2041 Official Community Plan (Steveston Area Plan), as the subject site is one of 17 properties included in a schedule of protected heritage resources within the Steveston Village Heritage Conservation Area (HCA).

Findings of Fact

The property at 3580 Moncton Street is known as the “Hepworth Block”, a protected heritage resource that takes up a large portion of the south side of this block of Moncton Street, within the Steveston Village HCA. The Hepworth Block is a two-storey rectangular-shaped building sited flush to the sidewalk on Moncton Street and 2nd Avenue. The Statement of Significance describing the heritage value of the building is included in Attachment 2.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the north, across Moncton Street, is a small block consisting of three properties containing:
 - The “Marine Garage*” on a lot zoned “Gas & Service Stations (CG2)” at 3611 Moncton Street.
 - A variety of retail and office uses on a lot zoned “Steveston Commercial (CS2)” at 3651 Moncton Street.
 - The “Cannery Café*” on a lot zoned “Steveston Commercial (CS2)” at 3711 Moncton Street).

* also a protected heritage resource.

- To the east, is the “Wakita Grocery*” on a property zoned “Steveston Commercial (CS2)” at 3680 Moncton Street.
- To the south, is a surface parking area and a building containing retail and wholesale uses on properties zoned “Steveston Commercial (CS2)” at 12200 and 12220 2nd Avenue.
- To the west, across 2nd Avenue, is a vacant building (formerly the “Steveston Marine & Hardware” store) on a property zoned “Steveston Commercial (CS2)” at 3560 Moncton Street, which is the subject of active Rezoning and Heritage Alteration Permit applications to permit a mixed-use development containing commercial uses at grade and five residential units above (RZ 18-817742/HA 18-817743). The Rezoning and Heritage Alteration Permit applications are currently under review and will be presented to City Council for consideration in a separate staff report upon completion of the staff review.

Related Policies & Studies

2041 Official Community Plan and Steveston Area Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject property is “Neighbourhood Service Centre”. The Steveston Area Plan’s Waterfront Neighbourhood Land Use Map designation for the subject property is “Heritage Mixed Use (Commercial-Industrial with Residential & Office Above)” (Attachment 3), which accommodates residential structures of recognized historic significance and new structures designed to a distinctive heritage appearance reflective of Steveston’s character.

The OCP and Steveston Area Plan also include policies to preserve, promote and celebrate community heritage city-wide and to conserve significant heritage resources throughout the Steveston Area. The Steveston Area Plan specifies that the Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* (Standards and Guidelines) be used for heritage resource management of protected sites.

The proposal at the subject site is consistent with the land use designations and applicable policies in the OCP and Steveston Area Plan. Assessment of the impact of the proposed repair work to the Hepworth Block in the context of the Standards and Guidelines is provided under the “Analysis” section of this report.

Public Consultation

A HAP application notification sign has been installed on the subject property. Staff have not received any comments from the public about the application in response to the placement of the sign on the property.

Richmond Heritage Commission

This HAP application was presented to the Richmond Heritage Commission on July 8, 2020, and was supported. An excerpt from the Richmond Heritage Commission meeting minutes is included in Attachment 4.

* also a protected heritage resource.

While not identified as a condition of the permit issuance, the Commission noted that introduction of physical barriers in the parking area may minimize future potential vehicle impacts to the building. Staff have discussed the introduction of such measures with the applicant, and he has provided written confirmation from the property owners indicating that they will install wheel stop curbs for the north-facing parking spaces along the south side of the building.

Analysis

The drawings submitted by the applicant illustrate the proposed repair work, along with photos of the existing brick condition in the area of proposed work to the south elevation (Plans #1 and # 2 of the HAP).

The *Standards and Guidelines for the Conservation of Historic Places in Canada* provide guidance to achieve good heritage conservation practice and function as a benchmark for assessing proposed conservation interventions. The proposed repair work to the Hepworth Block falls under the category of Preservation (i.e., the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place or of an individual component while protecting its heritage value). The relevant Standards and Guidelines are listed below, along with staff's assessment of the proposed repair work.

Standard/Guideline	Assessment
<p>Standards 1, 3, 7, 8, 10</p> <p>Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements.</p> <p>Conserve heritage value by adopting an approach calling for minimal intervention.</p> <p>Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.</p> <p>Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.</p> <p>Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, material and detailing of sound versions of the same elements.</p>	<p>The proposed approach is one of minimal intervention.</p> <p>The proposed repair work to the Hepworth Block's character-defining exterior brick cladding involves careful removal, cleaning, and re-installation of the existing brick material, and to not intervene with new in-kind replacement materials beyond that which is absolutely necessary for those materials that are not salvageable. New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p> <p>The proposed repair of the concrete window sill is to match existing.</p> <p>The proposed repair of the structural wood framing is limited only to the area of damage and rot.</p>

Standard/Guideline	Assessment
<p>Guidelines for Exterior Walls</p> <p>7, 9, 11 Retain sound or deteriorated exterior wall assemblies that can be repaired.</p> <p>Repair parts of exterior walls by patching, piecing-in, consolidating, or otherwise reinforcing, using recognized conservation methods. Repair may also include the limited replacement in kind, or with a compatible substitute material, or extensively deteriorated or missing parts of the exterior wall assembly. Repairs should match the existing work as closely as possible, both physically and visually.</p> <p>Replace in kind extensively deteriorated or missing parts of exterior wall assemblies where there are surviving prototypes.</p>	<p>The proposed repair of the exterior wall is limited only to the area of damage by the vehicle impact.</p> <p>The repair of the existing brick cladding will include limited replacement with new in-kind materials designed to match the existing only where absolutely necessary for extensively deteriorated materials.</p> <p>New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p>
<p>Guidelines for Structural Systems</p> <p>12 Retain sound structural systems or deteriorated structural systems that can be repaired.</p>	<p>The proposed repair of the structural wood framing is limited only to the area of damage and rot, and the remaining structural system is proposed to remain intact.</p>
<p>Guidelines for Masonry</p> <p>11 Retain sound and repairable masonry that contributes to the heritage value of the historic place.</p> <p>17 Replace in kind extensively deteriorated or missing parts of masonry elements, based on documentary and physical evidence.</p>	<p>All existing brick cladding outside of the work area is proposed to be retained.</p> <p>Within the work area, the existing brick cladding will be carefully removed, cleaned, and re-installed, replacing with new in-kind materials designed to match existing only where existing materials are not salvageable. New in-kind brick to be used to replace non-salvageable material is intended to be locally sourced from BC Brick Supplies Ltd. and weathered by hand to match the existing brick on the building. The replacement brick will be verified by City staff prior to installation to ensure that it is designed to match existing. New in-kind replacement brick is expected to form approximately 30% of the 1.2 m² (12 ft²) work area.</p>

Only the repair work as illustrated in Plans #1 and # 2 of the HAP is authorized, and any further alteration of the building exterior is subject to future HAPs.

Financial Impact

None.

Conclusion

The applicant is seeking a HAP to repair a small portion of the south elevation of the Hepworth Block at 3580 Moncton Street, which is a protected heritage resource in the Steveston Village HCA.

The property owners have indicated that they will install wheel stop curbs for the north-facing parking spaces along the south side of the building to minimize future potential vehicle impacts to the building.

The proposed repair work preserves the character-defining elements of the Hepworth Block, thereby contributing to the retention of its heritage value, and is consistent with Parks Canada's *Standards and Guidelines*.

Staff recommend that the HAP be endorsed, and issuance by City Council be recommended.



