



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 15, 2013

From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0153-04-04/2012-
Vol 01

Re: Deltaport Expansion – Potential Traffic Impacts to Richmond

Staff Recommendation

1. That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area.
2. That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report.
3. That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands.
4. That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 8

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning		<input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At the December 7, 2011 meeting of the Planning Committee, the following referral was made:

That staff provide updates to the Planning Committee and to the Public Works and Transportation Committee regarding the expansion of the Delta Port, and the potential for expansion of Southlands, and potential traffic from Tsawwassen First Nation.

This report responds to the referral and provides additional requested information regarding the alignment of the South Fraser Perimeter Road and its connections to major highways as well as the potential for a new Fraser River crossing in the vicinity of No. 8 Road and the east Richmond area.

Analysis

1. Planned or Potential Developments in Delta

Currently, there are several planned or potential large-scale developments in the south Delta area (i.e., planned expansion of Deltaport and potential development of Southlands and the Tsawwassen First Nation lands) that could add a significant amount of traffic to the regional road network and thus have a secondary impact on conditions in Richmond, particularly at the George Massey Tunnel (the Tunnel). The South Fraser Perimeter Road, which is planned for completion in December 2013, will directly and indirectly link these developments to south Fraser River crossings, including the Tunnel and Alex Fraser Bridge, and could help to distribute some of the existing and potential traffic demand on these crossings.

2. Expansion of Deltaport

Port Metro Vancouver (PMV) estimates that container traffic through Canada's Pacific Gateway will double over the next 10 to 15 years and nearly triple by 2030. PMV's current projections indicate that approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet West Coast container demand by 2030. The Container Capacity Improvement Program (CCIP) is PMV's long-term strategy to meet this anticipated growth and comprises two main approaches:

- improvements to existing terminals and infrastructure to accommodate growth; and
- new infrastructure that may be required as demand continues to increase.

2.1 Deltaport Terminal, Road and Rail Improvement Project

Deltaport, at Roberts Bank in Delta, is the largest container terminal in Canada with a current capacity of 1.8 million TEUs. The Deltaport Terminal, Road and Rail Improvement Project (DTRRIP), which is part of CCIP noted above, consists of upgrades to existing port infrastructure to increase container capacity by one-third for a total of 2.4 million TEUs by 2015 (see Attachment 1).

2.2 Roberts Bank Terminal 2 Project

Building on DTRRIP above, the Roberts Bank Terminal 2 Project (T2) is a proposed new multi-berth container terminal at Deltaport that would provide an additional 2.4 million TEUs of container capacity for a combined total capacity of 4.8 million TEUs, which would meet forecast demand to 2030. Terminal 2 would be located west of the existing Roberts Bank terminal facilities approximately 5.5 kilometres offshore from the mainland (see Attachment 2).

PMV undertook consultation for the Project Definition phase during October 22 to November 30, 2012 (staff attended one of the sessions) and anticipates submitting a Project Description to regulatory agencies in mid-2013. Based on the current project schedule and subject to regulatory approvals, the project could be fully operational by 2024. The recent public consultation material prepared by PMV indicates that the agency will develop a transportation plan for the proposed T2 project, which will include “traffic counts and an analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities.”

Staff currently sit on the Richmond PMV Technical Liaison Committee, which provides a forum to exchange technical information as project planning proceeds and ensure that the City’s interests relating to technical information can be raised and discussed.

2.3 Current and Forecast Truck Traffic at Deltaport

Based on information from a traffic distribution report¹ (the Report) prepared for Port Metro Vancouver in September 2012, approximately 45 per cent of all import and export containers to and from Deltaport were handled by truck in 2010. Table 1 below summarizes the existing and forecast truck trips per day with the planned expansions of Deltaport.

Table 1: Existing and Forecast Total Two-Way Truck Trips to/from Deltaport

Year	Truck Trips/Day
2010: existing	3,000
2014: without DTRRIP	3,500
2014: with DTRRIP	4,500
2030: with T2	8,200

2.4 Road Traffic Distribution

The above noted Report established the current and forecast traffic volumes generated by Deltaport at the cargo horizons of: (1) current capacity of 1.8 million TEUs; (2) planned capacity of 2.4 million TEUs after completion of DTRRIP; and (3) future capacity of 4.8 million TEUs after completion of T2. The Report then identified the impacts that the Deltaport traffic would have on key roadways including the South Fraser Perimeter Road (SFPR), Highways 99 and 91, and crossings of the Fraser River under different operating scenarios.

Attachment 3 illustrates the general traffic distribution through the Tunnel while Attachment 4 focuses on the distribution of container truck traffic from Deltaport. Of the container truck traffic, 55 per cent is dispersed to destinations south of the Fraser River while the remaining 45 per cent travels either via the Tunnel (35 per cent) or the Alex Fraser Bridge (10 per cent) for destinations north of the Fraser River. Staff spoke further with the Report authors who estimate

¹ *Container Capacity Improvement Program: Road Traffic Distribution Report*, prepared by Mainline Management, Inc., Delcan, Collings Johnston Inc., WorleyParson, and Port Metro Vancouver (September 27, 2012).

that of the port-related truck traffic travelling through the GMT, about 60 per cent is destined for PMV's Richmond Logistics Hub. Currently, the Tunnel (rather than the Alex Fraser Bridge) is the preferred crossing for trucks destined to the Richmond Logistics Hub as travel times are shorter due to congestion along River Road in Delta and fewer potential traffic signal or weigh scale delays. While a fully operational SFPR will reduce congestion on River Road, the Report authors estimate that port-related truck traffic heading to Richmond will still prefer to use the Tunnel rather than the Alex Fraser Bridge due to fewer traffic signals and no requirement for scaling.

The Report states that over the course of October 2010 (a peak month for container flows), the maximum tunnel flow was 5,600 vehicles per hour in three lanes or 1,900 vehicles per hour in one lane. The Report also states that port-related traffic through the Tunnel in both directions currently amounts to 170 vehicles during the AM peak-hour period (i.e., 8:00 am to 9:00 am) and 120 vehicles during the PM peak-hour period (i.e., 4:00 pm to 5:00 pm). These figures will increase by two-thirds with a capacity of 2.4 million TEUs and more than triple when capacity reaches 4.8 million TEUs.

In the context of overall traffic through the George Massey Tunnel, the study concludes that:

- Roberts Bank port-related traffic does not have a significant effect on operations as the main traffic loads are commuter and ferry-related; and
- current conditions are not, and future potential improvements to terminal facilities at Roberts Bank will not be, a major cause of congestion.

