



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, June 6, 2001

Place: Anderson Room
Richmond City Hall

Present: Councillor Lyn Greenhill, Chair
Councillor Derek Dang
Councillor Kiichi Kumagai

Absent: Mayor Greg Halsey-Brandt
Councillor Ken Johnston, Vice-Chair

Also Present: Councillor Linda Barnes

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

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Thursday, May 24, 2001, be adopted as circulated.
CARRIED

2. **FRASER BASIN COUNCIL REGARDING THE FRASER RIVER DEBRIS TRAP**

Mr. Bob Purday, Regional Coordinator for the Greater Vancouver Squamish Pemberton Region, representing the Fraser Basin Council, gave a Power Point presentation to the Committee. A copy of the information provided is attached as Schedule 1 and forms a part of these minutes.

A discussion ensued on the need to broaden the funding the Debris Trap receives. It was requested that the City provide, in recognition of the ongoing role of the Fraser River Debris Trap, a letter of support for the program being maintained and also to consider a financial contribution.

- It was moved and seconded
That the request for funding be referred to staff for identification of i) funding options, and ii) other groups that could provide support to the project.

CARRIED

ENGINEERING & PUBLIC WORKS DIVISION

3. STREET SWEEPING PROGRAM

(Report: May 15/01, File No.: 6455-04) (REDMS No. 301205)

The Manager, Roads & Construction Services, Tony Hillan, accompanied by Mr. McCloud, Street Sweeper Operator, provided a brief review of the report and an example of the intended signage.

It was suggested that the signs provide the reason for the parking restrictions. Clarification of the source of funds for the project was identified.

It was moved and seconded

That a pilot program of installing permanent "Temporary No Parking" signs at an estimated cost of \$2,280 in the Azure Boulevard area, be endorsed, and that staff report to Committee with the results of the pilot program.

CARRIED

4. FRASER PORT SERVICING

(Report: May 28/00, File No.: 0140-20-FRHA1) (REDMS No. 380877)

The General Manager, Engineering and Public Works, Jeff Day, reviewed the report.

Mr. Al Mitton, Fraser River Port Authority, noted that development of the site would benefit the City by providing a serviced area, tax generation and the Blundell corridor, and said that two major tenants had recently come forth to negotiate with the Port..

A letter from Allen Domaas, PPM, Acting President and CEO of the Fraser Port Authority, is attached as Schedule 2.

An article on the Fraser River Debris Trap is attached as Schedule 3.

Councillor Greenhill stated that she appreciated that the work was not being done in isolation of the City but rather was Fraser Port and the City working in cooperation. The planned phase in of the project, due to the expense involved, was noted.

In response to a question from Councillor Kumagai on Area IV, the General Manager, Urban Development, David McLellan provided the information that there was an interest in the land for development of a waterfront system, although a report as yet had not been received.

It was moved and seconded

That:

(1) The "Fraser-Richmond Servicing Report" (dated May 2001) be endorsed.

- (2) *Staff be authorized to commence negotiations with the Fraser River Port Authority in the attempt to establish a signed Accord and to develop detailed servicing agreements for each development phase that will follow the servicing strategy endorsed in the Fraser-Richmond Servicing Report.*

CARRIED

URBAN DEVELOPMENT DIVISION

5. **PROPOSED HIGH PRIORITY/HIGH OCCUPANCY VEHICLE (HPV/HOV) LANE ON RUSS BAKER WAY**
(Report: May 23/01, File No.: 6500-01) (REDMS No. 138781)

Victor Wei, Senior Transportation Engineer, reviewed the report, and introduced Mr. John Lanahan, Project Manager/Vancouver Airport Authority.

A discussion ensued on various aspects of the HOV/HPV lane which included access points and signage. Mr. Wei provided clarification of the use of the HOV/HPV lane and the enforcement thereof.

