



To:	Public Works and Transportation Committee	Date:	May 29, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6370-01/2025-Vol 01
Re:	Business Recycling Resources Pilot Program Review		

Staff Recommendations

1. That Option 2 as outlined in the report titled, “Business Recycling Resources Pilot Program Review”, dated May 29, 2026, from the General Manager, Engineering and Public Works, be approved; and
2. That a letter be sent from the Mayor to the Minister of Environment and Parks requesting that, using the findings from the *2025 Preventing Non-Residential Packaging Waste Engagement Report*, the Province enact legislation for businesses and institutions to submit waste prevention plans, conduct audits, or implement specific waste prevention actions.

Executive Summary

The Business Recycling Resources Pilot Program showed that Richmond businesses benefit from recycling education and advisory support. It also confirmed that commercial recycling remains highly variable due to the nature of individual business activities and is shaped by factors such as service costs, property management arrangements, waste hauler contracts, and differences in business size and waste streams.

Option 2, *Business Recycling Resources Program Formalization plus Advocacy to Regional and Provincial Governments for Requirements and Regulations* is recommended as it continues the City’s education-based support while also addressing these broader barriers at higher levels of government. The City would maintain the Business Recycling Resources Program and advocate to Metro Vancouver and the Province for stronger, more consistent recycling requirements and enforcement.

This option is the most balanced approach which supports Council’s environmental sustainability objectives and avoids placing Richmond businesses at a competitive disadvantage through City-only regulation.

Staff Report

Origin

In 2024, the City of Richmond launched the Business Recycling Resources Pilot Program (the Program), an education and advisory program providing hands-on support for businesses to navigate commercial waste management and empower businesses to implement sustainable recycling solutions. This report provides an update on the Program and proposes next steps.

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

Analysis

Background

The City's residential recycling services are successful in supporting waste diversion, achieving 79% diversion from single-family homes in 2025. Commercial recycling rates, however, lag that of residential. According to the draft 2024 Metro Vancouver Solid Waste Management Plan, the regional commercial recycling rate is 47%, improving only by 1% since 2021. Commercial and industrial sectors are reverting to waste and recycling quantities as seen pre-pandemic, however, regional commercial recycling remains behind the 65% overall regional recycling rate.

To enhance commercial recycling, the City undertook a Commercial Recycling Services Review in 2022 and 2023 to assess business recycling practices and identify a strategy to increase their recycling performance. The City had also provided collection services to a limited number of businesses to assess whether a City-run collection model was practical or feasible. Full details of the review can be found in the Report to Council, titled "Commercial Recycling Services Review" that was received by Council on October 23, 2023. Key outcomes were:

- the conclusion of the City Commercial Garbage and Recycling Pilot program due to the variability in waste generation and inability to adequately service or standardize services; and
- to undertake the Business Recycling Resources Pilot Program – an education and advisory program available for free to Richmond businesses.

Business Recycling Resources Pilot Program Details

Through the initial Commercial Recycling Services Review, it was found that rather than a one-size-fits-all solution, the Program aimed to engage individual businesses at their current recycling level and seek improvement by providing education and resources to increase waste diversion. A summary of the Program is detailed in the section below.

Program Structure

The Program focused on three primary areas:

1. **Recycling Services:** Businesses must have the appropriate recycling services contracted or made available to them based on the waste they generate.
2. **Training and Education:** Once proper services are available, all employees should be trained on how to recycle correctly when on-boarded and receive training throughout their employment.
3. **Rethinking and Reducing Waste:** All businesses can rethink and reduce the waste they generate by sourcing reusable materials, utilizing refill options and updating systems to minimize waste.

A suite of information and customized tools were developed for the Program focusing on these primary areas. City staff reached out to a variety of businesses to provide advice and recommendations using these tools to support commercial recycling approaches. City staff worked with the businesses directly or provided the information for independent self-guided learning and application:

- **Toolkit:** A nine-part instructional guide available in English, Traditional Chinese and Simplified Chinese, providing regulatory guidelines, best practices for businesses and property managers and an overview on assessing generated waste. A breakdown of the toolkit is presented in Attachment 1.
- **Waste Calculators:** Waste diversion calculator and waste composition calculator to help businesses understand their waste.
- **Workbook:** Step-by-step guide and workbook for businesses to create a Recycling & Waste Reduction Plan.
- **Self-Assessment Quiz:** Eleven question quiz to provide a simple assessment and program starting point.
- **Workshops:** Tailored workshops to reinforce a business' recycling system, applicable regulations and the importance of recycling correctly.
- **Site Visit Materials:** A site visit checklist and accompanying site visit report for providing feedback and suggested resources to businesses.

Program Implementation

The Program launched in Q2 of 2024 with a promotional plan including utilizing City channels, e-newsletters, local associations (Chamber of Commerce and Tourism Richmond), and digital and direct mail reminders through the City business licencing process.

In addition to broad scale promotion, the Program continued door-to-door visits to businesses, site visits and on-site coaching as well as observing business and complex recycling set-ups. Outreach and engagement statistics are presented in Table 1 below.

Table 1: Outreach and Engagement Summary

Tactic	Number of Engagements
Businesses reached through door-to-door visits and phone calls	401
Program materials distributed	281
Site visits completed	14
Workshop participants	92

Key Findings

Through these engagements, businesses and property managers became better informed on waste and recycling strategies in order to:

- Better understand the Metro Vancouver Disposal Ban, including what items are banned from the landfill.
- Review and change their waste hauler contract to include additional services.
- Shift garbage and recycling set-ups in their business to enable better recycling practices.
- Use tailored information provided by City staff about methods to improve recycling practices at their business.
- Explore options to reduce and rethink the waste generated.

As outlined in Attachment 2, most businesses find implementing effective recycling and waste management challenging, providing feedback including the following:

- Waste and recycling servicing arrangements can be costly;
- Challenging for businesses and property managers to navigate the responsibility of recycling services in a shared space (waste variability, businesses have services provided to them, rather than contracted individually);
- Contract holders (property managers) are often different than the end user of the services (businesses); and
- Varying regulations from municipality to municipality.

Based on findings from door-to-door visits and phone calls, there are some Richmond businesses already going above and beyond with their recycling efforts, including the following:

- 14% of businesses recycled materials beyond the services contracted or available to them (i.e. returning refundables).
- 8% of businesses regularly transported items to the Depot (i.e. polystyrene foam, lightbulbs, batteries).
- 7% of businesses made use of apps or donation services to minimize food waste (i.e. Too Good To Go, Richmond Food Bank, Food Mesh, Second Harvest).
- 6% of businesses utilized reuse, refill or repair initiatives to minimize waste (i.e. appliance repair, reusing boxes, containers or pallets).