2.5 Proposed Truck Congestion Reduction Measures

PMV is exploring the following truck congestion reduction measures to reduce container truck traffic in local communities and on local roads:

- reducing truck trips in peak periods by encouraging truck drivers and companies to shift their pickup and delivery to off-peak delivery times;
- implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container) in co-operation with trucking associations and companies;
- utilizing GPS or other tracking technology in co-operation with trucking associations and companies to locate and contact vehicles on a real-time basis in order to anticipate travelling conditions for individual vehicles, thereby creating better arrival and departure strategies; and
- providing designated sites in the vicinity of Deltaport for waiting trucks.

Collectively, these measures have the potential to reduce container truck traffic and PMV should be encouraged to implement them as soon as feasible.

2.6 Staff Comments

Staff reviewed the Report cited in Section 2.3 and note the following observations with respect to the planned expansion of Deltaport.

- *Congestion at George Massey Tunnel*: while the Report concludes that current conditions and future potential improvements to terminal facilities at Roberts Bank will not be a major cause

of congestion at the Tunnel, the added port-related traffic will increase vehicle queues in the peak periods, particularly in the off-peak direction. The Report states that fewer than 2,000 vehicles per hour can traverse the Tunnel with only one lane open in the non-peak direction but, conversely, also indicates that the single lane will carry over 2,000 vehicles per hour in future projections in both AM and PM peak hour periods, indicating that increased queuing will occur. When questioned on this forecast condition, the main author of the Report advised that the Report assumes that queuing would be ameliorated by motorists changing their travel behaviour in response to traffic conditions (e.g., shift to using the Alex Fraser Bridge) and/or the implementation of truck congestion reduction measures and land use changes that may reduce truck traffic (see Section 4.1 for further discussion of this latter scenario). Furthermore, a new improved crossing that replaces the existing tunnel, the planning of which was recently announced by the Province, may increase capacity in the area and alleviate much of the existing and forecast congestion.

- *Truck Traffic to/from Richmond Logistics Hub*: the Report identifies that most (57 per cent or more) of the port-related truck traffic using the Tunnel is destined for or coming from the Richmond Logistics Hub (Fraserport area) and, accordingly, truck traffic to/from the site will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs. The main author of the Report has confirmed that while truck traffic volumes will increase threefold at 4.8 million TEUs, the current scope of the Nelson Road widening project between Westminster Highway and Blundell Road will increase roadway capacity to adequately accommodate a fourfold growth in truck traffic associated with the foreseeable expansion of Deltaport. However, should Deltaport or Fraserport expand to beyond the highest level currently forecast, further road improvements would likely be required. Staff also note that further road improvements would likely include the Nelson Road-Highway 91 Interchange ramps.
- *Impact of Truck Traffic on Local Roads*: overall, the Report has a relatively narrow focus on major highways only and ignores the impacts to the local road network in each municipality. It is therefore essential that staff work with PMV to ensure that the impacts of port-related traffic growth on local roads are adequately addressed.

While the SFPR will help to accommodate port-related truck traffic growth south of the Fraser River, there are as yet no complementary plans for similar roadway improvements north of the Fraser River. Current truck volumes at the Tunnel already significantly impact traffic conditions, particularly during peak periods, as illustrated in Figure 1. The forecast magnitude of the truck traffic growth due to the planned expansion of Deltaport will only exacerbate these conditions.

Given the potential impacts to Richmond, PMV should therefore be advised of the City's desire to work with the agency to ensure that plans are developed for the timely implementation of any



Figure 1: Highway 99 Southbound Vehicle Queue at Steveston Highway Overpass (weekday at 8:30 am)

future road improvements to accommodate any port-related traffic growth in Richmond, including municipal roads in the Fraserport area. Staff will also work with PMV and the Ministry of Transportation and Infrastructure (MoTI) to address any required highway improvements to accommodate the T2 project and, in future, if necessary any unforeseen expansion of Deltaport.

3. Potential Development of Southlands

Southlands is a 218 ha (537 ac) private property site located in south Tsawwassen (see Attachment 5) and owned by Tsawwassen-based Century Group. The site generally falls within the area bounded by Boundary Bay, the US border, 56th Street, and Boundary Bay (see Attachment 6). The site is currently designated Agricultural but is not within the Agricultural Land Reserve.

3.1 Proposed Land Uses

According to material prepared by the Corporation of Delta for a public information meeting held on October 25, 2012, Century Group has prepared a development plan that would transfer 80 per cent of the Southlands properties (173.7 ha or 429 ac) to Delta. Of this land, close to two-thirds (108.1 ha or 267 ac) would be used for farming and the remaining lands would be designated for public open space and greenways (19.1 ha or 47 ac) and a natural habitat area (46.5 ha or 115 ac). On the remaining 20 per cent of the site (43.4 ha or 107 ac), Century Group is proposing 950 homes to be developed over a number of years including cottage style homes, cluster houses, fee simple row-houses, townhouses, country flats, live work units, and condominiums. Approximately 7,432 m² (80,000 ft²) of ground oriented commercial space is also proposed, which would be concentrated primarily along a High Street and a market square.

An amendment to the Regional Growth Strategy would be required for the proposed Southlands development as the subject lands are located outside of the Urban Containment Boundary and designated Agricultural, which does not permit mixed use residential and commercial developments. The amendment to the Regional Growth Strategy would be considered a Type 2 Minor Amendment that would require an affirmative two-thirds weighted vote of the Regional Board and regional public hearing. An amendment to Delta's Regional Context Statement (part of its Official Community Plan) would also be required.

A transportation review prepared for the application states that at full build-out in 2031:

- Southlands is anticipated to generate 482 vehicle trips during the AM peak and 895 vehicle trips during the PM peak; and
- all relevant intersections will operate within capacity except for:
 - Highway 17-56 Street due to the impact of the development of Tsawwassen First Nation (TFN) lands; and
 - 56 Street-12 Avenue where intersection improvements will be required to accommodate overall growth.

The review does not mention any potential impact of the development on the George Massey Tunnel. As part of the planning for the replacement of the Tunnel, staff will consult and liaise with MoTI to ensure that any traffic increases due to the proposed Southlands development or other major developments in Delta can be accommodated.

3.2 Consideration by Delta Council

At its December 17, 2012 regular meeting, Delta Council received an update from staff on the Official Community Plan amendment and rezoning application including the status of the application, a summary of public input received and next steps. Staff advised that additional design and project data details are needed from the applicant in order for staff to prepare the various bylaws and Development Permit Area Guidelines. Prior to submitting the staff report and bylaws to Council for consideration of first and second readings, staff recommended that another public information meeting be held in early 2013 once these issues have been addressed and draft bylaws prepared.

