

**CITY OF RICHMOND PROPOSED INTERCHANGE  
HIGHWAY 99 AT BLUNDELL ROAD**

**ISSUES AND CONCERNS RELATED TO  
SAFETY, AGRICULTURE, ENVIRONMENT AND LIVABILITY IN THE  
SOUTHEAST SECTOR OF RICHMOND**

**Prepared by:**

**THE BLUNDELL INTERCHANGE GROUP (B.I.G.)**

**A GROUP OF RESIDENTS, PROPERTY AND BUSINESS OWNERS IN  
THE SOUTHEAST SECTOR OF RICHMOND**

# HISTORY/BACKGROUND

1989 Freedom to Move

The "Freedom to Move" document was written in 1989

- The OCP helped to create a Blundell Interchange myth
- Richmond Connector (Hwy 91) was built after OCP
- Fraser Port was not in the picture when OCP was written
- Southeast corner of Richmond has changed dramatically
- No detailed studies have been done since 1989

**Why is the City of Richmond using a 1989 document?**  
**Will the City conduct detailed studies on a Blundell Interchange proposal?**



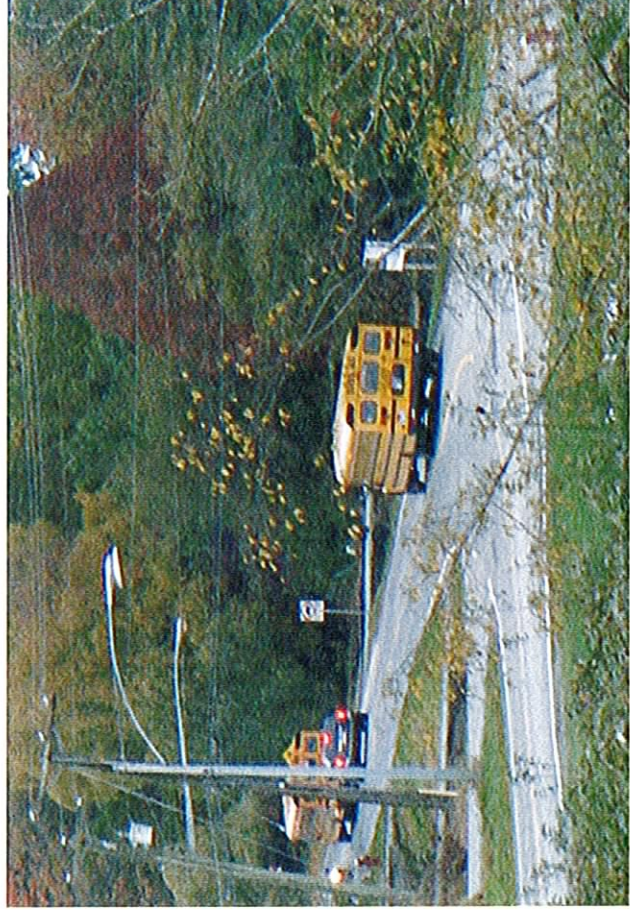
# SAFETY

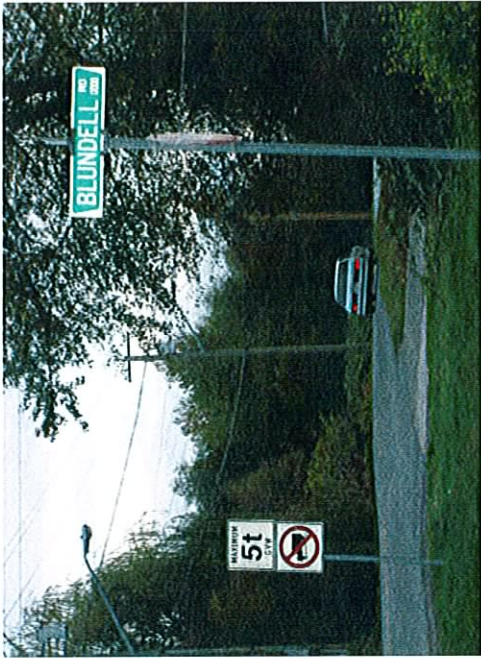
## Temples, Mosques, Churches and Schools

