



## Public Works & Transportation Committee

Date: Thursday, April 24, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda Barnes, Chair  
Councillor Chak Au  
Councillor Derek Dang  
Councillor Linda McPhail  
Councillor Harold Steves  
Mayor Malcolm Brodie

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

The Chair advised that the order of the agenda would be varied to consider Item No. 6 – Richmond's Ecological Network Management Strategy prior to Item No. 2 – Bath Slough Revitalization Initiative. Also, Committee agreed to consider a matter regarding dredging as Item No. 8A.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, March 19, 2014, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Thursday, May 22, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

## PLANNING & DEVELOPMENT DEPARTMENT

### 1. PROPOSED RAILWAY-ROADWAY GRADE CROSSINGS REGULATIONS AND STANDARDS

(File Ref. No. 01-0140-20-TCAN1-01) (REDMS No. 4165866 v.3)

Victor Wei, Director, Transportation, advised that staff have recently learned that the Federation of Canadian Municipalities in conjunction with TransLink will be sending a letter to the federal Minister of Transport and senior staff at Transport Canada expressing significant concerns with the proposed Railway-Roadway Grade Crossings Regulations and Standards.

It was moved and seconded

(1) *That a letter be sent to the federal Minister of Transport and to Transport Canada as formal comment in response to the pre-publication of the proposed Grade Crossings Regulations in the Canada Gazette, Part I, on February 8, 2014:*

(a) *requesting that the specification of a maximum time limit of five minutes that a moving train may block any at-grade roadway crossing be included in the proposed Grade Crossings Regulations;*

(b) *reiterating the previous Council resolution of July 23, 2012 that the proposed Grade Crossings Standards be revised to be engineering guidelines to allow for a risk-based approach that provides flexibility to address any identified safety concerns and, if the proposed Standards are implemented, a dedicated program be established by Transport Canada to provide adequate funding support to municipalities for any upgrades required from the new Standards; and*

(2) *That a copy of the above letter be sent to all Richmond Members of Parliament, the Federation of Canadian Municipalities, TransLink, and Lower Mainland municipalities affected by the proposed Regulations and Standards for support of the above request.*

CARRIED

## ENGINEERING AND PUBLIC WORKS DEPARTMENT

### 6. RICHMOND'S ECOLOGICAL NETWORK MANAGEMENT STRATEGY

(File Ref. No. 10-6000-01/2014) (REDMS No. 4143643 v.3)

**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

Peter Russell, Senior Manager, Sustainability and District Energy, provided background information and in reply to queries from Committee advised that (i) the intent of the proposed public consultation is to identify key actions that will facilitate the achievement of goals set out in the Ecological Network Management Strategy, (ii) staff anticipate reporting back with an action plan in fall 2014 or winter 2015, and (iii) as a key stakeholder, the Advisory Committee on the Environment will be engaged as part of the proposed public consultation.

It was moved and seconded

*That the Ecological Network Management Strategy, as described in the staff report titled Ecological Network Management Strategy – Phase 1 dated April 3, 2014, from the Director, Engineering, be endorsed for the purposes of public consultation.*

**CARRIED**

2. **BATH SLOUGH REVITALIZATION INITIATIVE**

(File Ref. No. 10-6125-25-017) (REDMS No. 4149768 v.9)

Discussion ensued and Committee requested that staff forward the Bath Slough Revitalization Initiative to the Council / School Board Liaison Committee for information. Also, Committee requested that staff provide a detailed map identifying the Bath Slough catchment area prior to the next Council meeting.

In reply to a query from Committee, staff advised that illegal dumping in the Bath Slough catchment has ebbed.

It was moved and seconded

(1) *That Option 1 – Proceed with the Bath Slough Revitalization Initiative on a Pilot Basis, as presented in the staff report titled Bath Slough Revitalization Initiative dated February 6, 2014, from the Director, Engineering, be endorsed; and*

(2) *That the staff report titled Bath Slough Revitalization Initiative dated February 6, 2014, from the Director, Engineering be forwarded to the Council / School Board Liaison Committee for information.*

**CARRIED**

3. **GATEWAY THEATRE – ENERGY RETROFIT PROJECT**

(File Ref. No. 06-2050-20-GT) (REDMS No. 4169249 v.4)

In reply to queries from Committee, Mr. Russell and Robert Gonzalez, General Manager, Engineering and Public Works provided the following information:

**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

- energy accomplishments such as the 30% reduction in natural gas use (when compared to the previous year) are highlighted in the annual Corporate Energy Update report;
- staff are continuously seeking additional opportunities to promote energy accomplishments, such as the introduction of a 'Green Newspaper' in partnership with the Corporate Communications division;
- as a result the pilot retrofit project, staff are examining the feasibility of implementing such a project in other City facilities; also, the Lulu Island Energy Corporation enables the City to examine such a project for private buildings; and
- based on the first year cost avoidance savings, including the incentive funding, the project is estimated to have a six year payback period.