4. Potential Development of Tsawwassen First Nation Lands

Under the terms of the Tsawwassen First Nation (TFN) Final Agreement, the TFN land base comprises 724 ha (1,789 ac). Of this land, TFN will have law-making authority over 662 ha while the remaining 62 ha (comprised of the Boundary Bay and Fraser River parcels) will be also owned by TFN but be subject to municipal regulatory authority.

4.1 Proposed Land Uses

The TFN Land Use Plan (Attachment 7) designates the land uses summarized in Table 1 below.

Table 1: Designations of TFN Land Use Plan

Designation	Land Use
TFN Community	<ul style="list-style-type: none"> 48 ha (117 ac) to accommodate present and future generations of TFN members Build-out would provide 720 units and accommodate up to 1,800 TFN members
Commercial Enterprise/ Residential Area	<ul style="list-style-type: none"> 51 ha (126 ac) for series of commercial clusters and residential neighbourhoods Commercial clusters would include business park and office uses, as well as commercial uses that are compatible with surrounding uses
Single Family and Multiple Family Housing	<ul style="list-style-type: none"> Existing residential developments south of Highway 17 Further 16.8 ha of underdeveloped land south of Highway 17 that could be used for multiple and single family housing
Industrial	<ul style="list-style-type: none"> 135 ha of industrial land for port-related logistics development and other types of industrial development such as warehousing, an intermodal rail yard, truck servicing, and other port associated activities
Mixed Use	<ul style="list-style-type: none"> 71 ha (175 ac) that will include hotel, retail and business park uses, including a specialty retail outlet mall
Agriculture and Managed Forest	<ul style="list-style-type: none"> 157 ha (388 ac) that preserve the lands identified as Agricultural Land Reserve (ALR) for crop growing/harvesting related activities
Bluff Area	<ul style="list-style-type: none"> 12 ha (30 ac) environmentally and culturally significant area that is intended to remain undeveloped

With respect to the designated industrial area, access would be limited to Deltaport Way with no connections through the TFN community area. This industrial development could reduce port-related traffic on the major road network as containers would be transloaded at the TFN facilities and transported back to the terminal; currently, this type of traffic is moved inland. The Road Traffic Distribution Report prepared for PMV analyzed a scenario whereby: (1) an empty container transfer and stuffing facility is developed on TFN land to intercept empties and minimize truck trips to/from the rest of Metro Vancouver; and (2) 25 per cent of Roberts Bank trips are destined to/from the TFN industrial lands. Based on those assumptions, container traffic

having to make a river crossing via the GMT could be reduced by as much as 60 per cent, which would likely have a positive impact of reducing the volume of truck traffic going to and coming from the Richmond Logistics Hub. Therefore, as part of the proposed letter to PMV noted in Section 2.6, staff recommend that PMV be encouraged to pursue this land use scenario with TFN.

With respect to the lands designated mixed use, the TFN Economic Development Corporation (TEDC, the economic development arm of TFN), entered into a Memorandum of Agreement with Ivanhoe Cambridge and Property Development Group in April 2011 to develop up to all of the lands as a significant new mixed-use project comprising approximately 1.8 million square feet of the following retail, office, entertainment and other uses:

- Tsawwassen Mills (Shopping Mall): 1.2 million sq ft and 6,200 parking stalls;
- Tsawwassen Commons (Big Box Retail): 600,000 sq ft and 2,300 parking stalls; and
- Tourist Commercial (Movie Theatres, Restaurants, etc): 100,000 sq ft.

This scale of development would be equivalent to all three floors of Metrotown or six times larger than Richmond Centre. Following the approval of TFN members in January 2012 to grant a 99-year lease to allow the complexes to be built on TFN land, site preparation began in November 2012 with completion anticipated in 2015.

4.2 Consideration by Delta Council

At its May 7, 2012 meeting, Delta Council considered a staff report regarding the estimated transportation impacts arising from the planned mixed-use developments. Delta staff advised that significant increases in traffic will be generated by 2015 and continue to 2031 as full build-out is reached. While TFN is proposing major intersection upgrades and a widening of Highway 17 (i.e., three lanes in each direction) to accommodate the traffic growth, Delta staff conclude that even with the proposed upgrades to provincial highways and municipal-TFN roads, traffic congestion and delays are anticipated to worsen over existing conditions. At many of the intersections in the area, PM and Saturday peak hour traffic is estimated to double and even triple by 2015. Significant increases to Tunnel traffic are also anticipated with up to 700 and 900 vehicles being added in the northbound and southbound directions respectively by 2031.

Delta Council unanimously resolved that:

- a letter be sent to the TFN and the Minister of Transportation and Infrastructure requesting details on how the transportation impacts to Delta will be addressed;
- the TFN revise its transportation plan to ensure traffic is directed off Delta roads and onto provincial highways; and
- the use of Delta road dedications for the proposed TFN road improvements not be supported.

5. South Fraser Perimeter Road

Approximately 40 km long, the South Fraser Perimeter Road is a new four-lane, 80 km/hr route along the south side of the Fraser River from Deltaport Way in southwest Delta to 176 Street (Highway 15) in Surrey, with connections to Highways 1, 15, 17, 91, and 99 (see Figure 2