- 11 places of worship with many thousand worshippers are located in the vicinity of a proposed interchange
- 700 children, Pre-K to Gr 10 attend two religious schools in the area
- 6 buses daily drop off/ pick up students of the Muslim school
- Holy days/ hours of worship and activities vary - roads are used from 6:00 am to 11:00 pm daily

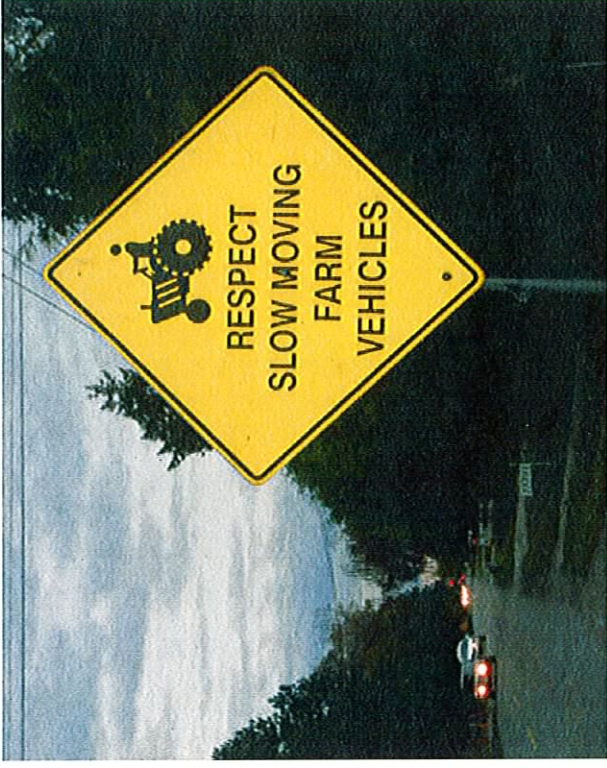
**Has the City considered container traffic interfering with traffic from temples, mosques, churches and schools?**

**How will the City deal with access to facilities for worshippers?**





## SAFETY



- Area has slow moving farm vehicles
- Access is required for numerous farm businesses, small businesses and 60 residential properties
- The City has not consulted on safety issues with residents, farmers or business owners



**How does the city propose to deal with farm vehicles versus container trucks?**

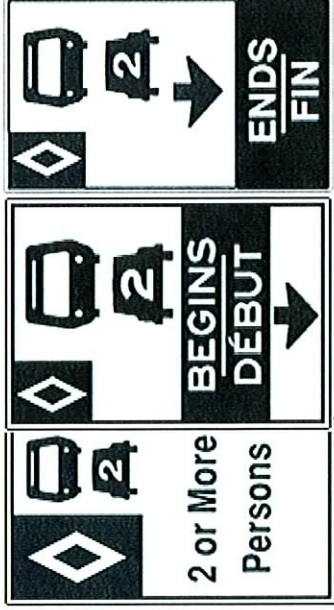
**What is proposed for property access for residents, farms, businesses and clients?**