Cynthia Lussier
Planner 2
(604-276-4108)

CL:blg

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Statement of Significance for the Hepworth Block

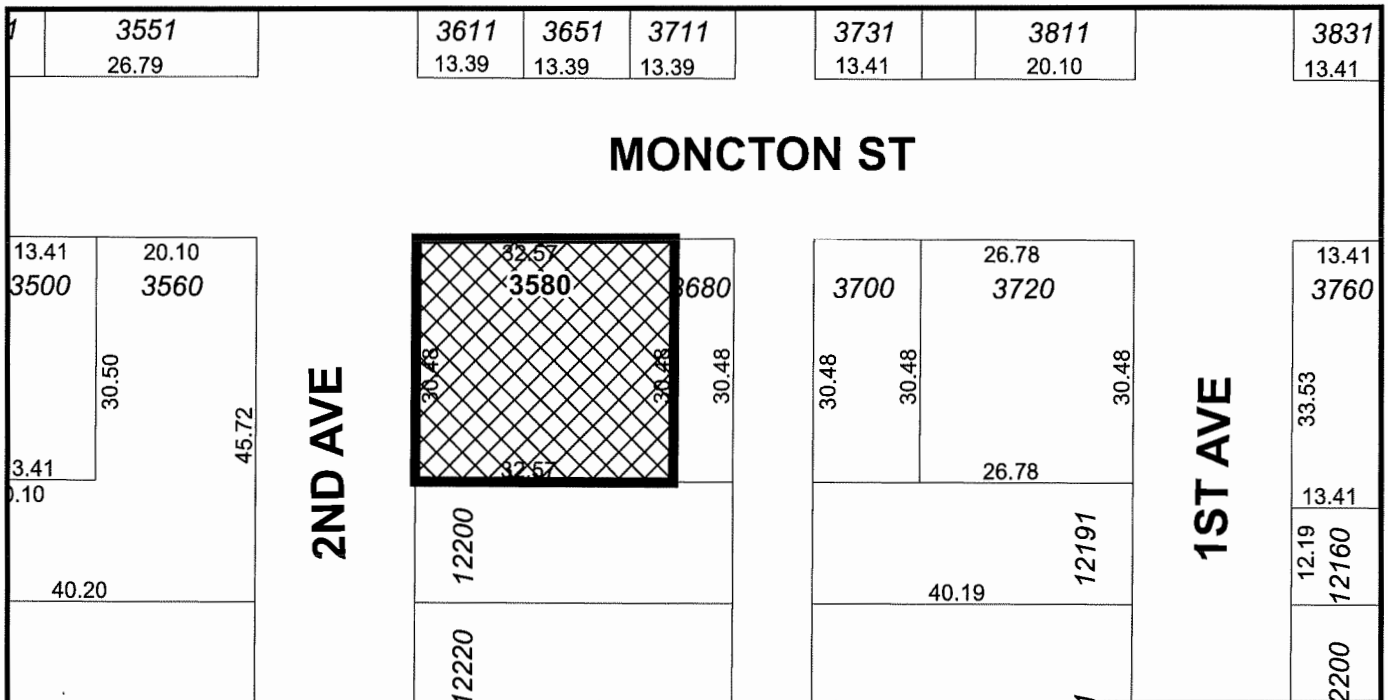
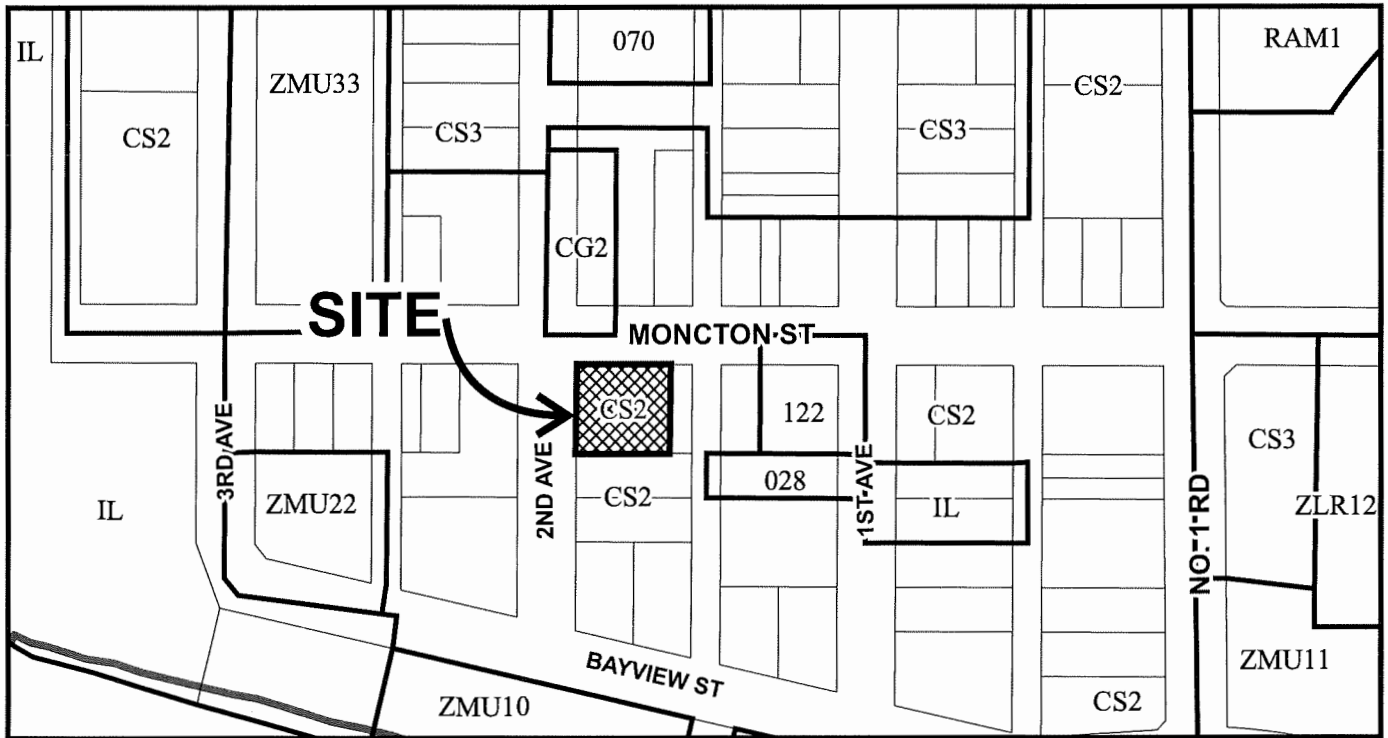
Attachment 3: Steveston Waterfront Neighbourhood Land Use Map

Attachment 4: Excerpt from the Minutes to the July 8, 2020 Richmond Heritage Commission Meeting



City of Richmond

ATTACHMENT 1



HA 20-890427

Original Date: 02/24/20

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 20-890427

Original Date: 02/24/20

Revision Date:

Note: Dimensions are in METRES

**Moncton Street
resources**

**25. 3580 Moncton Street
Hepworth Block**

Description



The Hepworth Block is a three-storey, rectangular brick building sited flush to commercial buildings on Moncton Street the sidewalk on a prominent corner of Steveston's commercial district at Moncton and Second Avenue. The building encompasses three storefronts along Moncton Street. The neighbouring buildings are smaller-scaled and contrast with the massing of the Hepworth Block.

Values



The Hepworth Block is valued as a Steveston landmark and is a good example of a simple commercial and residential building of the early twentieth century. Its brick construction gives it a functional and aesthetic durability which has endured through various periods of change within the Steveston town centre, and enabled the building to survive the 1918 fire. Its landmark status is emphasized by its juxtaposition with the scale and material of surrounding buildings, all of which are smaller and primarily wood frame.



As a mixed used commercial and residential building, the Hepworth Block is reflective of the need for commercial diversity in the community. A rare three storey brick building in Steveston, the Hepworth Block is associated with an early prominent professional in the Village.