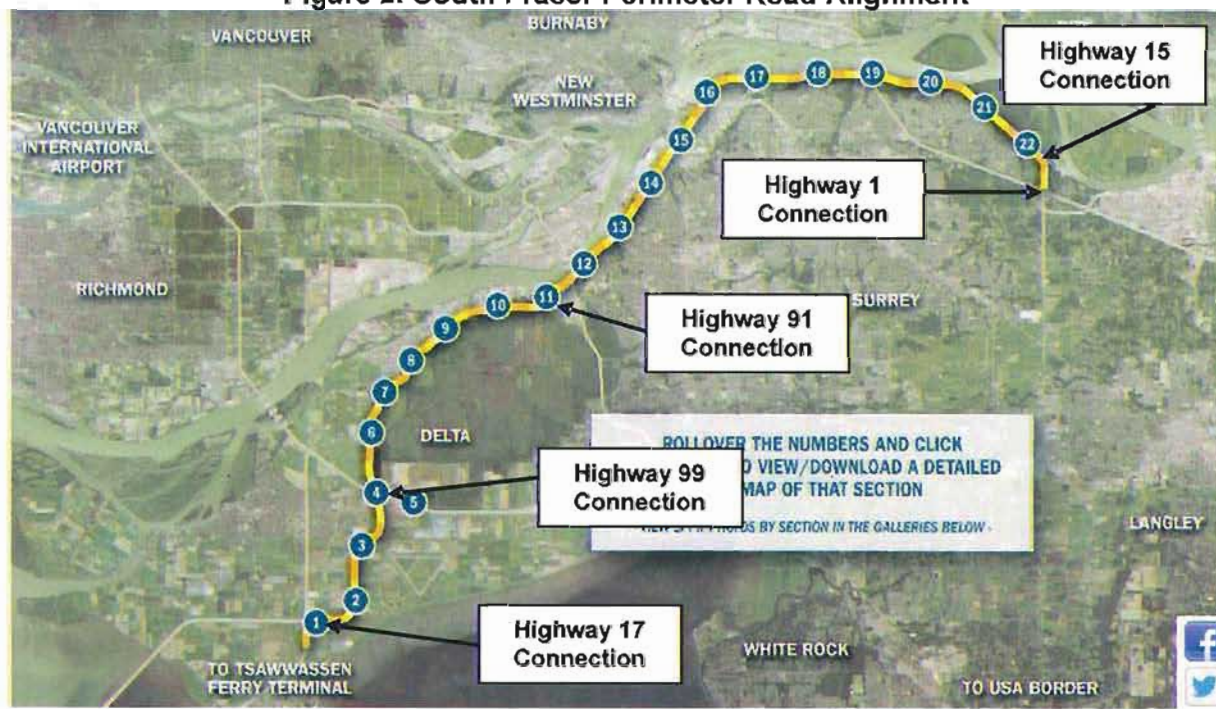
below). A staff memorandum to the Public Works & Transportation Committee, distributed at its October 17, 2012 meeting, identified these highway connections in detail.

The SFPR is opening to traffic in two phases:

- December 1, 2012: the section east of 136 Street to 176 Street in Surrey was opened; and
- December 2013: the section west of 136 Street to Deltaport Way is anticipated to be opened.

When the SFPR is fully completed at the end of 2013, container trucks departing from Deltaport will be routed onto the new highway, removing them from Highway 17 north of Deltaport Way and from Highway 10 west of Highway 91. As noted in Section 2.4, container truck traffic destined for PMV's Richmond Logistics Hub would still likely use the Tunnel as the preferred Fraser River crossing as travel times are shorter than the alternative of the Alex Fraser Bridge even when the South Fraser Perimeter Road is fully operational.

Figure 2: South Fraser Perimeter Road Alignment



6. Potential Fraser River Crossing in the Vicinity of No. 8 Road and East Richmond Area

The concept of a potential new Fraser River crossing in the vicinity of No. 8 Road and east Richmond area continues to be considered by various agencies, including as a potential option for the replacement of the Pattullo Bridge in the vicinity of Tree Island as noted below.

- ***Pattullo Bridge Replacement:*** in 2011, TransLink initiated plans to replace the Pattullo Bridge with a new 6-lane structure and identified options immediately upstream and downstream of the existing bridge. As part of the update of its Master Transportation Plan (MTP), the City of New Westminster identified a further six preliminary options, one of which included demolition of the existing bridge and replacement with a new crossing outside the city in the vicinity of Tree Island (see Attachment 8). New Westminster

acknowledges that the support of affected municipalities (i.e., Richmond and Burnaby) would be required for considering this preliminary option any further. All of the options were presented for feedback at a public open house for the MTP Update held in May 2012 with the consultation results to be used to articulate New Westminster's response to TransLink and the Province regarding the Pattullo Bridge.

Staff currently sit on TransLink's Pattullo External Advisory Committee², which in January 2013 was presented with a number of potential replacement/rehabilitation options for comment, including a concept that paired a new Tree Island crossing with refurbishment of the existing Pattullo Bridge. Staff advised TransLink staff that any alternatives that include Tree Island as part of a replacement option would not be supported as the crossing has never been part of the City's Official Community Plan (OCP); Burnaby's OCP also does not identify such a potential crossing. Moreover, a new crossing that expands private vehicle capacity may impact progress towards the goals of the Regional Growth Strategy. As the Pattullo Bridge replacement project is actively underway, staff recommend that the City formally register its opposition to any alternatives that include a new Tree Island crossing as part of a replacement option to preclude any further consideration.

- *Road Traffic Distribution Report for Deltaport*: the Report (previously cited in Section 2.3 and prepared in 2012) also cited a number of possible measures to reduce port-related truck traffic crossing the Fraser River that have been identified through PMV's ongoing community and stakeholder engagement. One of the potential measures cited is an alternative bridge crossing close to 80th Street in Delta (and No. 8 Road-Nelson Road in Richmond) that would connect the warehouse and transload areas north (Richmond Logistics Hub) and south (Tilbury Island) of the Fraser River via the SFPR and Highway 91 via Nelson Road. Staff spoke with the study authors who advise that while the concept has been identified, no further action has proceeded.
- *George Massey Tunnel Replacement*: staff contacted MoTI to clarify if the agency has any plans for a potential Fraser River crossing in the vicinity of No. 8 Road. Ministry staff confirmed that an option for such a crossing is not being studied at this time. However, in November 2012, MoTI announced the initiation of a multi-phase consultation process for the replacement of the George Massey Tunnel. Phase 1, which sought input regarding the collective interests that need to be considered in developing requirements and potential options, was completed in December 2012. Phase 2 is scheduled to occur in January-February 2013 and will present a range of potential options based on the feedback received in Phase 1 and further technical analysis. The consultation is intended to identify a preferred option in 2013, likely after the provincial election in May 2013. While a new crossing further east of the present Highway 99 corridor could be a potential option, no further design details of the crossing replacement are known at this time until the tunnel project is advanced to the design phase. As part of the work on the Tunnel replacement, a new crossing in the vicinity of the No. 8 Road corridor may be raised as an option in which case, as with all proposed options, it will be subject to a technical cost-benefit analysis to determine the more feasible options.

² The Committee comprises representatives of the surrounding municipalities and other interested stakeholders such as the Ministry of Transportation & Infrastructure.

Financial Impact

None.

Conclusion

Each of the identified developments in Delta has the potential to generate increased traffic volumes through the George Massey Tunnel and, in the case of the expansion of Deltaport, may in turn impact Richmond's local road network as truck traffic to/from the Richmond Logistics Hub will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs.