It was moved and seconded

- (1) *That the provision of a northbound high priority / high occupancy vehicle (HPV/HOV) lane on Russ Baker Way, between the Dinsmore Bridge and the Arthur Laing Bridge, for use by vehicles destined for the airport or with three occupants or more, as proposed by the Vancouver International Airport Authority (YVR), be supported in principle on a trial basis for a period of nine months to a year, subject to the following commitments by YVR:*
- (a) *That a non-permanent barrier delineation, to be reviewed by City staff before installation, is used between the general traffic lane and the proposed HPV/HOV lane;*
 - (b) *That YVR undertake public consultation with respect to the proposal; and*
 - (c) *That the proposed HPV/HOV lane be implemented in conjunction with, but not before, the completion of the Airport Connector project.*
- (2) *That staff report to the Public Works and Transportation Committee on the outcome of the trial implementation of the HPV/HOV lane.*
- (3) *That staff work with YVR to monitor the traffic conditions and report on the outcome after the trial period.*
- (4) *That the above recommendations be conveyed to the YVR Board of Directors.*

CARRIED

Councillor Barnes left the meeting.

6. **MANAGER'S REPORT**

Senior Transportation Engineer, Victor Wei, in reference to a newly created brochure on U-turn procedures, stated the Insurance Corporation of British Columbia had committed to a contribution of 50% of the cost of the brochures. The distribution of the brochures was to begin soon by way of hand-drop to all merchants on No. 3 Road as well as the major centres, including the Motor Vehicle Branch, ICBC, and the RCMP. It was requested that all inquiries/comments be directed to Mr. Wei. Mr. Wei confirmed that traffic police would be enforcing the U-turn policy in conjunction with the distribution of the brochure.

Mr. Wei announced that Sunday, June 10, was the Island City by Bike event. The Richmond Cycling Committee was commended for their organization of the event.

Mr. Wei advised that a grant in the amount of \$938,000 had been received from TransLink for the 2001 MRN Minor Capital Improvement Program – Garden City extension.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:38 p.m.).

CARRIED

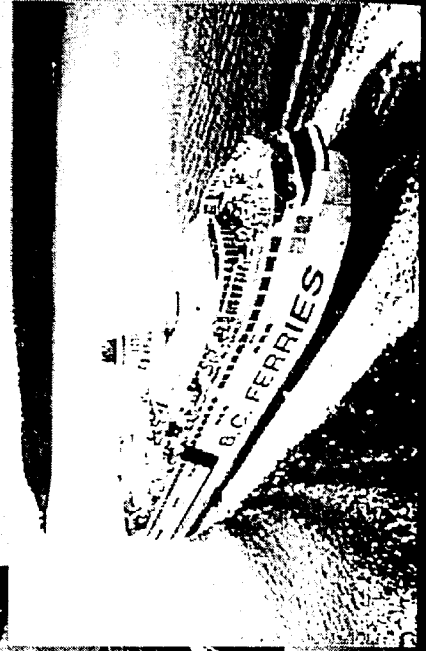
Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, June 6, 2001.

Councillor Lyn Greenhill
Chair

Deborah MacLennan
Administrative Assistant

SCHEDULE 1 TO THE MINUTES OF
THE PUBLIC WORKS AND
TRANSPORTATION COMMITTEE
MEETING HELD ON WEDNESDAY,
JUNE 6TH, 2001

New Directions in Debris Management





Debris Management: The Economic Benefits

Effective debris management:

- Prevents costly damage to commercial and recreational vessels, dikes, bridges and other infrastructure
- Maintains / enhances revenues from water-dependent businesses (e.g. ecotourism, recreational boating)
- Helps ensure viability of economically-important natural resources (e.g. fisheries and natural areas)



Debris Management: The Environmental Benefits

Effective debris management:

- Reduces stream flow and maintains channel dynamics
- Establishes ecological links to floodplains and riparian areas
- Creates and protects important refuge habitat
- Supports a diverse community of invertebrates, fish, birds and mammals



Debris Management: The Social Benefits

Effective debris management:

- Enhances safety for navigation, flood protection, and land-based transportation
- Develops alternatives to open burning, improving air quality
- Finds new uses for captured debris, generating employment opportunities and other social benefits



Debris Management The Recreational Benefits

Effective debris management:

- Prevents damage to recreationally-important fisheries resources
- Promotes recreational use and enjoyment of shorelines and waterways
- Results in increased recreational use of lands otherwise used for debris disposal