Character-Defining Elements

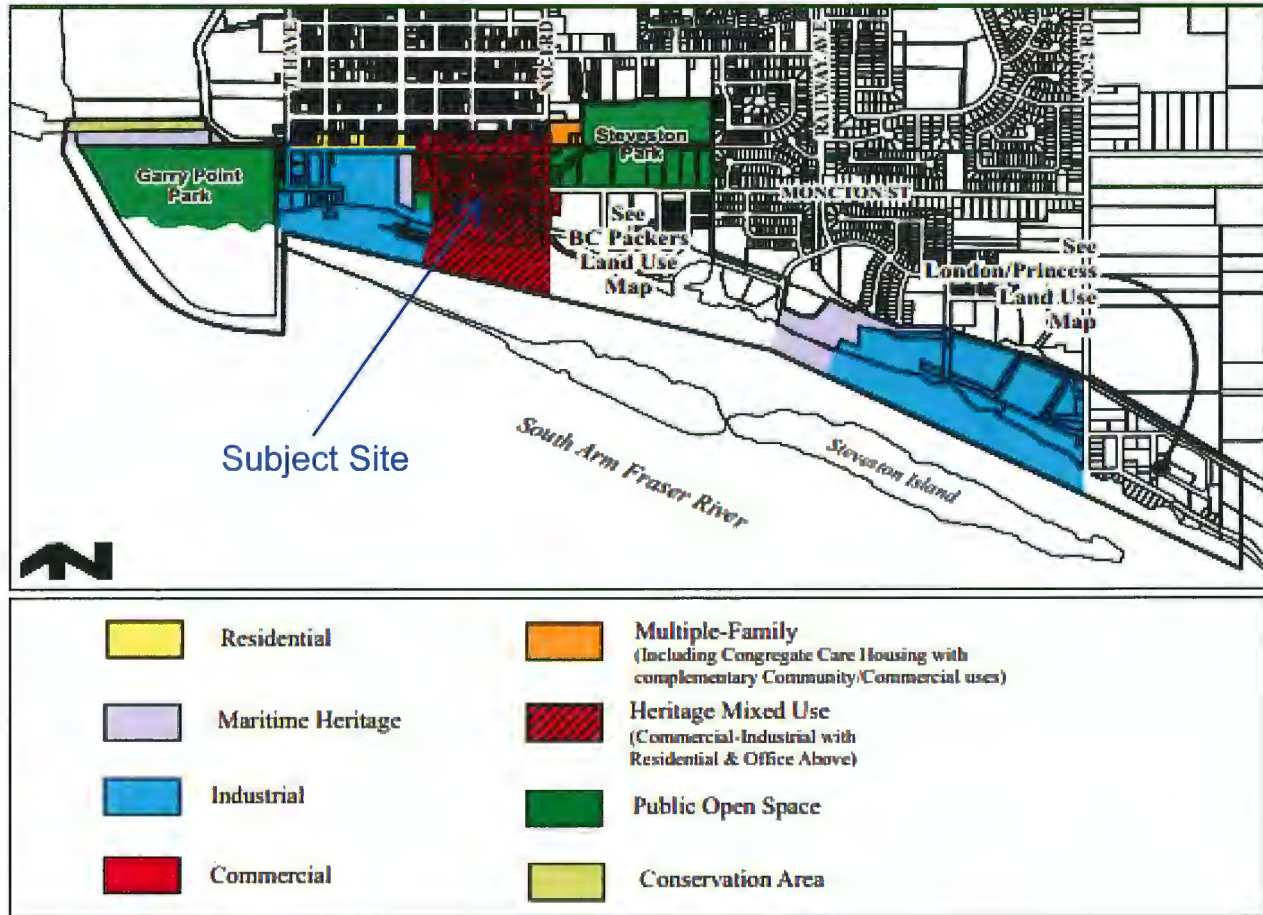
The character-defining elements of the Hepworth Block include:

- Its prominent location at the intersection of Moncton Street and 2nd Avenue
- Its significant contribution to the historic commercial streetscape
- Its multi-purpose form, with storefronts at street level and residential space above
- Its commercial building style as demonstrated by its elegant brick
- building material, horizontal massing, windows, its size and its height, all contributing to its landmark status on Moncton Street

This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain design, function, technique and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness, scale, form and materials

Steveston Waterfront Neighbourhood Land Use Map

Bylaw 8432
2010/05/25


**Excerpt from the Minutes to
The Richmond Heritage Commission meeting**

**Wednesday, July 8, 2020 – 7:00 p.m.
via Cisco Webex**

Heritage Alteration Permit Application at 3580 Moncton Street (HA 20-890427)

Staff summarized the Heritage Alteration Permit application to highlight the key points of the proposal, which involves repair of a small portion of the rear (south) elevation of the building due to a vehicle impact that occurred in the Fall 2019, which caused a portion of the exterior south wall to be pushed in.

The Applicant, Jamie Jones, of First on Site Restoration Ltd, also provided information on the proposed scope of work, specifically:

- Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing;
- Repair to the existing concrete window sill to match existing; and
- Removal and replacement of a portion of the wood framing behind the damaged brick portion due to existing rot.

In response to queries from the Commission, the Applicant indicated that following issuance of the required permits, the estimated timeframe for completion of the work would be one week.

Discussion ensued among members about possible obstructions that could be used to prevent future vehicle impacts, i.e., a parking space barrier.

It was moved and seconded:

That the Heritage Alteration Permit application for brick cladding repairs to a portion of the rear (south) elevation of the building be supported

CARRIED



City of Richmond

Heritage Alteration Permit

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

File No.: HA 20-890427

To the Holder: FIRST ON SITE RESTORATION LTD.
C/O JAMIE JONES
#17-19272 96 AVENUE
SURREY BC V4N 4C1

Property Address: 3580 MONCTON STREET

Legal Description: PARCEL "40" SECTION 10 BLOCK 3 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT REFERENCE PLAN NWP 64754

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize the following repair work to a small portion of the south elevation of the building, as illustrated on Plan # 1 and Plan # 2:
 - Removal and cleaning of a section of the existing brick façade for reinstallation, and replacement of any non-salvageable brick with new brick to match existing (as verified by City Staff prior to installation);
 - Repair to the existing concrete window sill to match existing;
 - Removal and replacement of a portion of the exterior wall wood framing behind the damaged brick due to existing rot; and
 - Installation of wheel stop curbs for the north-facing parking spaces along the south side of the building.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. _____ ISSUED BY THE COUNCIL THE DAY OF _____
DELIVERED THIS _____ DAY OF _____, 2020

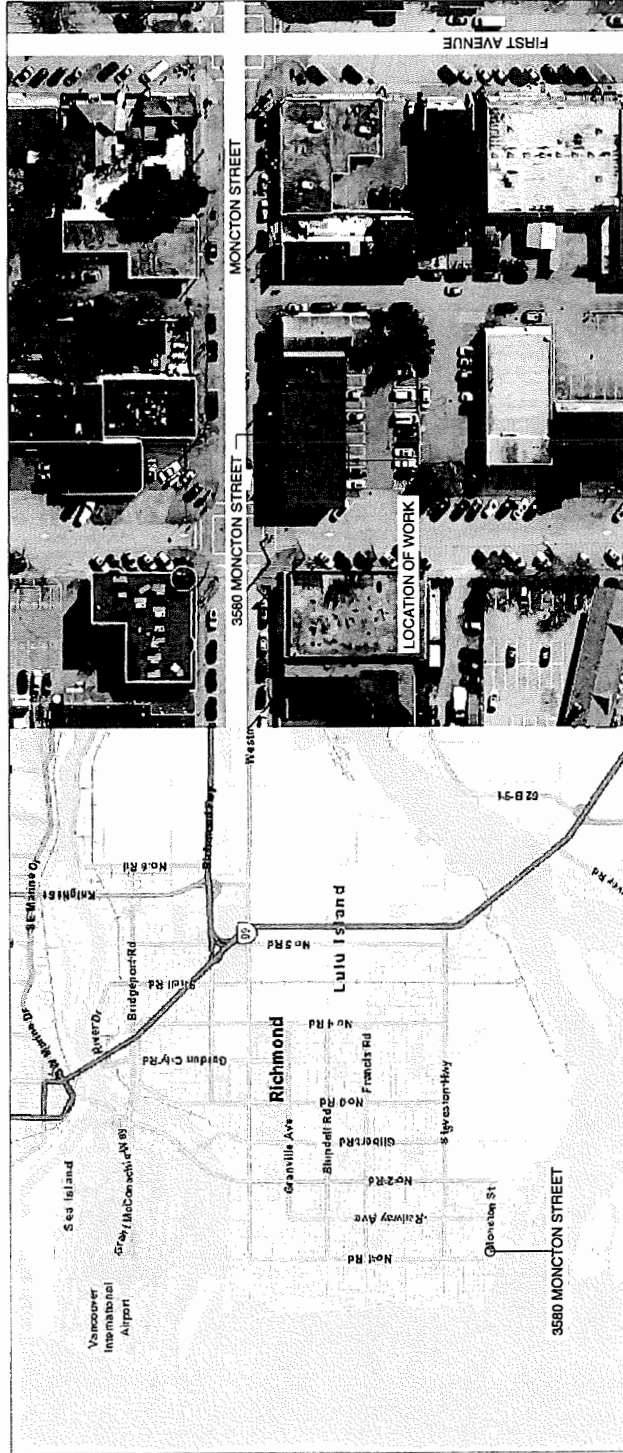
MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