A pro-active response by Port Metro Vancouver towards reducing container truck traffic through the George Massey Tunnel and on local roads as well as planning for any road improvements to accommodate port-related traffic growth should be encouraged in order to minimize impacts to community liveability. To ensure that Richmond's interests are recognized, staff will continue to liaise with Port Metro Vancouver and the Ministry of Transportation and Infrastructure regarding these major development and infrastructure projects that may impact traffic volumes within Richmond.

A letter to TransLink would formally record the City's opposition to the identification of a potential new Fraser River crossing in the vicinity of Tree Island as an alignment option for the replacement of the Pattullo Bridge.

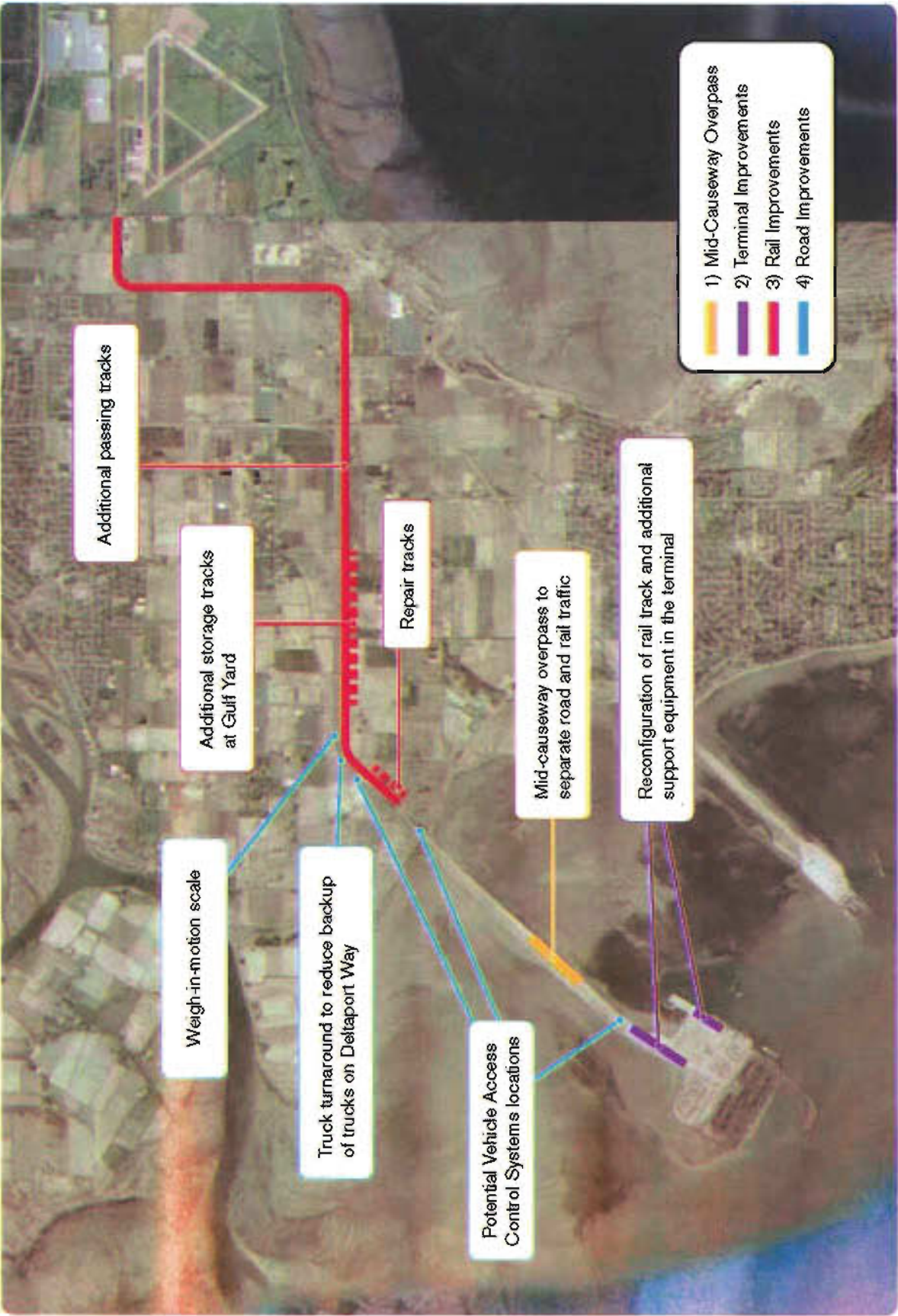


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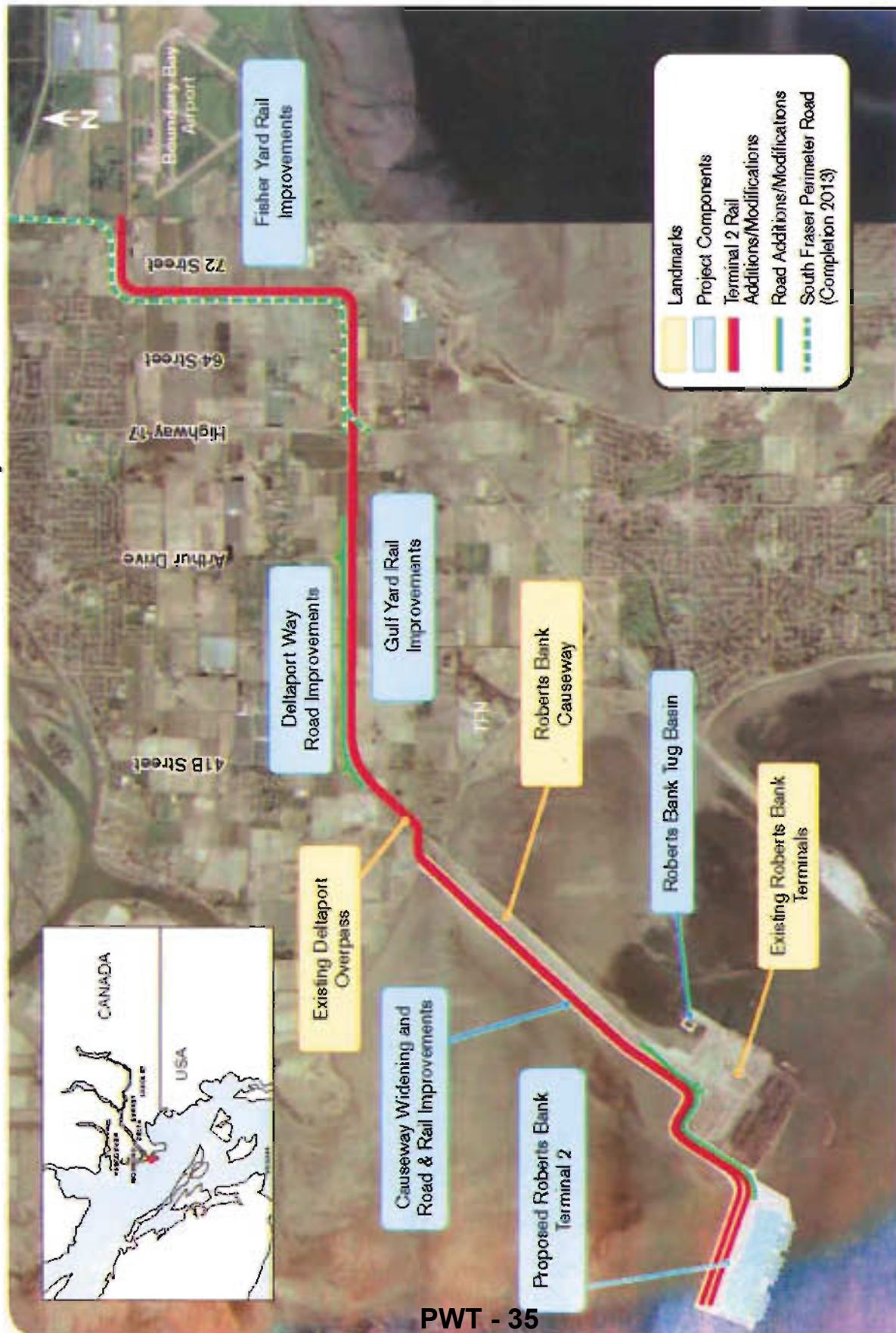