Regulatory Jurisdictional Review

As noted, many businesses identified challenges with varying regulations between jurisdictions as a complication for those with multiple locations. Businesses noted the importance of regulatory consistency to avoid patchwork approaches to how they manage waste and recycling in the different cities in which they operate.

To evaluate this feedback, staff undertook a jurisdictional review of regulatory actions that have been taken to encourage institutional, commercial and industrial (ICI) recycling and separation of waste. The scan, detailed in Attachment 3, highlights different current municipal, regional and provincial regulations and their application in promoting greater recycling in the ICI sector. Regulations may be undertaken by both regional districts and municipalities, as both bear responsibilities for waste management in the region. Preliminary feedback from these jurisdictions show differences in capacity, approaches to implementation and enforcement.

Metro Vancouver Actions

Metro Vancouver is currently finalizing its Solid Waste Management Plan which includes review by various governing boards and then submitting the final draft to the Ministry of Environment and Parks expected in Q3 of 2026.

The current draft outlines a goal of seeking “accountability from residents, businesses and governments to prevent waste” and details actions to support a circular economy and improved waste management practices in the ICI sector. Applicable actions for businesses include:

- 2.1.7. *Develop, test and share approaches to further measure and reduce commercial and institutional waste.*
- 4.8.4. *Explore the potential to increase the number of disposal ban inspections at Metro Vancouver and City of Vancouver solid waste facilities.*

Additional regulatory mechanisms would be most effective through the existing Disposal Ban framework as Metro Vancouver has existing fee structures and bylaws to inspect garbage loads for banned materials at the landfill. The draft regional Solid Waste Management Plan also identifies actions to further support ICI recycling in the region, including potential future regulatory enhancements, such as source separation requirements for waste generators, which would require an amendment to provincial legislation.

These actions are also supported by the Regional District of Nanaimo, which has successfully implemented source separation requirements which has set a precedence for regional government legislation for commercial businesses.

Provincial Actions

The Province of BC released the *Preventing Waste in BC: Non-Residential Packaging & Paper Products Discussion Paper* in 2024, and subsequent *Engagement Summary Report*, released in 2025. These reports identified general support for a proposed multi-faceted approach to increase recycling in commercial, institutional and industrial sectors, noting that input from this engagement will be used to work towards the development and implementation of policy approaches to prevent non-residential waste in BC.

The Province recently sent out communication that they are pausing further action on this project and will resume in the future when it aligns with broader policy direction and capacity.

Options

There are several avenues the City could take to further support the recycling and waste management efforts of commercial businesses in Richmond. These could range anywhere between providing various service models, to more stringent regulations or be limited to advisory services. Staff have outlined two options for consideration:

Option 1: Business Recycling Resources Program Formalization

This option would formalize the current Business Recycling Resources Pilot Program into a standing educational program offered on an on-going, as needed basis. Businesses reaching out to the City for garbage and recycling support would be recommended to this Program, or similarly, if businesses are reported to the City regarding their recycling and organic collection. This option leads with education to encourage businesses to come into compliance with regional bans.

This option is not recommended on its own, as it provides education but lacks further action to increase consistency for recycling actions across all businesses in the region.

Option 2: Option 1 plus Advocacy to Regional and Provincial Governments for Requirements and Regulations (recommended)

This option would include Option 1 and also include advocating to both regional and provincial governments to enact requirements or regulations regarding commercial recycling. As commercial businesses often operate beyond municipal borders, regulations to require recycling would be best suited coming from senior levels of government to ensure that Richmond businesses do not have a competitive disadvantage. This option would include:

- a. Writing a letter to the Minister of Environment and Parks requesting that the findings from the *2025 Preventing Non-Residential Packaging Waste Engagement Report*, specifically the suggestion that the Province implement a “Requirement for businesses and institutions to submit waste prevention plans, conduct audits or adopt specific waste prevention actions” be enacted; and
- b. Advocate to Metro Vancouver to increase enforcement of the Disposal Ban Program and pursue regulatory mechanisms after the draft Solid Waste Management Plan is approved by the Province to support mandatory source separation for waste generators including businesses. City staff to advocate through various committees including the Regional Engineers Advisory Committee (REAC), Solid Waste Sub-Committee (SWSC) and the Regional Waste Reduction Coordinators Committee (RWRCC).

This option is recommended, as both the Province and Metro Vancouver have identified actions and approaches to establish additional requirements and enforce such legislation in an equitable application across all businesses. The City would continue to focus on education through the Program to help prepare Richmond businesses for future regulatory requirements.

As part of this option, staff would continue to explore additional opportunities and strategies to advance commercial recycling efforts as the industry advances and opportunities arise.

Other options were explored such as developing regulations or Richmond specific requirements; however, these were not advanced due to the amount of resources required for implementation and enforcement. Additionally, inconsistent regulations and varying levels of enforcement across jurisdictions may create negative economic impacts by placing Richmond businesses at a disadvantage compared to others operating within the region.

Budgetary Implications

The recommended Option 2 identified in this report can be accommodated through established lines of business funded through the City's utility fees as approved in the annual Sanitation & Recycling Utility budget.

Conclusion

As Richmond continues to increase the commercial waste diversion by leading with information and resources, staff are seeking approval to proceed with Option 2, which includes maintaining the Business Recycling Resources Program as educational support to Richmond businesses on an as needed basis. Additionally, the City can advocate to senior levels of government to enact regulation change to provide consistency, equity, and effectiveness in waste management for Richmond businesses.

Respectfully submitted,

Suzanne Bycraft, Director, Public Works

Report Contributors

This report was prepared by Kristina Grozdanich, Manager, Recycling and Waste Recovery and reviewed by Business Services, Climate & Environment and Community Bylaws.

Endorsed by Serena Lusk, CAO

- Att. 1: Business Recycling Resources Toolkit
2: Additional Factors Impacting Business Recycling
3: Summary of Commercial Garbage and Recycling Regulations