**What is proposed for ditches, road widths and intersections on these roads?**

# BLUNDELL NEIGHBOURS LIST

Blundell Road	Sidaway Road	No. 6 Road	No. 5 Road
Cucumber green house Horse breeding farm 13400 Mushroom farm Blundell Poultry Ranch Outboard equipment repair CityFarm Daycare Bean Sprout King Richmond Kennels Organic Blueberry Farm	<b>Farming and Small Businesses</b> Sandhuz Winery Richmond Go-Kart track Vancouver Gun Club Henry's Garden Centre 2 Cranberry farms 1 Blueberry farm 1 Hazelnut farm Mylora Golf Course Cucumber/Tomato GreenHous Croation Centre	CountryCare Child Care Centri Savage Creek Golf Course Bob's Garden Nursery Country Meadows Edwards Turkey Ranch Blueberry farm- Johal Blueberry farm- U.K. Farm Blueberry farm-Fontana's Kutny's Richmond Soil Greenhouse operation Bunches Cut Flower Sales Brian's Farm Riverport Entertainment Centre	Urban Farm Vic Chan Farm H. Kang Farm Eddie's Farm Market Tai-On Farm No. 5 Rd. Produce L&C Greenhouse Tim Chiang Garden Play Paws Kennels Aberdeen Kennel
BC Muslim Association Cornerstone Evangelical Fujian Evangelical	<b>Places of Worship</b> none	St. Gregory Armenian	Church of God India Cultural Centre Larch St. Gospel LingYen Mountain Temple Richmond Bethel Church Rmd Chinese Evangelical Shia Muslim Community Vedic Cultural Society Dharma Drum Mountain Buddis
BCC Muslim Association Cornerstone Evangelical Rmd Jewish Day School	<b>Schools</b> none		

Blundell Neighbours list



## SAFETY

### High Occupancy Vehicle (HOV) Lanes



- Between the proposed interchange and Westminster Highway is a one kilometer stretch of Highway 99 containing HOV lanes
- The HOV lanes are used for commuter traffic and also by north/south public transit

What is the proposal for the merging of Blundell traffic onto Highway 99 while freeway traffic is changing lanes to exit the highway - *all within one kilometer?*

Is a change proposed for Highway 99 in accommodating HOV lanes and transit vehicles?



# IMPACT

## On the Southeast Sector of Richmond

- Massey Tunnel is already a bottleneck
- Highway 99 traffic already routes down No. 5, No. 6 and Sidaway Roads to avoid Tunnel congestion
- No. 5, No. 6 and Sidaway Roads will need major upgrades if traffic increases (ditches, weight allowances, etc)
- A worsening Tunnel bottleneck will direct more traffic into the southeast sector and into the city instead of away from city



**Why is the City considering directing truck traffic from Fraser Port into the Massey Tunnel?**

**Why is the City considering sending traffic into the city instead of around it?**

**Why haven't other routes been considered?**

# AGRICULTURE

- Blundell Road and the surrounding areas are in the ALR
- Area supports 29 farm businesses and 3 golf courses
- The City of Richmond Agricultural Viability Strategy, May 26, 2003 recommends:
  - an" Agricultural Impact Assessment process (AIA)" is done "for all proposed projects within the ALR"
  - criteria are developed "(e.g. Drainage/irrigation implications, air quality, noise, transportation and traffic and others), for the AIA"



**Will the City complete an AIA for the Blundell project?**

**Will the City use the criteria "air quality, noise, transportation and traffic" for this AIA?**

**Will the City add a criterion "livability for existing residents"?**



# ENVIRONMENT

- The Viable Agriculture strategy for Agriculture re: Environment and Environmentally Sensitive Areas (ESA) “encourages environmental management on, and adjacent to, agricultural land that *does not impact negatively on normal farm practices.*”
- ESA’s can create problems for farmers: drainage, land clearing restrictions, weeds, harmful insects, trees used by pest birds
- East of Blundell Road is a designated “Environmentally Sensitive Area” (ESA))
- This ESA is next to two golf courses, not farms, so does not pose problems
- Nelson Road and No. 8 Road are ALR and next to farms, but they are *not* ESA



**Will the City seek alternative routes to avoid going through this sensitive area?  
How will the City ensure this ESA directly east of Blundell Road at No. 6 Road is protected?**