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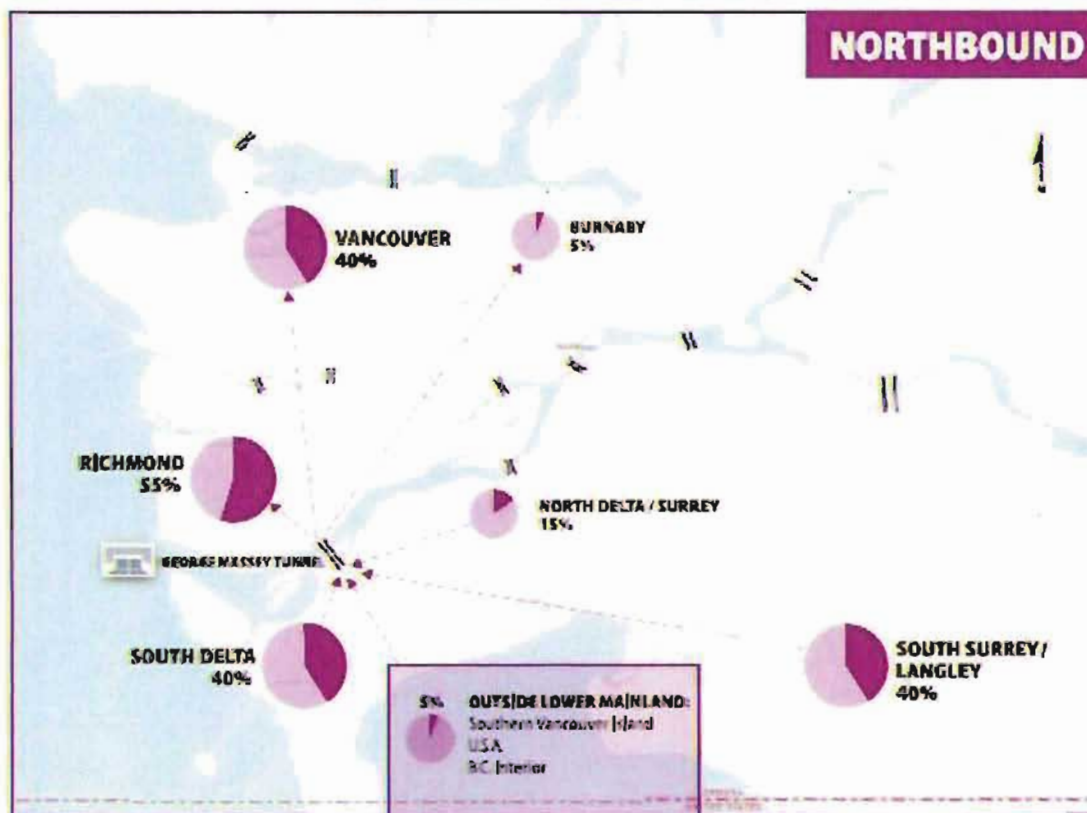
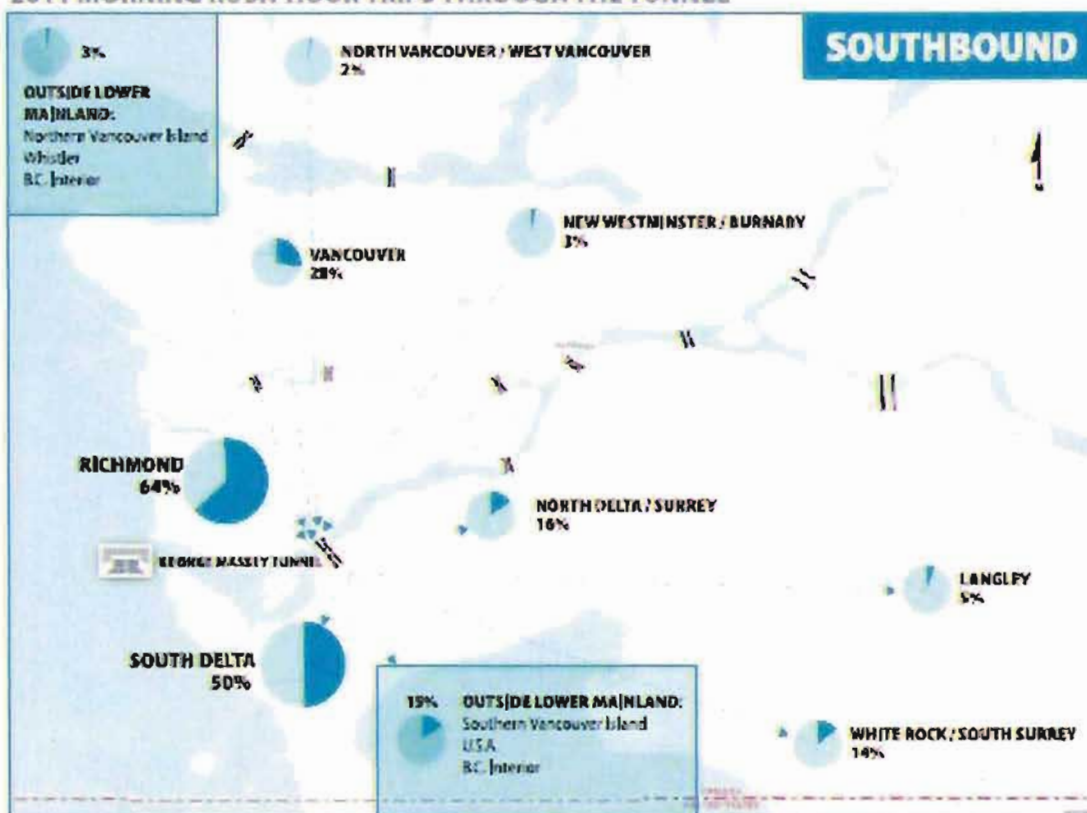
Deltaport Terminal, Road and Rail Improvement Project