Business Recycling Resources Toolkit

Tool	Program Overview	Target Audience	Description
 About Richmond's Business Recycling Resources Program Richmond is committed to helping businesses reduce, reuse and recycle their waste. This program provides businesses with the resources and support they need to become more sustainable and reduce their environmental footprint. Why is Richmond focusing on business recycling? Richmond is a green city and we want to encourage businesses to join in. By recycling, businesses can save money, reduce their carbon footprint, and protect the environment. Richmond's Business Recycling Program is a free service that provides businesses with the resources and support they need to become more sustainable and reduce their environmental footprint. Why should you register your business? By registering your business, you will receive a free recycling bin and access to the Business Recycling Program. You will also receive a free recycling audit and a free recycling plan. This program is a free service that provides businesses with the resources and support they need to become more sustainable and reduce their environmental footprint.		Businesses	Program description, catalyst for program, summary of available resources.
 Business Recycling Resources Program: Bylaws, Bans and Your Business This program provides businesses with the resources and support they need to understand and comply with Richmond's business recycling bylaws and bans. It includes information on the Single-Use Plastic and Other Items Bylaw No. 10000, Public Health Protections Bylaw 6989, Unsightly Premises Regulation Bylaw No. 7162, Solid Waste & Recycling Regulation Bylaw No. 6803, and Illegal Dumping. Metro Vancouver Disposal Ban: Businesses are prohibited from disposing of certain materials in the Metro Vancouver landfill. These materials include: - Refrigerators and air conditioning units - Stoves and ovens - Water heaters - Freezers - Refrigerated display cases - Refrigerated trucks - Refrigerated trailers - Refrigerated containers - Refrigerated tanks - Refrigerated vessels - Refrigerated equipment - Refrigerated machinery - Refrigerated tools - Refrigerated parts - Refrigerated accessories - Refrigerated components - Refrigerated sub-components - Refrigerated assemblies - Refrigerated systems - Refrigerated units - Refrigerated modules - Refrigerated sections - Refrigerated divisions - Refrigerated parts and accessories - Refrigerated components and accessories - Refrigerated systems and accessories - Refrigerated units and accessories - Refrigerated modules and accessories - Refrigerated sections and accessories - Refrigerated divisions and accessories - Refrigerated parts, accessories, components, systems, units, modules, sections, divisions, and assemblies	Bylaws, Bans and Your Business	Businesses, haulers, property managers	Overview of Metro Vancouver Disposal Ban, impact of hazardous materials, Richmond's <i>Single-Use Plastic and Other Items Bylaw No. 10000</i> , <i>Public Health Protections Bylaw 6989</i> , <i>Unsightly Premises Regulation Bylaw No. 7162</i> , <i>Solid Waste & Recycling Regulation Bylaw No. 6803</i> in reference to <i>Illegal Dumping</i> .
 Business Recycling Resources Program: Tips to Reuse, Refill and Rethink Waste This program provides businesses with the resources and support they need to reduce waste and increase recycling. It includes information on the importance of reducing single-use plastics, purchasing tips, and assessing alternatives. Choosing Reusable Products: Businesses should consider the following factors when choosing reusable products: - Material: Choose products made from durable, long-lasting materials. - Design: Choose products that are easy to use, clean, and maintain. - Quality: Choose products that are well-made and reliable. - Cost: Choose products that are cost-effective and provide good value for money. - Availability: Choose products that are readily available and easy to replace. - Recycling: Choose products that are made from recycled materials and are recyclable themselves.	Tips to Reuse, Refill and Rethink Waste	Businesses	Selection of tips and benefits of reusable and refillable products, importance of reducing single-use plastics including purchasing tips and assessing alternatives.
 Business Recycling Resources Program: Creating a Recycling and Waste Reduction Plan This program provides businesses with the resources and support they need to create a recycling and waste reduction plan. It includes information on the importance of having a plan, the steps to create one, and the benefits of doing so. Why should my business create a Recycling & Waste Reduction Plan? Creating a plan helps businesses: - Identify areas for improvement and set goals. - Track progress and measure success. - Communicate with employees and customers. - Reduce costs and increase efficiency. - Improve the company's reputation and sustainability. - Comply with regulations and standards. - Reduce the company's carbon footprint and environmental impact. - Attract and retain talent. - Improve the company's overall performance and competitiveness.	Creating a Recycling and Waste Reduction Plan	Businesses	Actions, reasons and resources to increase recycling, reduce waste and develop programs to ensure employees are informed about measures to support more sustainable waste management practices.

Tool		Target Audience	Description
 Recycling & Waste Reduction Plan WORKBOOK Organizations are taking a step toward sustainable waste management for your business. This workbook will guide you through developing a Recycling & Waste Reduction Plan that reflects the needs of your business while complying with current regulations, requirements and best practices. WE'RE HERE TO HELP! Our goal is to provide you with a step-by-step guide to help you develop a Recycling & Waste Reduction Plan that reflects the needs of your business while complying with current regulations, requirements and best practices. Next steps: 1. Review the workbook and identify the areas that need the most attention. 2. Complete the workbook and develop a plan. 3. Implement the plan and monitor progress. 4. Review the plan and make adjustments as needed. PLAN DEVELOPMENT TEAM MEMBERS AND ROLES: Project lead: _____ Team: _____ Resources and a library of links to this document: reclaim.us/BusinessRecycling	Recycling and Waste Reduction Workbook for Businesses	Businesses	Step by step program for businesses to work through creating a Recycling and Waste Reduction plan tailored to their business.
 Waste Management Guidelines for Property Managers Property managers are often responsible for their building's waste management, including ensuring the correct use of recycling services, adhering to laws and collection schedules that apply with waste generated in the building, and ensuring adequate space for garbage and recycling collection areas. TIP: Review the guidelines and ensure that your building is compliant with all applicable laws and regulations. Setting Up Waste Services: Key actions: • Assess your current waste management practices. • Develop a waste management plan. • Review the plan and make adjustments as needed. Report Issues: • Report any issues to the appropriate authorities. • Document all issues and actions taken. Resources and a library of links to this document: reclaim.us/BusinessRecycling	Waste Management Guidelines for Property Managers	Property Managers	Comprehensive guidelines for property managers on applicable bylaws and bans. Plus, how to assess required services, cart size, frequency of pick-up as well as tackling issues such as safety and cleanliness of recycling spaces.
 Tips to Deter Illegal Dumping, Unsightly Premises and Rodents Illegal Dumping: • Review the guidelines and ensure that your building is compliant with all applicable laws and regulations. • Report any issues to the appropriate authorities. • Document all issues and actions taken. Unsightly Premises: • Review the guidelines and ensure that your building is compliant with all applicable laws and regulations. • Report any issues to the appropriate authorities. • Document all issues and actions taken. Rodents: • Review the guidelines and ensure that your building is compliant with all applicable laws and regulations. • Report any issues to the appropriate authorities. • Document all issues and actions taken. Resources and a library of links to this document: reclaim.us/BusinessRecycling	Tips to Deter Illegal Dumping, Unsightly Premises and Rodents	Businesses, property managers	Steps to deter illegal dumping on business property and best practices and City resources for maintaining property to dissuade rodents.
 Selecting and Using a Waste Audit Tool The Business Recycling Resources Program has created two calculators to help business assess and manage their waste as a key step towards recycling, reusing and waste diversion. Waste Assessment and Planning Process: 1. Complete waste audit 2. Assess business waste 3. Create a Recycling & Waste Reduction Plan About the Waste Composition Calculator: The Waste Composition Calculator helps you determine the different materials that your waste stream is made up of. This tool can help you identify areas for improvement and make adjustments to your waste management practices. Benefits for your business: • Identify areas for improvement. • Assess your current waste management practices. • Develop a waste management plan. Resources and a library of links to this document: reclaim.us/BusinessRecycling	Selecting and Using a Waste Audit Tool	Businesses, property managers	Instructions for choosing and utilizing either the Waste Diversion Calculator or the Waste Diversion Calculator.