It was moved and seconded

*That the staff report titled Gateway Theatre – Energy Retrofit Project dated March 26, 2014, from the Director, Engineering be received for information.*

**CARRIED**

4. **JAPANESE FISHERMAN'S BENEVOLENT SOCIETY BUILDING – INTERIOR DESIGN**

(File Ref. No. 06-2050-20-JNB) (REDMS No. 4171969 v.4)

Lorne Slye, 11911 3<sup>rd</sup> Avenue, Chair of the Steveston Historical Society, requested that the proposed interior design of the Japanese Fisherman's Benevolent Society building incorporate donated shoji screens. Mr. Slye was of the opinion that these shoji screens were valuable artifacts and, therefore they should be displayed.

In reply to a query from the Chair, Connie Baxter, Supervisor, Museum and Heritage Sites, advised that, in speaking with the interior design architect and contractor, the shoji screens can indeed be incorporated as part of the interior design renovations.

The Chair thanked staff and community members for their time and commitment in ensuring this project maintain and promote the building's historical and cultural significance.

It was moved and seconded

*That the status update report for the Japanese Fisherman's Benevolent Society Building Interior Design be received for information.*

**CARRIED**

**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

5. **RICHMOND ENERGY CHALLENGE AND THE CLIMATE SMART PROGRAM**

(File Ref. No.) (REDMS No. 4196803)

In reply to queries from Committee, Mr. Russell and Katie Ferland, Business Development Liaison, provided the following information:

- businesses discontinuing using the Climate Smart tool to monitor greenhouse gas emissions indicated that they wish to see whether the Pacific Carbon Trust and Fortis BC will review support for the Climate Smart program;
- staff anticipate that the Richmond Energy Challenge be funded in its entirety by external funds; and
- staff anticipate recruiting businesses to participate in the Richmond Energy Challenge throughout the summer; the Richmond Chamber of Commerce and other similar groups will be approached as part of the recruitment process.

It was moved and seconded

*That, as presented in the staff report titled Richmond Energy Challenge and the Climate Smart Program dated March 28, 2014, from the Director, Engineering:*

- (1) *staff's development and implementation of a "Richmond Energy Challenge" for larger private buildings be endorsed; and*
- (2) *the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute a funding agreement with BC Hydro, and other potential funders, to implement this Challenge.*

**CARRIED**

6. **RICHMOND'S ECOLOGICAL NETWORK MANAGEMENT STRATEGY**

(File Ref. No. 10-6000-01/2014) (REDMS No. 4143643 v.3)

Please see Pages 2 and 3 for action on this matter.

7. **MANHOLE COVER ART CONTEST AND PROGRAM**

(File Ref. No. 11-7000-09-20-100) (REDMS No. 4184720)

It was moved and seconded

*That the implementation of the public art contest and program for integrating artwork on sanitary sewer and storm drainage manhole covers, as outlined in the staff report from the Director, Engineering, and Director, Arts, Culture and Heritage Services dated April 8, 2014, be endorsed.*

**CARRIED**

## Public Works & Transportation Committee

### Thursday, April 24, 2014

---

#### 8. **MULTI-MATERIAL BC PROGRAM IMPLEMENTATION**

(File Ref. No. 10-6370-03-01) (REDMS No. 4196769 v.2)

Suzanne Bycraft, Manager, Fleet and Environmental Programs, commented on forthcoming aspects of the Multi-Material BC (MMBC) program implementation, noting that staff are exploring partnership opportunities with other local governments for a consolidated processing plant.