VEHICLE IMPACT REPAIRS
3580 MONCTON STREET
RICHMOND, B.C.

LEGAL DESCRIPTION:
SEC 10 BLK 3N RG 7W PL NWP64754
PARCEL 40, BLOCK 3N,
PLAN NWP64754, SECTION 10, RANGE
7W, NEW WESTMINSTER LAND
DISTRICT, REF 64754



CONTEXT MAP
SCALE 1:500

SITE MAP
SCALE 1:50

SCOPE OF WORK:
THE WORK BEING APPLIED FOR UNDER THIS PERMIT APPLICATION IS FOR THE REPAIR TO A SMALL PORTION OF THE REAR ELEVATION OF THE BUILDING DUE TO VEHICLE IMPACT.
THE REPAIR WORK CONSISTS OF REMOVAL OF A SECTION OF THE EXISTING FACE BRICK FOR REINSTALLATION AND,
REPAIR TO THE CONCRETE WINDOW SILL AND,
REMOVAL AND REPLACEMENT OF A PORTION OF THE WOOD STUDS BEHIND THE DAMAGED BRICK PORTION DUE TO EXISTING ROT.

ARCHITECTURAL DRAWINGS

- A1 CONTEXT PLAN / SITE PLAN
- A2 ELEVATION

CONSULTANT LIST

ARCHITECT:
SCOTT GORDON ARCHITECT
90 LONGS BAY AVE.
LONGS BAY, B.C.
C. 604.220.8272
E. 3304ARCHITECT@GMAIL.COM

STRUCTURAL: SEPEKEN ENGINEERING LTD.
1000 WESTMINSTER AVE.
NEW WESTMINSTER, B.C.
CONTACT: GUIDO SUDIRJO
C. 604.220.4122
E. SEPEKEN@TELUS.NET

SCOTT
GORDON
ARCHITECT
AIBC AAA

90 LONGS BAY AVENUE
LONGS BAY, B.C.
VAN. ZED
CELL (604) 220-8272



VEHICLE IMPACT REPAIRS
3580 MONCTON STREET
RICHMOND, B.C.

PROJECT:
VEHICLE IMPACT REPAIRS
3580 MONCTON STREET
RICHMOND, B.C.

SCALE
CONTEXT MAP / SITE MAP

SCALE
PROJECT NUMBER
PROJECT NAME
PROJECT DATE

HA 20-890427
PLAN # 1
August 25, 2020

NOTES:
1. SEE PLAN FOR BUILDING FOOTING AND FOUNDATION

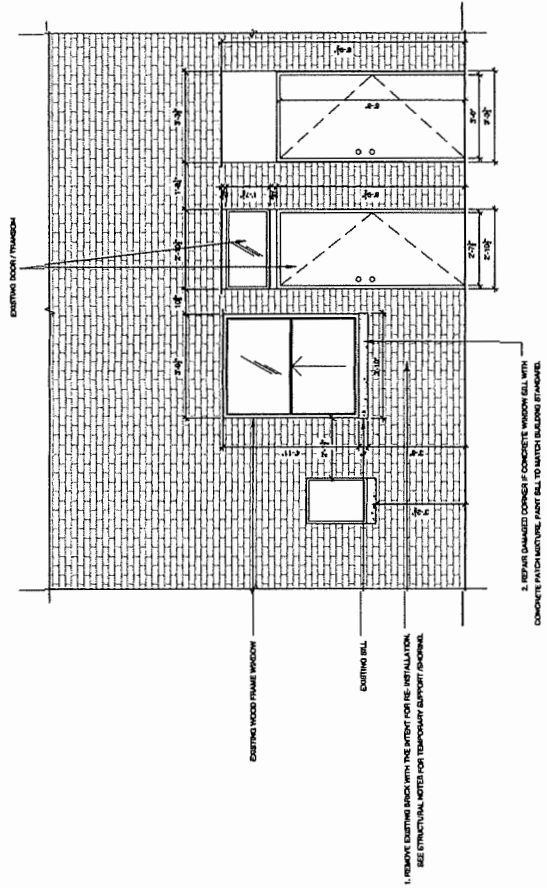
SECTION
ELEVATION

SCOTT
GORDON
ARCHITECT

AIBC AAA

80 LIONS BAY AVENUE
LIONS BAY, B.C.
V1N 2E0

CELL (604) 230-8272



ELEVATION
SECTION

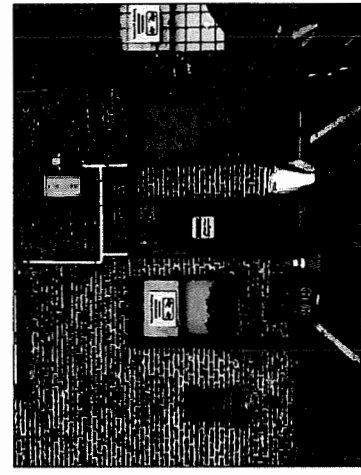


IMAGE 1
1/16

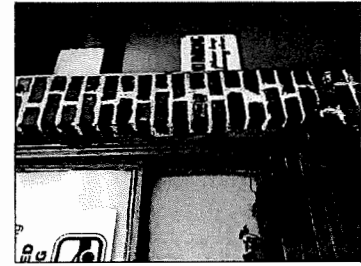


IMAGE 2
1/16



IMAGE 3
1/16



IMAGE 4
1/16

PROJECT:
1. BRICK AND CONCRETE REPAIR
2. WINDOW THRESHOLD
3. DOOR THRESHOLD
4. CONCRETE PATCH MATERIAL
5. PAINT TO MATCH BUILDING STANDARDS

DATE:
JANUARY 15, 2020

HA 20-890427
PLAN # 2
August 25, 2020



City of Richmond

Report to Committee

To: General Purposes Committee
From: Peter Russell
Director, Sustainability and District Energy
Date: September 8, 2020
File: 10-6125-30-004/Vol 01
Re: **Roberts Bank Terminal 2 Expansion Project Update**

Staff Recommendation

That, as described in the staff report titled "Roberts Bank Terminal 2 Expansion Project Update," dated September 8, 2020 from the Director, Sustainability and District Energy:

1. Letters be sent to the Federal Minister of Environment and Climate Change, Premier of BC, Provincial Minister of Environment and Climate Change Strategy, and the Provincial Minister of Transportation and Infrastructure requesting that the Roberts Bank Terminal 2 Expansion Project not proceed; and
2. That staff be directed to work with the BC Environmental Assessment Office to develop provincial assessment conditions that protect the interests of the community, should the Roberts Bank Terminal 2 Expansion Project be approved.