Additional Factors Impacting Business Recycling

Factor	Impact to Business
Business size	- Businesses with larger corporate infrastructure may adhere to corporate sustainability policies with systems in place to support recycling, waste reduction, energy efficiency and GHG emissions to achieve corporate targets. - Larger businesses can tender waste hauler contracts on a larger scale (provincially, nationally) for cost effectiveness. - Larger businesses can create closed systems for their recyclable materials. - Smaller businesses may not have resources to dedicate towards improving recycling processes.
Cost of services	- Smaller businesses do not benefit from economies of scale and may pay more for services. - Additional recycling streams require additional fees, space for bins and effort to educate staff.
Waste generated	- Businesses generate different waste and may require different services.
Contracting of services	- Service availability depends on who holds the service contract with a hauler (individual business, property manager, or collection of businesses). - Hauler contract holders may reject requests for added recycling services due to cost or contract terms. - Larger corporations can contract services on a larger scale.
Property managers	- Property managers often determine the services for the entire mini-mall/complex, limiting individual business options regarding services available and cost impacts. - Services provided to businesses may not align with the waste generated by a specific business. - Prices and requirements need to be competitive to attract tenants/businesses. - Variety of services and frequency of collection can be cost driven.
Waste haulers	- Waste hauler contracts can be challenging to navigate and modify.
Regulatory issues	- Inconsistency of regulation across the region, creating patchwork approach for businesses operating across municipalities. - Difference in scope of regulation at the municipal, regional and provincial level including oversight of waste disposal sites, waste hauler permits, tipping fees and Extended Producer Responsibility programs. - Different requirements for compliance; enforcement resulting in varied consistency of application.

Summary of Commercial Garbage and Recycling Regulations

Regulation	Summary	Mechanisms for Compliance	Enforcement
Municipal			
<i>City of Vancouver, Bylaw No. 8417 A By-Law Respecting the Collection, Disposal, Transfer and Recycling of Solid Waste</i>	All owners or occupiers of non-residential properties are required to implement both a recyclable materials diversion program and an organic materials diversion program.	- Provide program details to the City Engineer upon request. - Verified through the business licence process and supported by proof of a licensed hauler.	Fine for non-compliance within bylaw.
<i>City of Burnaby, Bylaw 12875 Burnaby Solid Waste and Recycling Bylaw</i>	Every owner or occupier of an industrial, commercial, or institutional property must ensure proper waste management by placing garbage, designated recyclables, and organic materials – including yard waste and food scraps – into the appropriate receptacles without contamination.	- Owners or occupiers are required to provide written instructions annually to tenants, employees, and contractors on proper separation practices.	Fine for non-compliance within bylaw.
Regional District			
<i>Regional District of Nanaimo (RDN), Bylaw No. 1812 – Mandatory Waste Source Separation</i>	Requires all curbside, multi-family, commercial, institutional, and industrial buildings to provide separated containers for garbage, recycling, and organic material, excluding buildings serviced by the district or a municipality.	- Owns and operates landfill. - Licences waste haulers in the region. - Regulates tipping fees and discounted fees for loads free of recyclable or compostable materials. - Disposal levy on waste sent to landfill or incineration within or outside the region.	Fine for non-compliance within Offence Act.

Regulation	Summary	Mechanisms for Compliance	Enforcement
<i>District of Squamish, Bylaw 2870 – Solid Waste Utility and Regulation Bylaw</i>	Requires all non-City serviced multi-family housing complexes and all commercial, industrial, institutional properties, event venues, and other temporary premises users must separate garbage, organics, and recyclables prior to disposal.	- Owns and regulates the Squamish Landfill.	Fines within bylaw and increased landfill fees for mixed waste.
<i>Resort Municipality of Whistler (RMOW), Bylaw 2469 A Bylaw to Regulate the Storage and Disposal of Solid Waste, and to Establish a Parcel Tax and Fees and Charges in Relation to Municipal Solid Waste Services</i>	ICI required to separate collection for disposal of food scraps, paper and recyclable materials, and landfill waste.	- Food service operators when applying for business licence, special event permit applicants or development or rezoning application for commercial property required to submit a Solid Waste Management Plan.	Fines within bylaw.
<i>Fraser Valley Regional District (FVRD), Bylaw No. 1495 A Bylaw Respecting the Removal and Disposal of Municipal Solid Waste</i>	Waste generated from residential, commercial or institutional sources must separate organics and recyclables from other waste at the point of generation, inform occupants of container requirements and locations, and ensure materials are delivered to designated facilities or transfer stations.	- Owns and regulates the Chaumox Landfill.	Fines within bylaw.

Regulation	Summary	Mechanisms for Compliance	Enforcement
Provincial			
<i>Province of Ontario, Ontario Regulation 102/94: Waste Audits and Waste Reduction Work Plans</i>	Under the Environmental Protection Act, O.Reg. 102/94 requires waste audits and waste reduction plans for non-hazardous solid wastes from designated industrial, commercial and institutional (IC&I) sources. Affected business types include retail shopping establishments, complexes and office buildings with a total floor area of 10,000 sq. meters, restaurants with gross annual sales of \$3 million in Ontario, hotels or motels with more than 75 units, hospitals, educational institutions with more than 350 staff and large manufacturing establishments.	- Businesses must conduct a waste audit, develop a waste reduction work plan, implement a waste reduction work plan - Update and implement the waste audit and work plan annually.	Unable to locate enforcement strategy.



To:	Public Works and Transportation Committee	Date:	May 13, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6000-01/2025-Vol 01
Re:	North Dike Upgrades from Lynas Lane to No. 2 Road – Public Engagement Summary		

Staff Recommendation

That the Dike Master Plan Concept identified in the report titled “North Dike Upgrades from Lynas Lane to No. 2 Road – Public Engagement Summary”, dated May 13, 2026, from the General Manager, Engineering and Public Works, be endorsed for detailed design and construction.

Executive Summary

The North Dike Upgrades from Lynas Lane to No. 2 Road project seeks to upgrade approximately 350 metres of dike and River Road in alignment with the Council-endorsed Flood Protection Management Strategy and Dike Master Plan – Phase 2. The project will improve long-term flood resilience, reconstruct associated road and utility infrastructure, and enhance active transportation connections. This project is part of the Council’s approved Disaster Mitigation and Adaptation Fund Infrastructure Upgrades projects (2020 to 2026).