Debris Management Challenges

- Waterborne debris continues to be a problem
- Debris Management Board dissolved
- Funding for Fraser River Debris Trap unstable
- Debris disposal issues (burning / landfilling no longer options)
- Debris use (source quality / processing & transport costs / technologies)
- Absence of a region-wide approach to debris management



Role of the Fraser Basin Council

- **Facilitator / Catalyst**
- **Broadened funding sources and stakeholder involvement**
- **Encouraged federal and provincial gov't partners to restore funding**
- **Ensured Fraser River Debris Trap funding in place for 1999-2001 inclusive**
- **Facilitated development of a Regional Debris Management Strategy**
- **Managed strategic research programs and**

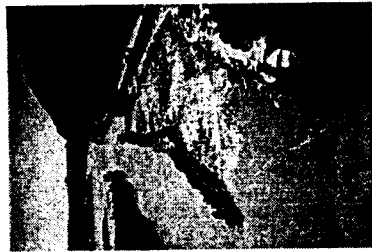
provided Secretariat support

*Debris Management:
A Regional Problem Demands Regional Solutions*



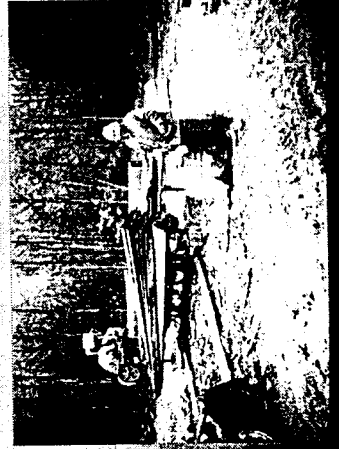


The Fraser River Debris Trap: A Critical Cornerstone



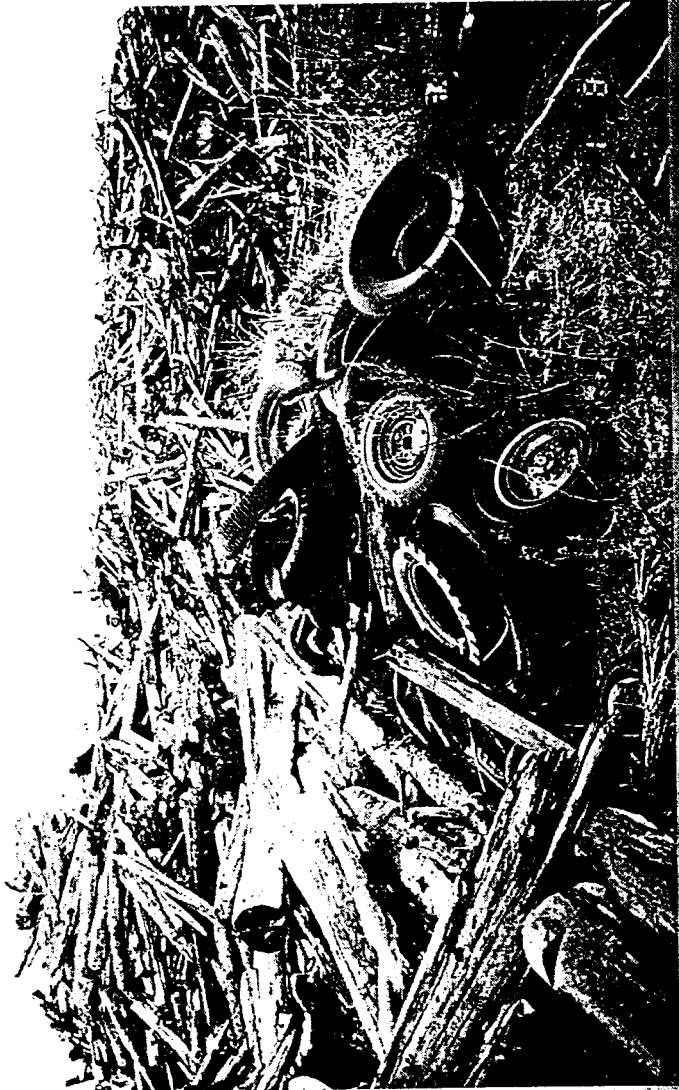
304

**Spring 1999 Capture Volume: 100,000 m³ - enough wood to fill
13 football fields to a depth of 3 meters - and 90% of
waterborne debris generated upstream of Hope.**