In reply to queries from Committee, Ms. Bycraft provided the following information:

- there have been a number of concerned expressed by businesses in regards to the costs associated with the implementation of the MMBC program;
- businesses have the opportunity to submit their own stewardship plan or work directly with MMBC;
- MMBC sets recycling rates and as such, this is beyond the City's purview;
- public outreach initiatives include (i) awareness advertising in local newspapers, (ii) an informational insert in the metered utility bills, (iii) additional information will be distributed to single-family homes in conjunction with the delivery of new recycling receptacles, and (iv) information on the City's website and social media accounts;
- public outreach initiatives are geared towards residents;
- the recycling receptacle for glass materials was intentionally designed to be small so that it would not be cumbersome;
- residents may continue to use existing blue boxes; also, there will be a taller blue box; and
- a subsequent staff report will be brought forward for Council consideration regarding costs related to the processing plant.

Discussion ensued and Committee commented that the MMBC program is mandated by the provincial government and follows a 'polluter-pay' model.

The Chair requested that forthcoming public communication materials include information regarding the City's rationale to partner with MMBC. Also, Committee requested that Tamara Burns, Vice-President Supply, Canadian Stewardship Services Alliances receive a copy of the letter addressed to Allan Langdon, Managing Director of MMBC.

**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

It was moved and seconded

- (1) *That the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to or replacement of Contract T.2988, Residential Solid Waste & Recycling Collection Services with Sierra Waste Services Ltd. (in accordance with the April 7, 2014 staff report titled "Multi-Material BC Program Implementation" from the Director, Public Works (the "Staff Report")), to:*
- (a) *include acquisition, storage, assembly, labelling, delivery, and related tasks for the bags, containers and carts associated with implementation of the program changes and added recycling materials to be collected under the terms of the City's agreement with Multi-Material BC per Section 1, Item a) of the Staff Report;*
  - (b) *remove the processing and marketing components from the scope of work and incorporate other changes described in Section 1, Item b) of the Staff Report, effective May 19, 2014;*
  - (c) *modify the scope of work as described in Section 1, Item c) of the Staff Report to collect glass as a separate recycling stream, newsprint and mixed paper products as one combined stream, and collect an expanded scope of recycling materials as defined by Multi-Material BC as Packaging and Printed Paper for all residents serviced by the City for recycling services under Contract T.2988, effective May 19, 2014;*
  - (d) *add administrative provisions to address the requirements of the contract with MMBC, as described in Section 1, Item d) of the Staff Report;*
  - (e) *revise the annual contract amount to approximately \$6,391,841.26 (depending on contract variables such as required added equipment, inflationary and unit count increases), effective May 19, 2014;*
- (2) *That additional funding for the remaining portion of the 2014 Sanitation and Recycling budget be approved at the estimated amount of \$650,000 and that full program funding in the estimated amount of \$1,040,000 be included in the 2015 utility budget process for Council's consideration;*

**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

- (3) *That a letter be sent to Allan Langdon, Managing Director of Multi-Material BC (MMBC), copied to Tamara Burns, Vice-President Supply, Canadian Stewardship Services Alliances, expressing concern regarding the negative operational and financial impacts associated with the current designated post-collection site (located in Surrey) for Richmond's recycling materials, and that MMBC be urged to establish a site within closer proximity to Richmond; and*
- (4) *That staff evaluate options, alternatives and costs associated with addressing the operational and logistical challenges associated with the current designated post-collection site for Richmond, and report back to Council.*

**CARRIED**

**8A. DREDGING IN THE FRASER RIVER**

(File Ref. No.)

Councillor Steves distributed copies of an article titled 'Plan for deeper dredging in Fraser River could have high environmental price' published April 22, 2014 in *Business In Vancouver* (attached to and forming part of these minutes as Schedule 1) and spoke of adverse affects of dredging in the Fraser River.

Discussion ensued regarding the article and staff was requested to contact University of British Columbia Professor Michael Church.

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

It was moved and seconded

*That the article titled 'Plan for deeper dredging in Fraser River could have high environmental price' published April 22, 2014 in Business In Vancouver be referred to staff for analysis and report back.*

**CARRIED**

**9. MANAGER'S REPORT**

**(i) 2014 Capital Projects Open House**

John Irving, Director, Engineering, highlighted that the 2014 Capital Projects Open House was well attended and advised that staff are currently planning public tours of City infrastructure, such as pump stations.

**(ii) 2014 REaDY Youth Summit**

Mr. Russell advised that the 2014 REaDY Youth Summit will be held at R.A. McMath Secondary School on Saturday, April 26, 2014. He highlighted that 500 people have registered to attend the event and staff anticipate approximately 200 additional walk-in attendees.



**Public Works & Transportation Committee**  
**Thursday, April 24, 2014**

---

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:46 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 Thursday, April 24, 2014.