Staff developed a preliminary design based on the Dike Master Plan Concept and received Council approval to undertake public engagement on June 24, 2024. Following an initial phase of public engagement, staff refined the preliminary design and developed two alternative concepts in response to community feedback related to roadway elevation, neighbourhood impacts, safety, and environmental considerations. A second phase of public engagement was then completed in March and April of 2026 to gather feedback on the Dike Master Plan concept and the two alternatives.

Residents provided feedback on the concepts directly through a Let’s Talk Richmond survey, which had the following results:

- 71% indicated support or strong support for the Dike Master Plan concept from Lynas Lane to No. 2 Road.
- 39% indicated support or strong support for Alternative 1 – Reduced Raising of Road.
- 23% indicated support or strong support for Alternative 2 – Reduced Raising of Road and No Paved Bike Lane.

The Dike Master Plan Concept provides the greatest level of flood protection and resilience. Resident feedback indicates greater support for the Dike Master Plan Concept than for the alternative concepts. At the same time, some respondents expressed concerns about how changes to the elevation and alignment of River Road may affect nearby residents and adjacent buildings, including potential impacts on access and perceived safety. Staff recommend that the Dike Master Plan Concept be endorsed for detailed design and construction for the section from Lynas Lane to No. 2 Road, while continuing to explore options to mitigate resident concerns.

Origin

At the Regular Council meeting on June 24, 2024, Council approved that the Dike Master Plan Concept presented in the staff report titled “North Dike Upgrades Concept Plan – Lynas Lane to No. 2 Road”, dated May 16, 2024, from the Director, Engineering be endorsed for the purposes of public consultation.

This report responds to this approval.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Analysis

Background

Guided by the Council-endorsed Flood Protection Management Strategy and Dike Master Plan – Phase 2, the North Dike Upgrades from Lynas Lane to No. 2 Road has been identified as a priority location for dike raising and upgrades. The project will upgrade approximately 350 metres of dike and River Road to improve long-term flood resilience, reconstruct associated road and utility infrastructure, and enhance active transportation connections. This project is part of Council's approved Disaster Mitigation and Adaptation Fund Infrastructure Upgrades projects (2020 to 2026). This program received federal funding as part of the Disaster Mitigation and Adaptation Fund (DMAF) grant that invests in infrastructure projects to increase the resilience of communities that are impacted by natural disasters triggered by climate change.

At the Regular Council meeting on June 24, 2024, Council endorsed the Dike Master Plan Concept for the purposes of public consultation. The first phase of public engagement was undertaken from July to September 2024 to seek feedback on the preliminary design. Input received through that process led staff to revise the designs and develop two alternative concepts for further consideration. A second phase of public engagement was then completed from March to April 2026 to obtain feedback on the revised preliminary designs and alternative concepts. This report presents the preliminary design concepts and summarizes the feedback received through both phases of engagement.

Current Conditions

River Road is currently situated at a lower elevation than the adjacent dike crest within the project area. A gravel multi-use pathway is located along the top of the dike, while a paved sidewalk is located on the south side of River Road. The dike reach is adjacent to the No. 2 Road North Drainage Pump Station and extends between Lynas Lane to the west and No. 2 Road to the east.

This section of dike forms part of Richmond's broader flood protection network and plays an important role in helping protect nearby homes, infrastructure and community assets from flood risk. In addition to its flood protection function, the corridor serves as a well-used neighbourhood and recreational route for pedestrians, cyclists and other users, and contributes to the livability and character of the surrounding area. The route is also used regularly for the Richmond Olympic parkrun for its weekly Saturday morning run event, which typically attracts approximately 100 to 150 participants.

Immediately west of this project is the Works Yards Replacement Project and the Lynas Lane to Terra Nova Rural Park Preliminary Dike Design. The Works Yards Replacement Project is currently in Phase 1 of detailed design construction, and the Lynas Lane to Terra Nova Rural Park Preliminary Dike Design is in the early stages of design. While both infrastructure upgrades are outside this project's boundaries and are not expected to have direct impact on this project, coordination among the project teams will continue to help minimize any potential impacts.

Properties located south of the proposed dike upgrade include strata residential buildings at 5500 Lynas Lane, 5888 Dover Crescent, 5880 Dover Crescent, and 5860 Dover Crescent, whose primary access is from Lynas Lane and Dover Crescent, as well as a planned development at 5900 River Road. Given the corridor's flood protection role, proximity to existing residential development, and importance as a local walking, cycling and recreational route, key interested parties for the project include adjacent property owners, strata residents, dike pathway users, River Road users, organized recreational users, and the broader Richmond community.



Figure 1: Project Location Map

Dike Master Plan Concept

The City of Richmond's Dike Master Plan – Phase 2 was endorsed by Council in 2018 and identifies several key objectives for this section of the North Dike:

- Raise the dike by approximately 1.7 metres on average to meet projected year 2100 flood levels, while allowing for potential future height increases;
- Raise River Road to improve dike stability and long-term resilience;
- Maintain the dike along its existing alignment; and

- Widen the dike toward the land side rather than into the Fraser River to minimize impacts to critical fish and wildlife habitat.

In developing the Dike Master Plan Concept, the following features were determined:

- The dike would be raised to the required elevation of 4.7 metres;
- The roadway would be raised to 4.7 metres elevation;
- The roadway would be shifted approximately 4.0 metres south of its current alignment;
- The gravel multi-use pathway on top of the dike would be reinstated and widened from approximately 3.0 metres to 4.0 metres;
- The pedestrian pathway south of the roadway would be reinstated in a similar alignment; and
- The paved bike lane would be located on the north side of the roadway at the same height as the dike.