Roberts Bank Terminal 2 Project



2011 MORNING RUSH HOUR TRIPS THROUGH THE TUNNEL

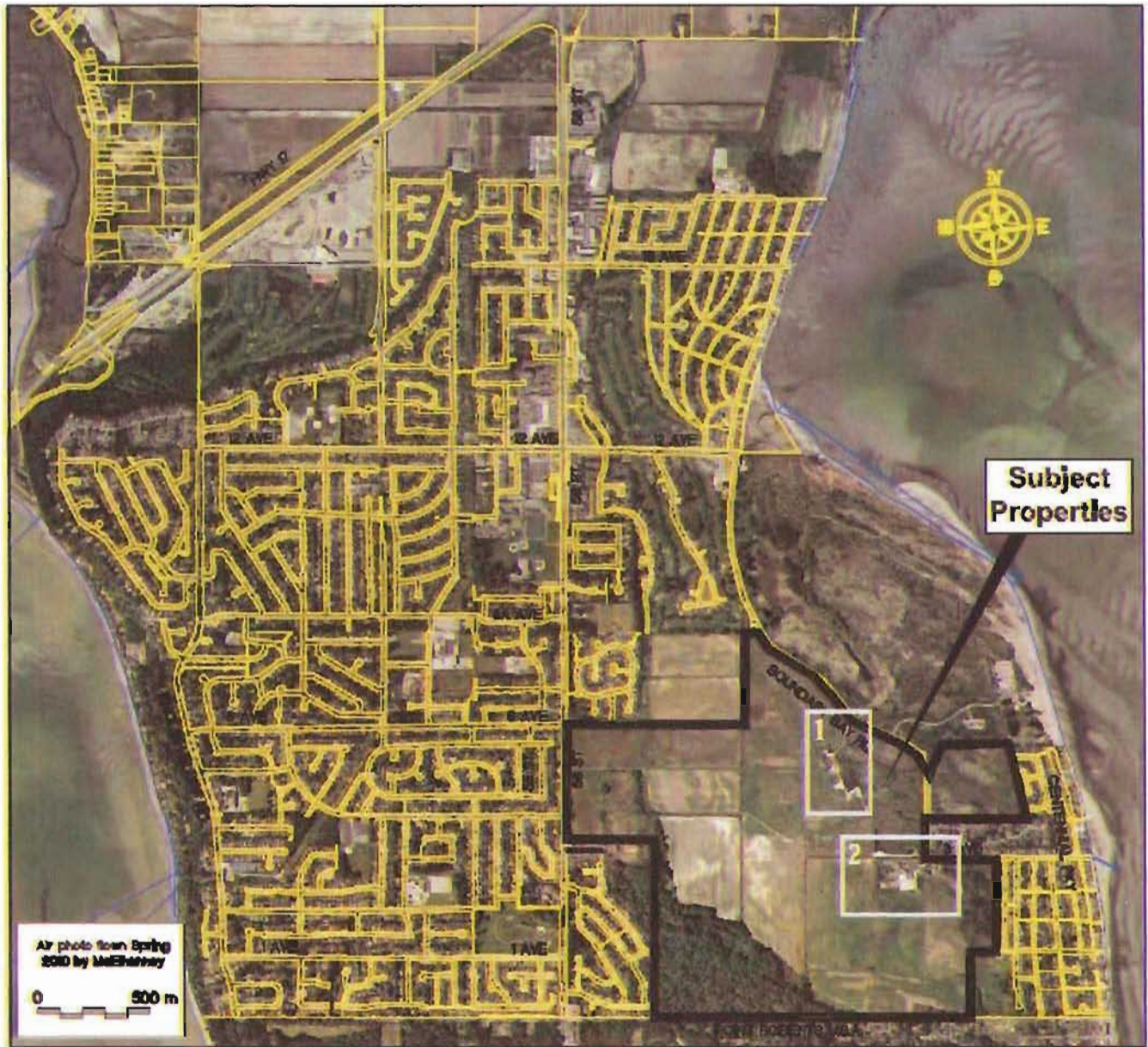


Distribution of Container Truck Traffic from Deltaport



Attachment 4

Context Map: Tsawwassen and Southlands Properties



Southlands Farmstead



Alexander/Gunn Farmhouse and Earthwise Garden



Southlands Land Use Plan

The working ideas plan presented on 20 June 2011 at Delta Municipal Hall



537 acres
Total land area

430 acres
Land transferred to public ownership

107 acres
Land designated for neighbourhoods

950
Number of townhomes, cottages and small family residences

1 PUBLICLY-OWNED COMMUNITY FARM

The working plan to secure agricultural land for public ownership through a direct transfer to the Municipality of Delta. The parcels designated for farming have the highest soil quality and the best agricultural potential once improvements to irrigation and drainage are completed.

The contiguous nature of the land, and its vast scale, allows farmers flexibility in determining various services. If managed to its full potential, Southlands can represent a form of farming of an earlier era in Delta, when farming was more connected to the community and a part of the local culture.



2 NEIGHBOURHOOD CENTRE & THE MARKET SQUARE

At the neighbourhood centre, a small commercial project would provide Southlands' growers and the Boundary Bay neighbourhood with a cafe, a convenience store with farm-fresh food, and artisan shops within walking distance.