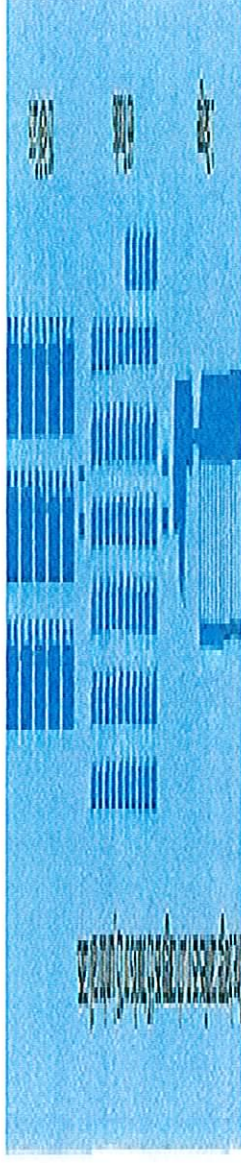
# FRASER PORT AUTHORITY

Fraser Port Authority is a Federal Agency and acts in accordance with the "Canadian Environmental Assessment Act"

FPA promotes "the efficient, safe and environmentally responsible handling and movement of goods within Fraser Port ground transportation infrastructure"

FPA ships 38 million tonnes of cargo yearly and volumes are expected to increase at annual rates of 2-3% over the next two decades

One river barge holds as much cargo as 65 trucks



Will the City ensure the FPA completes a Federal environmental assessment?

Will the City grant the FPA adequate access to the river and to perimeter roads alongside the river such as a South Arm River Road?

## VIABLE ALTERNATIVES

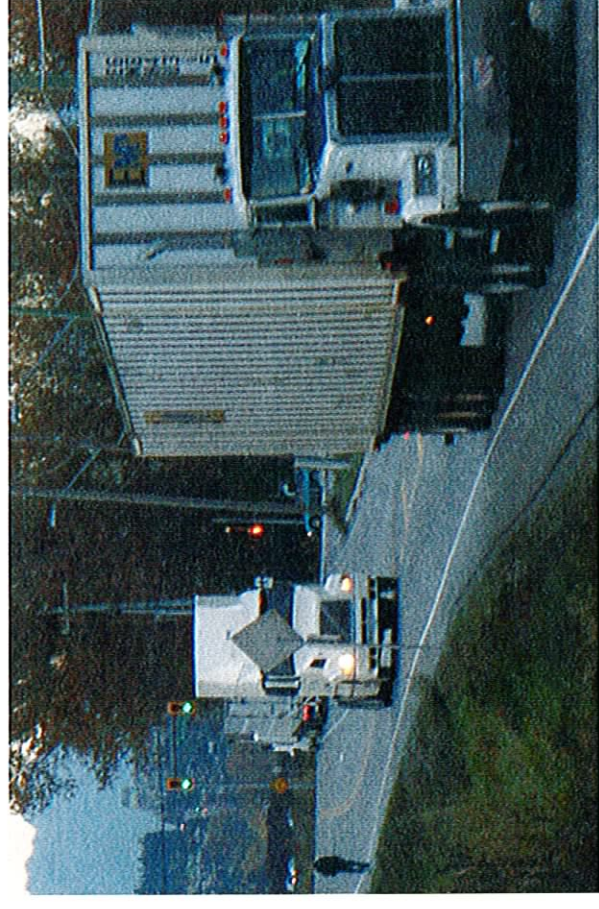
Highway 91 was not built when the Blundell interchange was first proposed

Recent City staff reports offer a Nelson Road connection to Highway 91 as an option

Nelson Road is one berry field away from Highway 91 and close to the S curve

Westminster Highway is being widened for container traffic in vicinity of Nelson and No. 8 Road

Connecting Nelson Road to Highway 91 would avoid massive disruption to farms and residences on Westminster Highway and Blundell Road



**Will the City consider Nelson Road and/ or No. 8 Road as alternatives to a Blundell interchange?**

**Will the city consider allowing Fraser Port adequate access to the river via barges and/or a South Arm River road?**

THIS CONCLUDES THE B.I.G. PRESENTATION

- » Any further questions or comments?
- » Thank you for your interest!

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