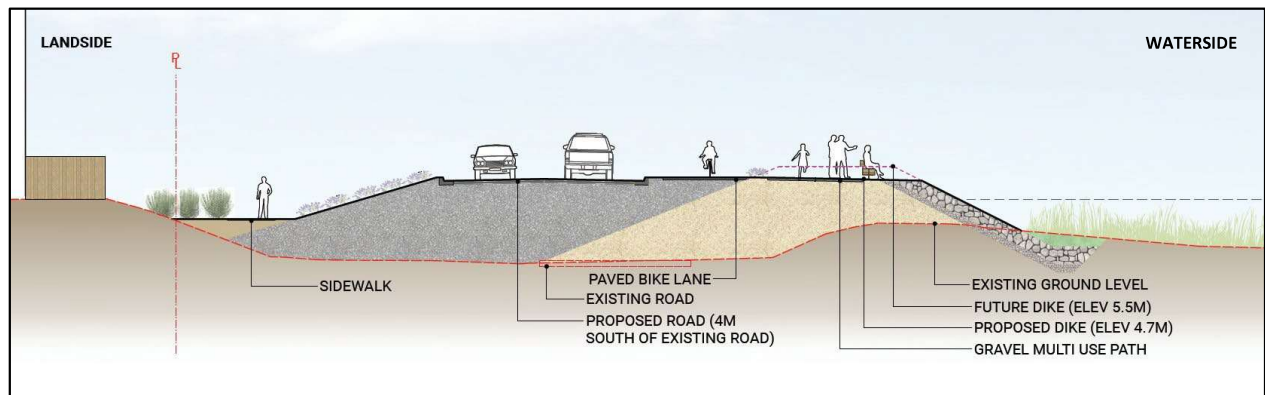


Figure 2: Dike Master Plan Concept

The Dike Master Plan Concept was developed to meet these objectives while accounting for site constraints and surrounding land uses. Adjacent properties are already on relatively higher ground, making this area well suited for coordinated roadway and dike upgrades. Under this concept, the dike crest would be raised to the required elevation of approximately 4.7 metres. River Road would also be raised to match the dike elevation, improving structural stability and providing consistent, resilient flood protection.

The design includes mobility improvements through reinstatement and widening of the existing gravel multi-use pathway on top of the dike, along with a new separated paved bike lane on the north side. Pedestrian crossings would also be improved at Lynas Lane, No. 2 Road, and mid-block between the two intersections. This bike facility is intended to extend west through future dike raising, connecting the existing dike trail in Oval Village to the multi-use pathway on McCallan Road and to the Railway Greenway. It would also improve access to the existing protected bicycle network via Lynas Lane and Westminster Highway, strengthening east-west cycling connections in the area. An existing pedestrian pathway on the south side would be reinstated. At Lynas Lane and No. 2 Road, the raised dike and River Road would transition back to existing grades.

To accommodate the wider dike footprint while protecting sensitive Fraser River habitat, River Road would shift about 4 metres south. Expanding the footprint to meet project requirements will require coordination with several private properties including the proposed development at 5900 River Road, which the City has already been coordinating and consulting with, and the existing residential developments on Dover Crescent and Lynas Lane. The proposed dike upgrades will not require any additional property acquisition.

Coordination with these properties will be important to address works at the private property interface, including landscaping, grading, drainage, pedestrian access and existing and future site access. Dike construction will also require the removal and/or relocation of some trees south of River Road.

Where possible, impacted trees will be replanted near their original location, and a tree compensation plan will be developed through detailed design and engagement with City departments and the public.

Public Engagement – July 2024

Upon receiving Council approval to seek resident feedback, staff held a public open house engagement session alongside a Let's Talk Richmond campaign to share the Dike Master Plan Concept and other information about the project. Included as part of the Let's Talk Richmond campaign was a survey to gather resident sentiment around the concept and project overall. While this engagement initiative was open to all Richmond residents, postcards were sent out to nearby residents within the project vicinity to notify them directly. The open house saw an attendance of over 40 residents and the Let's Talk Richmond webpage received over 500 views and over 200 survey responses.

The following summarizes key themes heard through the survey as well as the verbal input that was shared at the in-person open houses:

Feedback indicated that residents generally understood and supported the need to upgrade the dike to improve flood protection and long-term resilience. At the same time, participants questioned why this section was being prioritized and how it fits within the City's broader dike improvement program. Participants requested clearer information on project phasing, how priority sections are selected, whether isolated upgrades would be effective without adjacent improvements, and how the proposed design elevations compare with other parts of Richmond's dike network.

Some other key feedback themes were as follows:

- **River Road elevation and related neighbourhood impacts:** A key concern throughout the first phase of engagement was the proposal to raise River Road together with the dike. While many respondents supported raising the dike itself, they questioned the need to elevate the roadway, citing concerns about cost, traffic noise, impacts on views, neighbourhood livability, and proximity to nearby residential buildings.
- **Road safety, design, and alignment considerations:** Residents also identified related safety and design concerns including vehicle speeds, pedestrian comfort, crosswalk

conditions, drainage, sight lines, and the interface between the dike and adjacent homes. Some respondents suggested exploring alternatives that would retain the existing road elevation, reduce inland impacts, or shift the road alignment further toward the Fraser River, although this was also recognized as having significant environmental implications.

- **Active transportation, environment, and public use:** Active transportation, environmental stewardship, and neighbourhood usability were also recurring themes. Residents generally supported measures to improve pedestrian and cyclist safety including separated pathways, traffic calming along River Road, and enhanced crosswalk treatments, while also emphasizing the importance of preserving the recreational character of the dike. Feedback further highlighted the need to minimize impacts on habitat and trees, maintain the area's natural character, and consider amenities that would improve public use and enjoyment of the corridor.

Overall, the first phase of engagement showed support for the project objectives, with a clear expectation that the design should balance flood protection, safety, environmental considerations, public amenities, and impacts on surrounding residents. A Let's Talk Richmond Form Results Summary was developed to summarize the engagement initiative and the feedback received and is included in this report as Attachment 1.

Alternative Design Concepts

Following feedback from the first phase of public engagement, staff developed two alternative design concepts to explore concepts that respond to resident concerns while continuing to advance the project's flood protection objectives. The alternatives were intended to reduce the amount of road raising to help lessen impacts on sightlines, neighbourhood character, and perceived livability, while still improving dike protection. Because lowering the road profile requires the roadway and dike to shift closer to adjacent buildings, staff also explored ways to reduce those impacts where possible. In one alternative, the paved bike lane was removed to provide greater separation between the roadway and nearby residences. All concepts also included added safety and traffic calming features to improve pedestrian visibility, manage vehicle speeds, and enhance corridor function. Overall, this work was intended to test whether a more balanced design approach could better respond to public feedback while still supporting long-term flood protection improvements.

Alternative 1 Concept – Reduced Raising of Road

In developing the Alternative 1 concept, the following features were determined:

- The dike would be raised to the required elevation of 4.7 metres;
- The roadway would be raised from its existing elevation of approximately 2.0 metres to 3.0 metres elevation, which is 1.7 metres lower than the Dike Master Plan Concept;
- The roadway would be shifted approximately 8.0 metres south of its current alignment;
- The gravel multi-use pathway on top of the dike would be reinstated and widened from approximately 3.0 metres to 4.0 metres;
- The pedestrian pathway south of the roadway would be reinstated in a similar alignment; and

- The paved bike lane would be located on the north side of the roadway at the same height as the dike.