Iona Fibre Recovery Site





Funding Partners: 2001/02

Federal Government and Port Authorities	\$215,000
Provincial Government and Provincial Crown Corps.	\$200,000
Coastal Forest Industry	\$180,000
Local and Regional Government	\$20,000
Translink	\$10,000
TOTAL	\$625,000



*Debris Management Group
Interim Operating Committee Members*

Organization

Fisheries & Oceans Canada

FREMP

Coast Forest & Lumber Association

BC Ferry Corporation

Ministry of Forests

GVRD

FVRD

Council of Marine Carriers

Fraser Port

North Fraser Port

Represented By

Pablo Sobrino (Chair)

Reena Lazar

Clay Brown

Rob Hamilton

Jerry Kennah

Hugh Kellas

Mark Rowlands

Erv Mihalicz

Steve Davis

Gary Williams

Effective Debris Management

2000 & 2001 funding for Debris Trap restored

- Federal and Provincial government partners recommitting to ongoing Trap funding role
- Regional Debris Management Strategy being implemented for the Strait of Georgia and Lower Fraser River systems
- New beach-based governance model - The Debris Management Group - being established
- Strategic programs underway to:
 - improve wood-debris utilization (e.g. energy production, value-added wood products)
 - Eliminate/minimize open burning at Debris Trap
 - Build consensus on debris management techniques to support healthy ecosystems
 - Enhance awareness and collaboration among debris managers

ages ahead

cost-effective alternatives to open burning
at Debris Trap

- Improving debris utilization at the Iona Fibre Recovery Site
- Implementing "Mini-Traps" in the Lower Fraser Valley
- Coastal forest industry issues (legal issues & functional stability)
- Developing ecosystem management approach for healthy riverine ecosystems
- Securing participation of new partners



How the City of Richmond Can Help

-
- **Become an Active Member of the Debris Management Group**
 - **Encourage other municipalities to “join the team”**
 - **Recognize and encourage the ongoing commitments of the traditional partners**
 - **Keep vigilant - report the problems - suggest solutions!**



Benefits of City of Richmond's Participation in the Debris Management Group

- **Minimizing:**
 - Foreshore clean-up and disposal costs
 - Resident concerns regarding foreshore access
 - Foreshore infrastructure maintenance costs
- **Enhancing:**
 - Flood protection
 - Aquatic habitat
 - Safe and unhindered recreational enjoyment of foreshore facilities
 - The City's influence in regional debris management directions and benefits from co-operative efforts
 - The positive profile of the City as a partner in regional debris management



The Bottom Line

- Waterborne debris is a classic sustainability issue
- Solutions demand innovative, cooperative partnerships across jurisdictions, geographic areas, sectors and interests
- The City of Richmond is an important partner in sustainable debris management in the lower Fraser River and Strait of Georgia
- The City's support directly complements its mission to *protect and enhance the City's livability and economic well-being for current and future generations*



Proposed Funding Formula

- **Baseline operating costs for Debris Trap to be covered by traditional funding partners:**
 - **Federal government**
 - **Provincial government**
 - **Coastal forest industry**
- **New partners fund other regional debris management initiatives, e.g.:**
 - **New capture facilities**
 - **Environmentally-friendly debris disposal**
 - **Communications**



FRASER RIVER PORT AUTHORITY
500 - 713 Columbia Street
New Westminster, B.C. V3M 1B2 Canada
Tel: 604.524.6655 • Fax: 604.524.1127
email: fraserport@frpa.com
www.fraserportauthority.com

ADMINISTRATION PORTUAIRE DU FLEUVE FRASER
713, rue Columbia, bureau 500
New Westminster (C.-B.) V3M 1B2 Canada
Tél: 604.524.6655 • Fax: 604.524.1127
courriel: fraserport@frpa.com
www.fraserportauthority.com

Our File: 105 - 05

June 6, 2001

Mr. David McLellan
General Manager, Urban Development
City of Richmond
6911 N0. 3 Road
Richmond, B. C.
V6Y 2C1

SCHEDULE 2 TO THE MINUTES OF
THE PUBLIC WORKS AND
TRANSPORTATION COMMITTEE
MEETING HELD ON WEDNESDAY,
JUNE 6TH, 2001

Dear Dave:

Re: Fraser Richmond Development – Servicing Report

This letter is further to our meeting of May 3, 2001 and, in particular, related to the Servicing Report and the proposed development of the Fraser Richmond site.