Peter Russell, MCIP RPP
Director, Sustainability and District Energy
604-276-4130

Att. 4

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

Staff Report

Origin

The Vancouver Fraser Port Authority's proposed Roberts Bank Terminal 2 Expansion Project proposes an expansion of the existing Deltaport Terminal and Westshore Terminals in Delta, BC. The proposed expansion triggered federal and provincial environmental assessment regulations and the project has been undergoing federal and provincial environmental assessment under the *Canadian Environmental Assessment Act, 2012* and the *BC Environmental Assessment Act, 2002* since 2013. The City of Richmond was identified as a regional stakeholder and was first notified of the project by the Vancouver Fraser Port Authority in 2012. The Federal Minister of Environment announced that the Project would undergo a federal assessment by a federal independent review panel in 2016.

The independent review panel published its final report, *Federal Review Panel Report for the Roberts Bank Terminal 2 Project*, on March 30, 2020. The report presents the results of the independent review panel's assessment of the potential environmental and socioeconomic effects of the Project, including the marine shipping activities incidental to the Project. The report also sets out the rationale, conclusions and recommendations of the Panel relating to the environmental assessment of the Project, including proposed mitigation measures and follow-up programs.

Should the project be approved by the federal government, the BC Environmental Assessment Office has reached out to staff for general input on the independent review panel's final report and to work collaboratively on draft environmental assessment materials that would support the provincial ministerial review.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

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

Project Description

The Vancouver Fraser Port Authority ("the Port") is proposing to construct a new, three-berth marine container terminal adjacent to its existing location on Robert's Bank (Attachment 1). The

proposed upgrades will allow the Port to increase its transport capacity by an additional 2.4 million containers per year, to meet its projected demand by 2030. The proposed terminal will be located immediately west of the existing terminal and will consist of a new berth pocket, additional marine terminal, tug basin, and causeway expansion (The Project), if approved.

Approximately 117 hectares of the Project is proposed to be constructed on federal land. Approximately 52 hectares of the Project is proposed to be constructed on submerged lands that are currently provincial Crown lands and a portion of land, owned by BC Rail, will be required to widen the causeway and construct an overpass. The total Project area would be 182.5 hectares and would be situated on newly acquired and built federal land managed by the Port. Regional infrastructure supporting the movement of goods to the proposed facility includes numerous transportation corridors, including Highway 17, Highway 17A5, Highway 91, Highway 99 and Deltaport Way, the Roberts Bank Rail Corridor, and two active commercial and recreational airports.

Primary land use in the area surrounding the site includes a mixture of urban, residential and agriculture, primarily located within the provincial Agricultural Land Reserve. Wildlife habitat in the region includes farm fields, old-fields, shrub land, hedgerows, and channelized watercourses. The Fraser River Estuary (encompassing Roberts Bank, Sturgeon Bank, and Boundary Bay) supports large numbers of resident, migrating, and/or wintering birds and the Strait of Georgia supports several marine mammal species.

The scope of the environmental assessments covers an area of approximately 55 square kilometres and includes the intertidal and subtidal zones between Canoe Passage and BC Ferries (Tsawwassen) Terminal, from the shoreline to the Canada/USA international border. The environmental assessments did not include the aforementioned transportation corridors accessible via Deltaport Way because the project boundary ended at the start of the causeway leading to the project site. The City argued early in the process that the boundary should be expanded to include transportation systems, noting that Richmond would receive increased truck traffic as a result of the project.

Summary of Assessment and City Consultation

The environmental assessment process involves identifying potential project effects and developing mitigation measures through consultation with First Nations, the public, and stakeholder groups, to avoid and/or minimize potential effects in a timely manner. *Canadian Environmental Assessment Act*, 2012 states that projects are to be considered in a careful and precautionary manner to avoid 'significant adverse effects'. The City of Richmond was first notified of the Project by the Port in 2012. Council endorsed comments related to traffic congestion, road infrastructure, and land use in Richmond were sent to the Port and the Canadian Environmental Assessment Agency in 2013. A summary of these final comments are included in Attachment 2.

The federal Minister of Environment announced that the Project would undergo a federal environmental assessment by an independent review panel ("the Panel") in 2016. Compared to an Agency-led federal assessment, an assessment led by an independent review panel is longer in duration (two years instead of one) and includes more comprehensive consultation with the public and stakeholders via public hearing. This type of assessment has a legislated 24-month time limit

from initial referral, to Ministerial decision. The legislated timeline does not include time required for the proponent (the Port) to gather information requested by an independent review panel or the Minister. The *Canadian Environmental Assessment Act*, 2012 allows the Minister of Environment to extend this timeline by up to 3 months, and Cabinet to extend the timeline for an unlimited period upon recommendation of the Minister.

The Panel held a project orientation session in 2016, where staff presented an overview of the City's interests and concerns. Staff have since been reviewing technical information and attending the public hearings as part of the federal environmental assessment.

Summary of the Independent Review Panel's Final Report

The Panel's final report culminates over five years of assessment that included the evaluation of potential effects for approximately 16 assessment criteria such as marine mammals, fish and fish habitat, accidents and malfunctions and avifauna for example. The report also sets out the rationale, conclusions and recommendations of the Panel relating to the environmental assessment of the Project, which is submitted to the federal Minister to support a decision.

A detailed list of potential project benefits and potential project effects is included in Attachment 3. A notable project benefit, should the project be approved, includes the local, regional and national employment, business opportunities and economic development resulting from the Project. Several possible environmental and socioeconomic effects were also determined by the Panel including significant adverse effects on South Resident Killer Whales; residual adverse effect on daytime and nighttime visual resources and on outdoor recreation; effects on the quality of life of local populations. Key concerns regarding the Port's methodology and proposed mitigation measures were also highlighted. The Panel determined that the ecosystem model used by the Port to assess potential effects in the study area likely contained precision and accuracy errors and that, in many cases, the proposed mitigation measures would not be as effective as predicted.

A list of 71 recommendations, developed by the Panel, were also included in the report. The recommendations should be imposed prior to approval and/or construction but are not limited to the only proponent directives. A condensed summary report outlining the projects benefits, effects and recommendations was also issued by the Panel and is included in Attachment 4.

The cumulative impacts from increased traffic, resulting from increased port-related truck traffic, for transportation corridors that would impact Richmond such as Highway 91 and Highway 99 was not included in the assessment. The Panel acknowledged traffic concerns in the report and determined that collaboration between the Province, the City of Delta and the Tsawwassen First Nation is needed to address local traffic issues should the project proceed. Richmond also noted that growth in demand for port serving industrial land uses could result in new port expansion into the Agricultural Land Reserve in East Richmond adjacent to the Port's site along the South Arm of the Fraser River.

The Panel's report has been forwarded to the federal Minister of Environment for review. Input from stakeholders on the report has not been requested. The BC Environmental Assessment Office is seeking general comments on the Panel's report and has requested to begin working with staff on

preparing draft referral material that would be forwarded to the provincial Minister if the project is approved.

Staff Recommendation

The Fraser River estuary works as a system of interdependent ecosystems ranging from upland environments, marshes and wetlands, and mudflats. The health of the estuary is important for the City including wave attenuation services provided by Sturgeon Bank. The Panel's findings related to the possible inaccuracies in modelling, the severity of potential effects in numerous areas and the uncertainty related to the effectiveness of future mitigations for these effects may lead to possible impacts in Richmond. For the reasons above, it is staff's assessment that the Robert's Bank Terminal 2 Expansion Project should not be approved based on the Panel's findings. Staff recommend the following course of action in response:

1. That, similar to the City of Delta, letters regarding the Project be sent to the Federal Minister of Environment and Climate Change, the federal Premier of BC, Provincial Minister of Environment and Climate Change Strategy, and the Provincial Minister of Transportation and Infrastructure requesting that the project not proceed based on the Panel's findings; and
2. Notwithstanding the above, that staff be directed to work with the BC Environmental Assessment Office to develop assessment conditions that protect the interests of the City, should the project be approved.