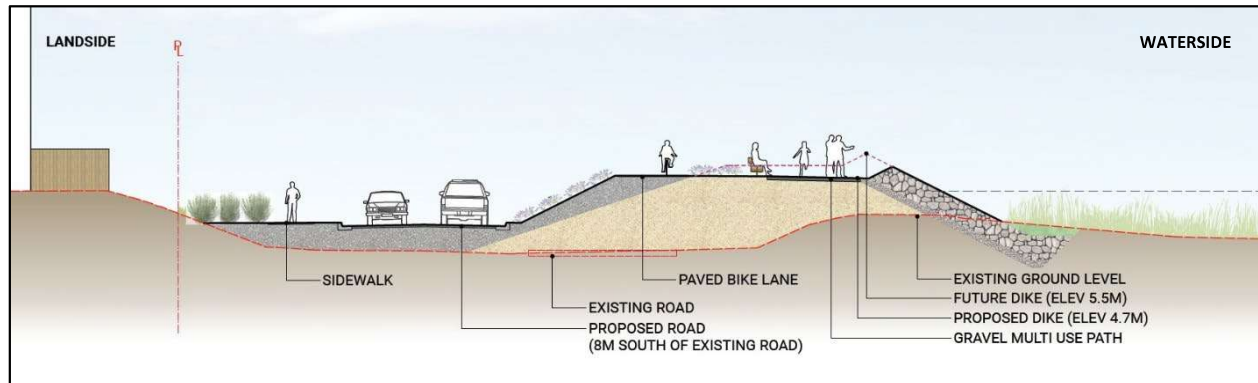


Figure 3: Alternative 1 Concept – Reduced Raising of Road

The Alternative 1 concept was developed in response to resident concerns about the proposed height of River Road under the Dike Master Plan Concept. Under this option, the dike crest would still be raised to the required elevation of approximately 4.7 metres to meet the City's long-term flood protection targets. However, River Road would be raised to approximately 3.0 metres, or 1.7 metres lower than in the Dike Master Plan Concept. This lower road elevation helps reduce impacts on nearby residences.

To accommodate the wider footprint required for the raised dike while maintaining the lower road elevation, River Road would need to shift approximately 8 metres south of its current alignment, closer to the residential properties along the south side of the corridor. This shift keeps the roadway outside the structural core of the dike, allowing continued access for maintenance and repairs, supporting structural integrity, and improving the ability to raise the dike further in the future if needed.

Although this concept achieves the required 4.7 metre dike elevation, it does not provide the same level of resilience as the configuration in the Dike Master Plan Concept, where the roadway and dike are raised to the same elevation. The design does, however, retain several features identified as important during engagement including a separated paved bike lane on the north side of the roadway at dike crest elevation, continued use of the gravel pathway on the dike crest, and measures to support safety, environmental protection, and habitat preservation by avoiding encroachment into the Fraser River.

The difference in elevation between River Road and the dike crest creates additional design considerations for connections between the sidewalk south of the road and the top of the dike. If advanced, providing accessible and convenient pedestrian and cyclist connections would be a priority during detailed design.

Alternative 2 Concept – Reduced Raising of Road and No Paved Bike Lane

In developing the Alternative 2 concept, the following features were determined:

- The dike would be raised to the required elevation of 4.7 metres;
- The roadway would be raised from its existing elevation of approximately 2.0 metres to 3.0 metres elevation, which is 1.7 metres lower than the Dike Master Plan Concept;
- The roadway would be shifted approximately 6.0 metres south of its current alignment;
- The gravel multi-use pathway on top of the dike would be reinstated and widened from approximately 3.0 metres to 4.0 metres;
- The pedestrian pathway south of the roadway would be reinstated in a similar alignment;
- The paved bike lane would be removed, creating some additional space between the roadway and adjacent residential buildings; and
- Some parallel parking areas could be introduced south of the roadway.

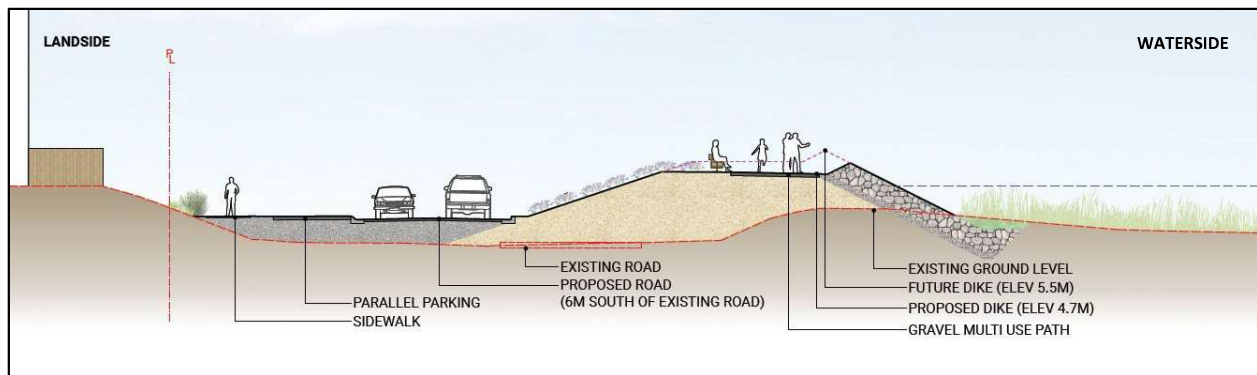


Figure 4: Alternative 2 Concept – Reduced Raising of Road and No Paved Bike Lane

The Alternative 2 concept was developed in response to resident concerns about the proposed height and location of River Road under the Dike Master Plan Concept. Under this option, the dike crest would still be raised to the required elevation of approximately 4.7 metres to meet the City's long-term flood protection targets. However, River Road would be raised to approximately 3.0 metres, or 1.7 metres lower than in the Dike Master Plan Concept. This lower road elevation helps reduce impacts on nearby residences.

Compared to the Dike Master Plan Concept and Alternative 1, the separated paved bike lane on top of the dike crest would be removed. This allows River Road to shift further north while still accommodating the wider footprint required for the raised dike. River Road would be shifted approximately 6 metres south of its current alignment, which keeps the roadway outside the structural core of the dike and avoids expansion into the Fraser River. Compared to Alternative 1, this concept keeps the roadway slightly farther from adjacent residential buildings. The space created by removing the bike lane would be used to provide gravel parallel parking along the south side of River Road, responding to feedback received during the initial engagement process requesting additional parking opportunities.

Although this concept achieves the required 4.7 metre dike elevation, it does not provide the same level of resilience as the configuration in the Dike Master Plan Concept, where the roadway and dike are raised to the same elevation. It also does not provide the same quality of active transportation infrastructure. However, the design balances flood protection needs with resident feedback by addressing roadway height concerns, minimizing environmental impacts to the Fraser River, and maintaining flexibility for future infrastructure planning in the corridor.