As you are aware, Urban Systems Ltd., the Engineers retained by the Port, has completed the Servicing Report and provided 10 copies to the City. Fraser Port wants to thank you and your staff for expediting the submission of the report to the Public Works Committee and to City Council.

The Fraser Richmond site consisting of some 688 acres was used by the City of Richmond as a refuse and garbage dump until 1985. Fraser Port has used the site in recent years for many purposes, such as, sand storage and sales, bio-cycle operations, land fill, vehicle holding compound, aggregate storage and sales, and the temporary storage of an assortment of products. The Port, at this point, considers there are two options for the site. One would be to allow the present tenants to renew their leases and expanded their operations. The alternative, now that the site has been preloaded and the desired settlement achieved, would be to develop the site to a much higher and better use. This second option would provide additional revenues and create an improved image for both the Port and the City.

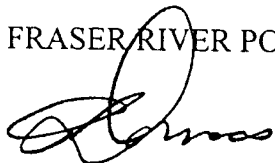
As noted in the Servicing Report, two prospective tenants, Adessa Canada and Coast 2000 have been in negotiations with the Port. They would require 120 and 85 acres of land in a staged development, and have leases of 40 and 60 years, respectively. A third prospective tenant is interested in 25 acres for a distribution center. Also, certain lands are being reserved for a future marine terminal. Fraser Port believes that with certain initiatives the total area can be developed within the next 10 years.

The Servicing Report outlines the infrastructure requirements for the total build out of the site, estimate the costs of construction and the interface required with the municipality. In this regard, the port understands that a recommendation will be going to Council in early June for approval to commence with negotiations for development. Fraser Port is anxious to hold discussions with the City leading to a Servicing Agreement or an accord for development. As you can appreciate, it is only after this dialogue, can the Port assess the physical and economical feasibility of proceeding with further initiatives for development and the pursuit of attracting quality tenants for the site.

If I, or any of the Port Staff, can assist in providing further information, please do not hesitate to call this office.

Yours truly,

FRASER RIVER PORT AUTHORITY



Allen Domaas, PPM
Acting President and CEO

SYLTE SHIPYARD LTD.

specializing in
**Aluminum &
Steel Boat Building**

120076 Wharf St.
Maple Ridge, B.C. V2X 1A1
Phone: (604) 465-5525 Fax: (604) 3060
Over 40 years' experience



Repower without compromise.

**Move up to Cat engine performance. And get
the best in reliability and economy.**

Today's Cat marine engines are helping owners like you squeeze a bigger profit out of every day of operation.

With honest horsepower right where you want it - at the crankshaft not just on a spec sheet. With fuel efficiency that can make a major difference to your

bottom line. And with the dependability and reliability you need. Day after day. And season after season.

Find out how economical it can be to own and operate a Cat engine - with a free, factual Engine Investment Analysis. And move up to power without compromise.