Next Steps

On August 24, 2020, the Minister of Environment and Climate Change acknowledged the Panel's findings and requested additional information from the Port to support further review. The project is currently paused and will resume when the Port can meet the information requested from the Minister. If endorsed, the letters will be prepared and sent as appropriate to the provincial and federal delegates for consideration on the matter.

Financial Impact

None.

Conclusion

The Vancouver Fraser Port Authority's proposed Roberts Bank Terminal 2 Expansion Project, located in Delta, BC has been undergoing federal and provincial environmental assessment under the *Canadian Environmental Assessment Act*, 2012 and the *BC Environmental Assessment Act*, 2002 since 2013.

The City of Richmond was first notified of the Project by the Vancouver Fraser Port Authority in 2012. The Federal Minister of Environment announced that the Project would undergo a federal assessment by a federal independent review panel in 2016. The independent review panel published its final report, *Federal Review Panel Report for the Roberts Bank Terminal 2 Project*, on March 30, 2020. The report presents the results of the independent review panel's assessment including benefits, effects and recommendations. Staff recommend sending letters to the appropriate federal

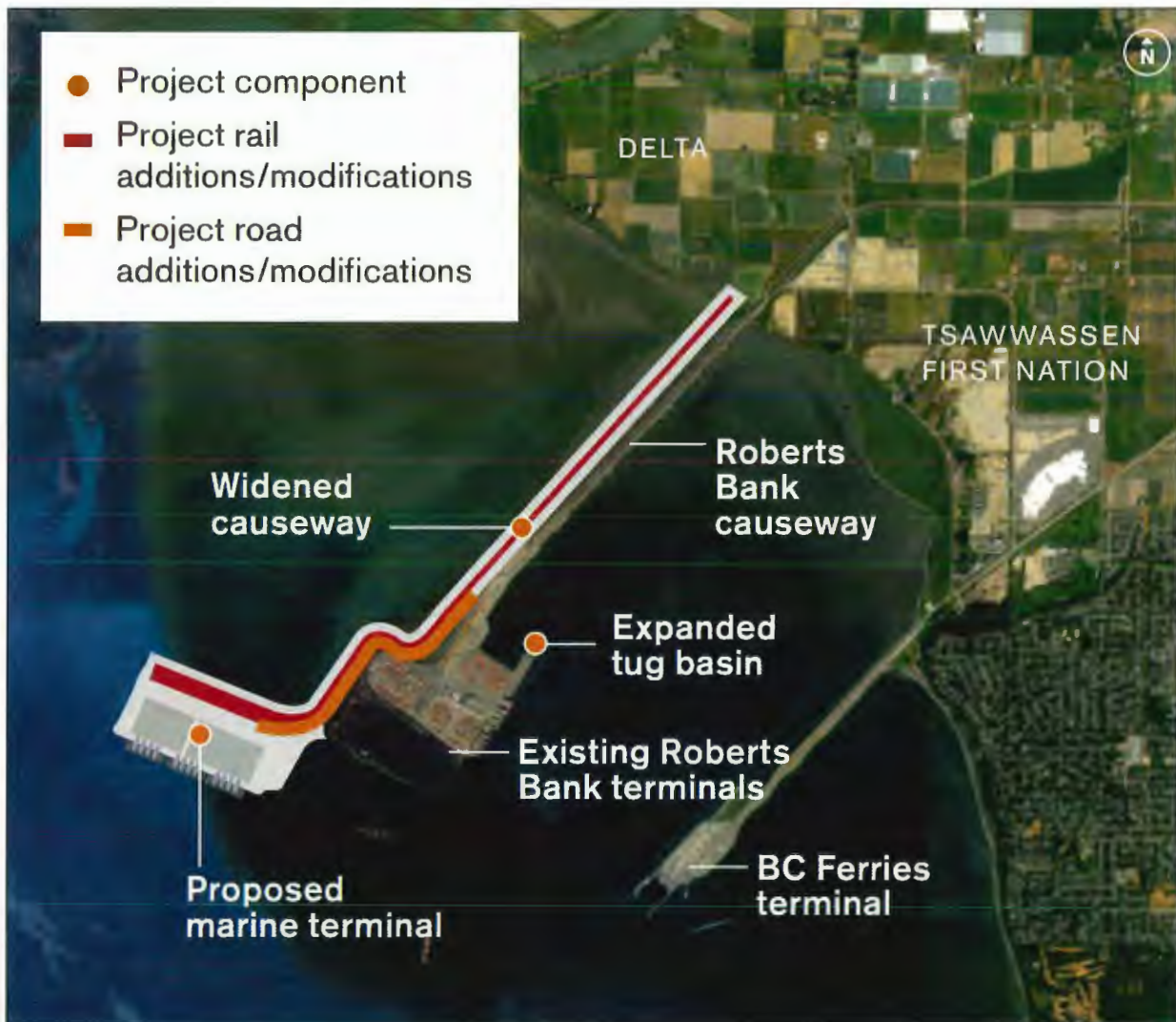
and provincial delegates stating that the project should not be approved based on the Panel's findings. Staff further recommend that they be directed to work with the BC Environmental Assessment Office to prepare assessment material that protect the interest of Richmond, should the project proceed.



Chad Paulin, M.Sc., P.Ag.
Manager, Environment
(604-276-4672)

- Att. 1: Project Location and Proposed Project Components
2: Summary of the City's Concerns related to the Proposed Project
3: Summary of Key Findings from the Independent Review Panel
4: Federal Review Panel Report: Summary of Key Findings

Project Location and Proposed Project Components



Summary of the City's Concerns Related to the Proposed Project

The following comments were endorsed by Council in 2013 and were forwarded to the Canadian Environmental Assessment Agency and the Vancouver Fraser Port Authority in 2013:

- The impacts of increased port-related truck traffic and passenger vehicles on roads beyond the footprint of the project, especially in Richmond, can be significant and as such, need to be identified in the project scope and included in the effects assessment. Currently, the scope appears to be limited to the project footprint and roads within Port Metro Vancouver's (PMV) jurisdiction. These impacts should be added to Section 5.6 Project Components and/or Section 5.7 Project Activities.
- Section 7.2.1 should identify that the boundary of the study area extends to the Fraserport area in Richmond as well as any other areas that Port trucks will travel to or from in Richmond.
- Measures to mitigate truck traffic impacts and address public concerns (Section 11.3) should include the following items:
 - A Transportation Plan to address road and rail traffic considerations with details such as how municipalities would be involved, what the scope of work is, what input would be sought from municipalities, potential transportation impacts and mitigation strategies, and opportunities to review a draft copy before finalization. Any mitigation strategies should include funding contributions from PMV for infrastructure improvements to local roads, including those north of the tunnel, that connect to the provincial highway system and/or PMV properties that are part of the supply chain system;
 - A "smart" fleet trucking strategy with details regarding how it would tangibly reduce truck traffic, what the impacts would be on the road network and whether there would be any deferral in the need for new road infrastructure due to any reduced truck traffic; and
 - Potential operational improvements such as the extension of hours of terminal operations, including the feasibility of 24/7 operations to enable truck movements during the night and early morning hours, thereby reducing truck traffic congestion during the day. The analysis should indicate the extent that these improvements would help defer or eliminate the need for any new infrastructure due to reduced truck traffic.
- Due to the scope of both the immediate and cumulative environmental impacts of this project, City staff recommend that the Minister of Environment refer this project to an environmental assessment by review panel.
- City staff request that assessment of the cumulative impact of this project and other large industrial and transportation projects (e.g. VAFFC, Fraser Surrey Docks, Trans Mountain

Pipeline Expansion, Massey Tunnel Replacement etc.) in the region be included in any environmental assessments triggered by these projects.