By connecting the agricultural with local community, this area could support galleries, arts and cultural activities, a farmers' market, a culinary education kitchen, and a farming school.

This Market Square will be an important link between the agricultural activities on the land and everyday life in Townsassen.



3 INTEGRATED NEIGHBOURHOODS

The revised working plan reduces the number of homes in the development component from 1,300 units to 950 units.

This number is the minimum Century Group needs to make the transfer of 470 acres to be viable and to cover the agricultural upgrades needed to cultivate the best farmland on the property.

A range of housing choices planned in three distinct neighbourhoods will provide a mix of townhomes, cottages, small family homes, apartment-style residences, and long-term and artist studios.



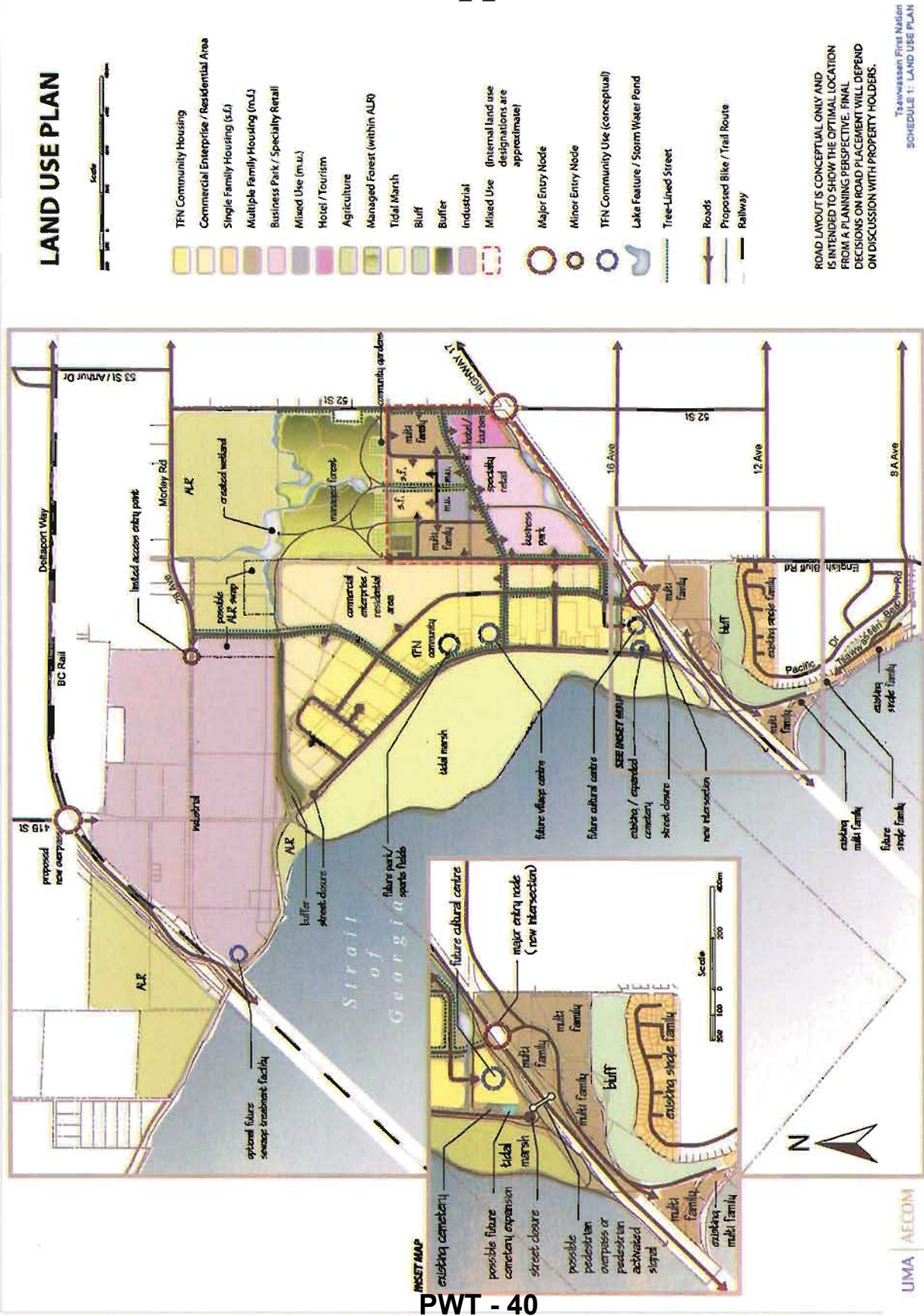
4 PARKS, TRAILS & OPEN SPACE

These new parks, located adjacent to all residential areas, will provide natural buffers, zones and walkable green areas to local residents in all neighbourhoods, including Meadows and Boundary Bay.

Open spaces will maintain the setting views from upper Townsassen and Boundary Bay Road.

These parks will provide Townsassen and a broader number of visitors to the area, to get outdoors, relax and reconnect with nature. Protected wilderness areas, similar to those found at Boundary Bay Regional Park, will create habitat for local plants and animals.

Tsawwassen First Nation Land Use Plan



City of New Westminster: Proposed Option for Pattullo Bridge



Option 8:

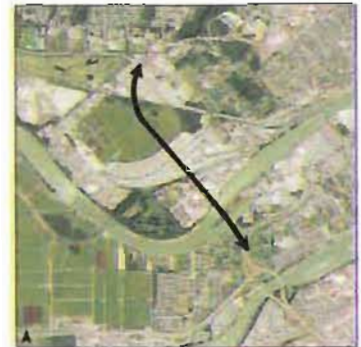
Demolish the Pattullo Bridge and replace it with a Tree crossing outside of the City (ie. Tree Island)*

* Requires consultation with affected Municipalities

The Pattullo Bridge would be demolished and a new bridge constructed connecting Richmond and Burnaby via Tree Island.

Benefits

- Through traffic through downtown New Westminster would be reduced
- Land currently used for approaches to the Pattullo Bridge could be reallocated for urban use
- Possibility for improved neighbourhood connectivity within New Westminster



Concerns

- Inconvenience for existing bridge trips that start or end in New Westminster
- Circuitous routes for New Westminster businesses to access growing markets south of the Fraser River
- Less direct pedestrian/cyclist connections
- Impacts recent property development in the City of Burnaby
- Require support from the affected Municipalities such as Richmond and Burnaby
- Changes established pattern for inter municipal traffic
- High capital cost



Open House
May 3, 2012

City of New Westminster -
Pattullo Bridge Consultation