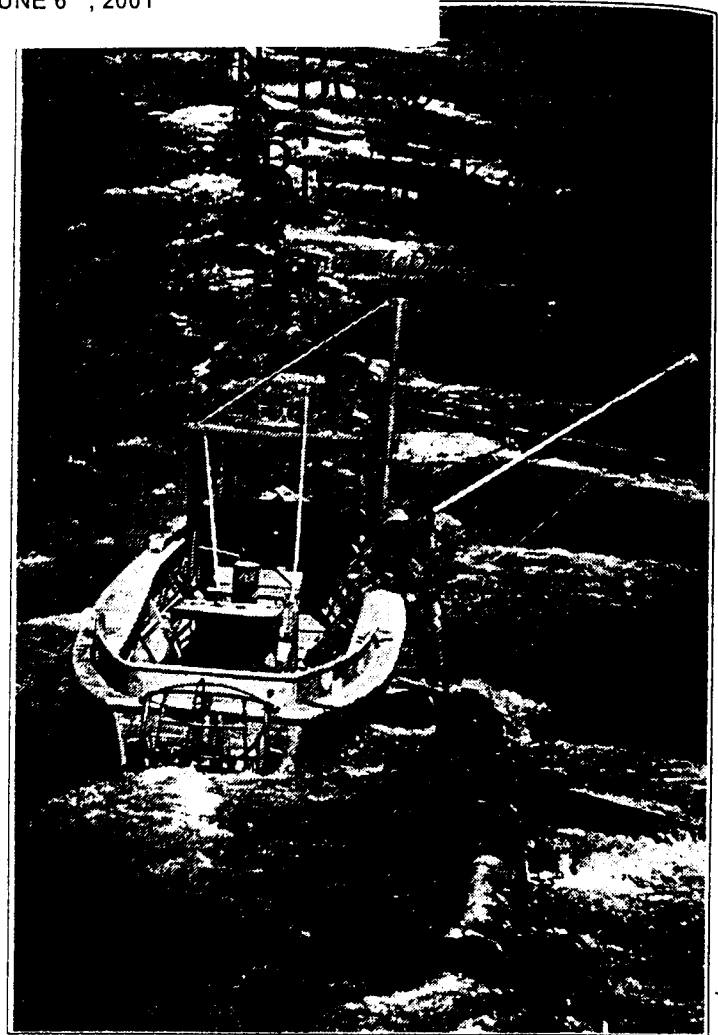


ALCRAFT

Specialists in Marine Windows and Doors

- Quality Aluminum Products for Owners and Builders Who Decide on the Best

Alcraft Manufacturing Ltd.
233 Harbour Avenue
North Vancouver, B.C. V7J 2E8
Phone: (604) 988-6639 Fax: (604) 988-6673



Maintaining the boom at the Fraser River debris trap.

Debris Control Board photo

At the height of the freshet on the Fraser River three small, sturdy boats battle the swift flowing current to maintain a fin boom directing waterborne debris into a gigantic trap located on a curve in the river between Agassiz and Hope. Whole trees, logs, parts of sheds and bridges, livestock and a host of other things are swept downstream every spring by rising flood waters. Some of the wood comes from as far away as McBride.

Depending on the flow of the river and the amount of debris being swept downstream, the trap could fill in two or three weeks according to Doug Cooper, manager of the Debris Control Board. At the height of the freshet 135 pieces a minute enter the trap.

The 32-foot boats, built of aluminum plate sides (1 4-inch top half and 5 16-inch lower half) and 3 4-inch bottoms to withstand punishment and prevent denting, work on the inside of the fin boom directly in the path of trees and debris being sheared into the trap.

"A big cottonwood travelling at 15 miles per hour can knock you back 1,000 feet when it hits the bow," says Bob Bowden whose company, Jones Construction of Chilliwack, has a contract with the Debris Control Board (funded jointly by the federal and provincial governments and coast forest industries) to repair the fin boom as needed and help guide debris into the Fraser River Debris Trap. Only when the river isn't running too fast, can the boats can go outside the fin boom to collect debris bypassing the trap.

The boats were built by Matsumoto Shipyards (now defunct) in North Vancouver and were first put into use in 1971 to maintain fin booms and round up logs on the Nass and Quesnel Rivers for Columbia Cellulose and Weldwood of Canada. Today only three of the original 10 workhorses remain in B.C. The rest were shipped to Ontario.

"The boats are like an open bathtub with V-sides which allow you to come up to the fin booms and saddle up against the logs," says Bowden. Bowden explains that a "spud" in the shape of a tomahawk with a 3/4-inch line is used to spike the boats to the fin boom at a 45 degree angle while the men make repairs. When work is completed the boat is put to full throttle in order to get away fast.

With so much wood in the water, the boats' jets constantly suck up bark causing loss of power when the screens plug. The jets are rebuilt every year and the engines — 195-hp, 653 Detroit diesels which replaced the original gas ones — are tuned up.