- As outlined in a letter to the CEAA dated October 2nd, 2013, we are reiterating concerns regarding the impacts of expanded Port Metro Vancouver activities on agricultural lands, and specifically lands on Lulu Island within the Agricultural Land Reserve.

Summary of Key Findings from the Independent Review Panel

Potential Project Benefits
1. Construction and operation of the proposed Project do not pose major technical challenges.
2. The Project would result in an increase in container terminal capacity on Canada's west coast. The Project would support competitiveness for Canadian markets linked to a marine shipping supply chain facing important changes.
3. The City of Delta, Metro Vancouver, British Columbia, Canada, and Indigenous groups would benefit from the employment, business opportunities and economic development resulting from the Project.

Potential Project Impacts
1. The proposed offsetting plan for aquatic species, totaling 29 hectares, is insufficient to compensate for the loss of 177 hectares of Roberts Bank.
2. The Panel cannot conclude with certainty about Project effects on polyunsaturated fatty acid production in biofilm, a potentially critical nutritional component for western sandpiper.
3. Barn owl populations would be subject to significant cumulative effects.
4. There would be significant adverse and cumulative effects on Dungeness crab as well as ocean type juvenile Chinook salmon originating from the Lower Fraser and South Thompson Rivers.
5. The Project would cause significant adverse and cumulative effects on South Resident Killer Whales through a small loss of legally-defined critical habitat, reduced adult Chinook salmon prey availability, and a minor increase in underwater noise.
6. A lethal vessel strike on a single individual South Resident Killer Whales could have significant adverse population consequences.
7. The Project would likely result in significant adverse and cumulative effects on the current use of lands and resources for traditional purposes by Tsawwassen First Nation and Musqueam Indian Band in the Project area.
8. Marine shipping associated with the Project would likely result in a significant cumulative effect on the current use of lands and resources for traditional purposes by Pacheedaht First Nation and Ditidaht First Nation.
9. The Project would cause significant adverse effects on cultural heritage for Tsawwassen First Nation and Tsleil-Waututh Nation in the Project area. Each ship travelling through the shipping lanes causes an incremental effect on the ability of Indigenous groups to access sites where they conduct cultural activities. The Panel concludes that there is an existing significant cumulative effect on cultural heritage and that any increase in ship movements would further contribute to this effect.

10. The Panel's assessment concludes that there would be effects on the quality of life of local populations, including health and quality of experience during commercial and recreational activities.
11. The Project would result in a residual adverse effect on daytime and nighttime visual resources and on outdoor recreation as well as a significant cumulative effect.
12. Residual adverse effects of the proposed expanded Navigational Closure Area would cause a significant cumulative effect on the commercial crab fishery.
13. During the operational phase, the Project would result in a significant adverse effect and a cumulative effect on human health based on predicted exposures NO ₂ and other respiratory irritants.
14. The Project would result in a significant adverse cumulative health effect due to noise.
15. Elements of stress and annoyance already present related to light, noise and dust are expected to be exacerbated by the Project.
16. The Project would likely cause a significant adverse effect and a significant cumulative effect on agricultural land use due to the loss of a small area of land contained within the Agricultural Land Reserve.
17. The Panel concludes that additional measures would be required to adequately address effects from accidents and malfunctions that may occur in connection with land-based events.
18. If a worst-case oil spill were to occur in the marine shipping area, it could result in potentially significant adverse residual effects for vulnerable species such as South Resident Killer Whales and marine birds, marine commercial and recreational activities, and cultural heritage and health of Indigenous groups.

Summary of Key Findings

On May 30, 2016, the federal Minister of Environment and Climate Change Canada appointed a Review Panel to carry out an environmental assessment of the Roberts Bank Terminal 2 Project proposed by the Vancouver Fraser Port Authority. The following provides a summary of the Panel's key findings.

The Project would require the conversion of 177 ha of intertidal and subtidal habitat on Roberts Bank to construct a new three-berth container terminal, expand an existing causeway and enlarge an existing tug basin. The Project would be situated immediately adjacent to Tsawwassen First Nation Lands, existing port infrastructure and close to the community of Tsawwassen and the City of Delta, British Columbia. The Project is located on Roberts Bank in the Fraser River estuary, an ecologically productive and sensitive area of coastal British Columbia. Roberts Bank is located on the Pacific Flyway for migratory birds and is adjacent to a provincial wildlife management area and an international Ramsar site. Some of the largest salmon runs in the world utilize and migrate through Roberts Bank as juveniles and adults. Roberts Bank also encompasses critical habitat for the Southern Resident Killer Whale (SRKW) listed as endangered under the *Species at Risk Act*.

The Panel is of the view that construction and operation of the proposed Project do not pose major technical challenges. The purpose of the Project is consistent with Canada's role as a trading nation, and the Project would enable an increase in container terminal capacity on Canada's west coast. The Project would also support competitiveness for Canadian markets linked to a marine shipping supply chain facing important changes, such as: mergers of ocean shipping lines; ocean carriers' and terminal operators' economic sustainability; terminal modernization and an increase in container ship size. The City of Delta, Metro Vancouver, British Columbia and Canada would benefit from the employment, business opportunities and economic development resulting from the Project. Indigenous groups living in proximity to the Project, in Metro Vancouver and on Vancouver Island and the Gulf Islands would stand to benefit from training, employment, and contracting opportunities.

The Panel concludes that the Project would result in numerous adverse residual and cumulative effects. The proposed offsetting plan for aquatic species, totaling 29 hectares, would be insufficient to compensate for the reduction in productivity associated with a Project-induced habitat loss of 177 hectares of Roberts Bank. There would be significant adverse and cumulative effects on wetlands and wetland functions at Roberts Bank. One of the ecosystem components that drives the high productivity of Roberts Bank is biofilm, which is consumed by western sandpipers and other shorebirds during their migration stopovers. The Panel concludes that the Project would not have an adverse effect on biofilm productivity and diatom composition. However, the Panel cannot conclude with certainty about Project effects on polyunsaturated fatty acid production in biofilm, a potentially critical nutritional component for western sandpiper. Due to the recent and still-emerging scientific understanding of biofilm, the Panel is unable to conclude with reasonable confidence that the Project would or would not have a residual adverse effect on western sandpiper. Barn owl, a species listed as threatened under the *Species at Risk Act*, would be subject to significant cumulative effects.

There would be significant adverse and cumulative effects on Dungeness crab as well as ocean-type juvenile Chinook salmon originating from the Lower Fraser and South Thompson Rivers. These juvenile Chinook reside temporarily in the vicinity of the Project and would be subject to migration disruption by the terminal footprint and Project-related effects on the underwater acoustic and light environments. The Project would cause significant adverse and cumulative effects on SRKW through a small loss of legally-defined critical habitat, reduced adult Chinook salmon prey availability and a minor increase in underwater noise. In the absence of mandatory mitigation measures to reduce underwater noise from marine shipping associated with the Project, there would be further degradation of SRKW critical habitat. Although unlikely, a lethal vessel strike on a single individual SRKW could have significant adverse population consequences.

Several Indigenous groups have traditional territories that overlap the Project area and the marine shipping area. The Project and the marine shipping associated with the Project have the potential to change various aspects of Indigenous current use and cultural heritage resources. The Panel concludes that the Project would likely result in significant adverse and cumulative effects on the current use of lands and resources for traditional purposes by Tsawwassen First Nation and Musqueam Indian Band in the Project area. The Panel also concludes that marine shipping associated with the Project would likely result in a significant cumulative effect on the current use of lands and resources for traditional purposes by Pacheedaht First Nation and Ditidaht First Nation.