---

Councillor Linda Barnes  
Chair

---

Hanieh Berg  
Committee Clerk

Published April 22, 2014

ENVIRONMENT AND SUSTAINABILITY

## Plan for deeper dredging in Fraser River could have high environmental price

Proposal would destroy natural flood barriers, UBC geographer says

By Jen St. Denis

Backers of a plan to dredge the Fraser River deeper say the massive infrastructure project would create jobs and boost the shipping potential of the region.

But a geographer who has studied the river says the project would come with potentially costly environmental downsides, such as an increased risk of flooding in Richmond.

Fraser Surrey Docks, a shipping terminal located on the river, and the Surrey Board of Trade (SBOT) were recently in Ottawa to promote more federal funds for the river's upkeep (see "Fraser port pushing its global business potential" – BIV issue 1276; April 15–21).

"There needs to be a sustainable funding plan for dredging of the Fraser River and the investment needs to come from the federal government, just as they have a sustainable funding plan to dredge the St. Lawrence seaway," Anita Huberman, chief executive officer of SBOT, told Business in Vancouver.

SBOT and Fraser Surrey Docks would also like to see the river dredged deeper to accommodate the very large cargo ships that are becoming more common in shipping.

Currently, Port Metro Vancouver spends \$15 million a year to dredge the river to its current depth of 11.5 metres, and recoups around \$10 million by selling the sand to cement makers. The extra dredging proposed would deepen the river to 13.5 metres.

Making such a big modification to B.C.'s biggest river shouldn't be taken lightly, said Michael Church, a professor emeritus of geography at the University of British Columbia who has studied the Fraser.

"It's a bad idea," Church said, explaining that the Fraser River moves millions of tonnes of sand and silt every year and deposits that material on the delta where the river meets the sea.

If that process were interfered with, a chain reaction would occur that would reduce the amount of shoreline wetlands and put Richmond at increased danger from storm surges, Church said, especially as the sea level rises over the next 50 to 75 years. (The B.C. government predicts sea levels will rise by one metre over the next 100 years.)

"That sand which gets stopped in the channel doesn't get sent to the delta front to nourish the tidal flats at the front of the delta, so you lose nourishment from the delta front," Church said.

"With the rising sea level, that means that ... you'll submerge the delta front, which will then bring waves up over the tidal flat, which will attack the salt marshes and drive the salt marshes back and bring the sea against the dikes."

The current level of dredging has already reduced the amount of silt deposited on the delta from three million tonnes a year to one million, Church said.

"That land is keeping the heavy waves of the sea off the dikes and the farmland and urban settlement of Richmond behind it," he said.

"One of the consequences if you stop sand nourishment to the delta front is that you'll have bigger waves coming up across the delta top and against the dikes."

The nature of the Fraser would also mean the project would be very costly to maintain: according to Church, deepening the river would cause bigger amounts of sediment to be deposited on the riverbed, which would then have to be cleared away.

Church noted that New York City and several Gulf Coast states are now focused on regenerating coastal wetlands as a bulwark against natural events like hurricanes.

A better use of taxpayer dollars would be to gradually upgrade the existing dikes along the Fraser, Church said. Those dikes are designed to stop a "short, sharp flood" but are vulnerable to longer floods and to earthquakes.

#### **Where should we put the port?**

The Fraser River will eventually have to be dredged deeper just to keep up with shipping standards, Tom Corsie, vice-president of real estate for Port Metro Vancouver, told Business in Vancouver in an October 2013 interview.

But Harold Steves, an advocate for farmland and a Richmond city councillor, questions the push for increased shipping on the Fraser River when other terminals exist in Burrard Inlet and Roberts Bank.

"The port says they want to develop 2,600 acres of farmland further up the river," Steves said. "We're really hard pressed to maintain both agriculture and fisheries, which used to be the mainstay of this region."

Michael Church, a University of British Columbia geography professor, said it makes more sense to further develop port facilities in Burrard Inlet, a natural deep-water port that is protected from the elements.

"It's a bit of a mystery to me why Fraser Surrey Docks are regarded as so important when we have an excellent harbour in Burrard Inlet," Church said.

© Copyright 2014, Business In Vancouver

Story URL: <http://www.biv.com/article/20140422/BIV0114/304229980/-1/BIV0100/plan-for-deeper-dredging-in-fraser-river-could-have-high-environmental-price>