The boats are out all day, usually from April 18 to July 25. Three men work together — one steers the boat while the other two tackle the job of repairing the fin boom and diverting debris. Some of the workers are federal inmates (near the end of their sentences) from the Elbow Lake Institution in Agassiz.

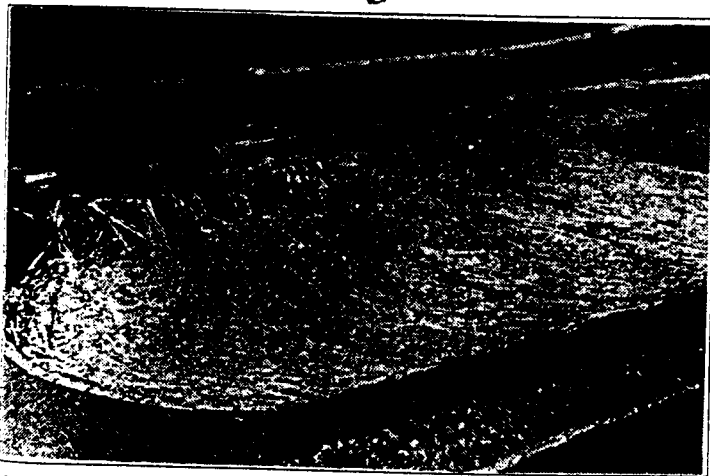
The fin boom system, the only one of its kind in the world, measures 6,000 feet long and consists of 200 30-foot-long logs lashed together in two 3,000-foot strings, each with its own 20-ton anchor secured to the fin boom by 2 1/2-inch steel wire rope. (The boom will eventually be fully replaced by steel pipe sections.) The top boom, anchored mid-stream, parallels the riverbank and angles across the current toward the shore.

Each log is fitted with a 2x12x16-foot fir fins which act as many rudders to steer the boom. With a constant barrage of whole trees, logs, etc. smashing against the boom, 25 or more fins may break off in an hour. If enough break off, the fin boom can shift, making it incapable of catching anything.


Fir props measuring 2x4x6 feet hold the fins in position. They fit into a notch in each log and a hole in each fin, and are held in place by water pressure. If the river is running fast, props may have to be cut back to 2x4x5 feet or eventually to 2x4x3 feet to withstand velocity. Sometimes 400 to 500 are replaced in a 24-hour period. The boats carry 12 fins and 50 props at a time.

Thanks to the Fraser River Debris Trap and three small boats, a staggering amount of wood — enough to fill eight Canadian football fields to a height of 10 feet — ends up in the Fraser River Debris Trap annually. Removing debris from the river not only makes downstream and Georgia Strait navigation less hazardous, it also prevents damage to docks, foreshore buildings, commercial fishing gear and fish habitat. "It's one of the only projects with immediate payback," says Bowden.

Reducing, removing and recycling all of the trapped material is the Debris Control Board's ultimate goal. While the majority of the wood was burned in the past, much is used today for lumber, chips, industrial hog fuel, log cabins and firewood. ♻️



Eight football fields of debris.



AEGIS MARINE SURVEYORS
Marine Engineers & Surveyors

TIMOTHY J. MCGIVNEY • TERRENCE A. SCOTT
"Our Name Stands For Protection and Guidance"

745 CLARK DRIVE
VANCOUVER, B.C. V5L 3J3



Jardines

Committed to Quality

MARINE INSURANCE

- Hull & Machinery
- Ship Repairs
- Builders Risk
- Marinas
- Terminal Operators
- Cargo
- Protection & Indemnity & Your Insurance Needs

Jardines have over 150 years of experience serving the worldwide marine industry.

CONTACT:

ALEX HARRISON / PETER MEYER

Jardine Rolfe Limited

16th Floor, 1111 West Georgia Street
Vancouver, British Columbia Canada V6E 4G2
Tel: (604) 682-4211 Fax: (604) 682-3520



Riverside Towing Ltd.

16031 RIVER ROAD
RICHMOND, B.C.
V6V 1X5

GENERAL
MARINE
TOWING