In addition, the Project would cause significant adverse effects on cultural heritage for Tsawwassen First Nation and Tsleil-Waututh Nation in the Project area. While the Panel understands there would be relatively few ship movements associated with the Project, each ship travelling through the shipping lanes causes an incremental effect on the ability of Indigenous groups to access sites where they conduct cultural activities. The Panel concludes that there is an existing significant cumulative effect on cultural heritage and that any increase in ship movements would further contribute to this effect.

The Panel's assessment concludes that there would be effects on the quality of life of local populations, including health and quality of experience during commercial and recreational activities. The Project would result in a residual adverse effect on daytime and nighttime visual resources and on outdoor recreation as well as a significant cumulative effect. Residual adverse effects of the proposed expanded Navigational Closure Area during both construction and operations would combine with the adverse effects of the existing Navigation Closure Area and cause a significant cumulative effect on the Area I commercial crab fishery.

During the operational phase, the Project would result in a significant adverse effect and a cumulative effect on human health based on predicted exposures to 1-hour average NO₂ and other respiratory irritants. The Project would result in a significant adverse cumulative health effect due to noise. Elements of stress and annoyance related to light, noise and dust are already present in the Local Assessment Area and the Project has the potential to exacerbate these conditions. The Panel further concludes that the Project would likely cause a significant adverse

effect and a significant cumulative effect on agricultural land use due to the loss of a small area of land contained within the Agricultural Land Reserve.

Several types of accidents and malfunctions that could result from the Project were examined, both for land- and marine-based activities. The Panel concludes that additional measures would be required to adequately address effects from accidents and malfunctions that may occur in connection with land-based events. If a worst-case oil spill were to occur in the marine shipping area, it could result in potentially significant adverse residual effects for vulnerable species such as SRKW and marine birds, marine commercial and recreational activities, current use, cultural heritage and health of Indigenous groups.

A listing of the Panel's Conclusions and Recommendations is provided in Appendix H and further details are described in the main body of the report.

The Panel members are grateful for the support we received from the Secretariat during the four years of the Panel's work. We appreciate the professional and respectful participation offered by the Proponent and its team. We would like to acknowledge the involvement of the local citizens of Delta, the collaboration of all levels of government, the insights offered by non-governmental organizations and the constructive interactions and information provided by Indigenous groups.



City of Richmond




Report to Committee

To: General Purposes Committee **Date:** September 9, 2020
From: Jim V. Young, P.Eng.
Director, Facilities and Project Development **File:** 06-2052-25-PNET1/Vol 01
Re: **Phoenix Net Loft Lean-to and First Nations Bunkhouse Preservation Costs**

Staff Recommendation

That the staff report titled "Phoenix Net Loft Lean-to and First Nations Bunkhouse Preservation Costs", from the Director, Facilities and Project Development dated September 9, 2020 be received for information.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture and Heritage	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Finance Department	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS:	APPROVED BY CAO
		

Staff Report

Origin

At the regular Council meeting on February 24, 2020 Council endorsed the following resolution:

- (1) That the Capital Program budget be amended from the previously approved \$11.5M to \$19.44M for the Phoenix Net Loft Preservation project for Option C – Museum-Style Interpretive Centre use for the Phoenix Net Loft preservation project; and*
- (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.*

The following staff referral was also moved and seconded:

- (1) That staff examine costs for the addition of a lean-to, as part of the Phoenix Net Loft preservation project, and restoration of the First Nation Bunkhouse.*

The purpose of this report is to report back to Council in respect to these costs.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

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.

6.4 Recognize Richmond's history and heritage through preservation, protection and interpretation.

Background

The First Nations Bunkhouse is on City owned land as part of the Britannia Shipyards National Historic Site. The Phoenix Net Loft is located on leased land adjacent to the Britannia Shipyards site. On November 28, 2016 the City was granted a 30-year lease through the Provincial Government. Both buildings are on a stretch of the Fraser River historically known as Cannery Channel. Attachment 1 outlines the location of both structures.

The Phoenix Net Loft previously had a 160 square metre Lean-to building that was attached on the west side of the main Phoenix Net Loft structure. The sheds were constructed in the 1950s as additions to the main structure and were used to increase the overall utility of the Phoenix Net Loft by providing additional storage and work shop space. Over the course of many years, the structure and foundation have substantially deteriorated leading to the majority of the Lean-to structure collapsing into the Fraser River.

Constructed in 1886, the First Nations Bunkhouse is a 270 square metre building that is located north of the boardwalk and northwest of the existing Japanese Duplex. There is evidence that suggests the building was used as a residence for First Nations cannery workers as an early fish camp situated on a slough located just to the west of the site. It has seen many uses since that time, and was relocated from its original location at least once in order to suit the varying needs of the canning companies. Currently, the structure is highly deteriorated, with temporary measures previously implemented to stabilize the structure from collapse. The building is currently unsafe to occupy and is surrounded by a chain link fence to ensure public safety. Attachment 2 provides images of the Phoenix Net Loft and First Nations Bunkhouse structures.

Analysis

Staff recently engaged a professional quantity surveyor to provide preservation budget costing based on review of the details contained within previously completed condition assessment reports for the Phoenix Net Loft and the First Nations Bunkhouse. Both of these reports included input from the perspectives of a Heritage Architect and a Structural Engineer.

Phoenix Net Loft Lean-to structure:

Reconstruction Cost, No Interior Program - \$1.3M (2021 dollars, order of magnitude)

As the majority of the previous structure has since collapsed into the river, the order of magnitude budget costing reflects complete reconstruction of the structure utilizing new materials to match what was previously in place and construction is completed concurrently with Phoenix Net Loft reconstruction. The cost for a Lean-to structure would be higher if it is not constructed at the same time as the Phoenix Net Loft construction. The order of magnitude cost estimate also incorporates the requirements for the restored structure to meet current building code requirements including seismic standards.

First Nations Bunkhouse:

Deconstruction and Reconstruction Cost, No Interior Program - \$1.6M (2021 dollars, order of magnitude)

This structure has reached a state of advanced deterioration and is not fit for occupancy. It was identified in a previous condition assessment report that none of the existing elements of this building are suitable to be reused as part of the rehabilitated structure, however some elements could be retained for the purposes of an interpretive exhibit. The order of magnitude budget pricing reflects the complete reconstruction of the structure utilizing new materials.

Both of the outlined budget costs are in 2021 dollars and the budget for the Lean-to is in addition to the previously amended budget of \$19.44M for the Phoenix Net Loft Preservation project. Pricing reflects like-for-like reconstruction of the building shell, similar to the previously completed, adjacent Seine Net Loft.

As no program has been identified for either building, allowances for interior fit out of each space have not been included within the provided budget costing. As a reconstructed Lean-to structure would be attached to the Phoenix Net Loft, program options will be developed as part of the planned Public Consultation Process for that facility and will be reported back to Council once concluded.

For the First Nations Bunkhouse, staff are working to identify program options as part of the Steveston Heritage Site Interpretive Plan, as well as responding to a referral from Council on June 22, 2020 which will include timelines, cost estimates, and cultural heritage value for the restoration of the building. This report and an update on the Steveston Heritage Sites Interpretive Plan is anticipated by Q4 2020.

Financial Impact

There is no financial impact of receiving this report for information. Should Council wish to consider these projects further, it could be referred to the 2021 budget process.

Conclusion

The Phoenix Net Loft Lean-to and the First Nations Bunkhouse are both in advanced states of structural deterioration. Staff have provided preservation costs for both structures for Council review and consideration.



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

JVY;jt

Attachment 1 – Site Plan of Phoenix Net Loft Lean-to and First Nations Bunkhouse
Attachment 2 – Images of Phoenix Net Loft Lean-to and First Nations Bunkhouse Structures

Image 1: Site Plan of Phoenix Net Loft Lean-to and First Nations Bunkhouse



Image1: Phoenix Net Loft Lean-to Structures circa 1960's



Image 2: First Nations Bunkhouse – Current Condition