The difference in elevation between River Road and the dike crest creates additional design considerations for connections between the sidewalk south of the road and the top of the dike. If advanced, providing accessible and convenient pedestrian and cyclist connections would be a priority during detailed design.

Public Engagement – March 2026

Staff held second and third public open house engagement sessions alongside a Let's Talk Richmond campaign to share the Dike Master Plan Concept, two alternative concepts, and other information about the project. Included as part of the Let's Talk Richmond campaign was a survey to gather resident sentiment around the concept and project overall. While this engagement initiative was open to all Richmond residents, postcards were sent out to nearby residents within the project vicinity to notify them directly. The open houses saw a combined attendance of over 100 residents and the Let's Talk Richmond webpage received over 1,000 views and generated over 50 survey responses.

The following summarizes key themes heard through the survey, as well as the verbal input that was shared at the in-person open houses:

Feedback reflected broad recognition of the need to improve flood protection and long-term resilience in the area. At the same time, many comments emphasized the importance of minimizing impacts on adjacent homes and maintaining neighbourhood livability. Some residents also questioned whether improvements to this section should proceed without clearer context on how the work fits within the broader dike corridor.

- **River Road elevation and neighbourhood impacts:** A major theme was concern with concepts that would raise River Road significantly or shift the roadway and dike closer to nearby residential buildings, particularly in the Pelican Pointe and Dover Crescent area. Residents identified potential impacts related to traffic noise, views, property values, and overall quality of life.
- **Design, access, and technical considerations:** Residents raised practical design concerns and requested additional information to help evaluate the alternatives. Key issues included the effects of proposed grades on parkade access, building access, drainage, runoff, water pooling, and crosswalk safety, as well as requests for clearer cross-sections, noise analysis, cost information, and explanation of the preferred approach. Feedback on the alternative concepts was generally more favourable where the designs avoided raising River Road to the same elevation as the dike, as residents felt these concepts better responded to earlier concerns regarding safety, drainage, noise and sight lines.
- **Alignment and environmental considerations:** Some concern remained regarding any inland shift of the dike toward existing residences. At the same time, there was also recognition that moving the alignment further into the Fraser River would introduce significant environmental impacts.
- **Active transportation, safety, and public realm:** Residents continued to emphasize the need to improve safety for pedestrians and cyclists along the dike corridor. Many supported clearer separation between travel modes to reduce conflicts, while others felt the existing arrangement functions reasonably well. Feedback was generally supportive

of proposed safety improvements across the concepts including raised crosswalks, a mid-block crossing, and centre medians to improve pedestrian visibility and help calm traffic along River Road. Residents also highlighted the importance of protecting trees and the natural environment, and expressed interest in incorporating amenities such as benches, picnic tables and gathering spaces.

Overall, the feedback indicated support for the project objectives, with an expectation that the preferred design should balance flood protection, safety, environmental stewardship, and impacts on surrounding residents. A summary of the responses is shown below in Table 1.

Table 1: Survey Responses

	Support	Oppose	Neutral
Dike Master Plan Concept	37	14	1
Alternative 1 – Reduced Raising of Road	20	21	10
Alternative 2 – Reduced Raising of Road and No Paved Bike Lane	12	30	9

A Let's Talk Richmond Form Results Summary was developed to summarize the engagement initiative and feedback received as shown in Attachment 2.

Concept Comparison

To support the evaluation of the proposed design approaches, the Dike Master Plan Concept and the two alternative concepts were reviewed and compared across several key categories. This comparison considers the advantages and limitations of each concept while balancing technical requirements, environmental considerations, and feedback received through the public engagement process. A summary of the comparison between the design concepts is shown below in Table 2.

Table 2: Concept Comparison

	Dike Master Plan Concept	Alternative 1 – Reduced raising of road	Alternative 2 – Reduced raising of road and no paved bike lane
Flood Protection	Strong level of flood protection with dike height at 4.7 m elevation.	Strong level of flood protection with dike height at 4.7 m elevation.	Strong level of flood protection with dike height at 4.7 m elevation.
Dike Resilience	High level of resilience with both the road and dike at elevation of 4.7 m, creating a wider dike crest.	Lower level of resilience compared to the Dike Master Plan Concept with the dike at 4.7 m elevation and the road at 3.0 m elevation, creating a narrower dike crest.	Lower level of resilience compared to the Dike Master Plan Concept with the dike at 4.7 m elevation and the road at 3.0 m elevation, creating a narrower dike crest.
Cost	Similar construction cost compared to other dike upgrade projects in the City.	Slightly lower construction cost compared to the Dike Master Plan Concept due to the reduced amount of dike fill material required with the road at elevation 3.0 m.	Slightly lower construction cost compared to the Dike Master Plan Concept due to the reduced amount of dike fill material required with the road at elevation 3.0 m.
Construction Impacts	Similar construction impacts compared to other dike upgrade projects in the City.	Similar construction impacts compared to the Dike Master Plan Concept.	Similar construction impacts compared to the Dike Master Plan Concept.
Proximity of Roadway to	Roadway at elevation of 4.7 m and 4.0 m south of its	Roadway at elevation of 3.0 m and 8.0 m south of its	Roadway at elevation of 3.0 m and 6.0 m south of its existing

Adjacent Properties	existing alignment.	existing alignment.	alignment.
Transportation Improvements	Strong level of transportation improvements that are comparable to other recent dike upgrade projects in the City, including roadway upgrades, a widened gravel pathway on the dike crest, a separated and paved bike lane, raised crossings at three locations, and a special crosswalk at the project midpoint.	Moderate to strong level of transportation improvements compared to the Dike Master Plan Concept, including roadway upgrades, a widened gravel pathway on the dike crest, a separated and paved bike lane, raised crossings at three locations, and a special crosswalk at the project midpoint. Some additional accessibility solutions will be required to accommodate the roadway and dike being at different elevations.	Moderate level of transportation improvements compared to the Dike Master Plan Concept, including roadway upgrades, a widened gravel pathway on the dike crest, raised crossings at three locations, and a special crosswalk at the project midpoint, but no separated and paved bike lane. Some additional accessibility solutions will be required to accommodate the roadway and dike being at different elevations.
Additional Private Property Acquisition	No private property acquisition required.	No private property acquisition required.	No private property acquisition required.
Environmental Impacts	Minimal environmental impacts compared to other recent dike upgrade projects in the City.	Minimal environmental impacts compared to other recent dike upgrade projects in the City.	Minimal environmental impacts compared to other recent dike upgrade projects in the City.
Public Feedback Summary from Survey Results	Highest support with lowest opposition: Support: 37 responses; Oppose: 14 responses; Neutral: 1 response.	Mixed support with higher opposition compared to the Dike Master Plan Concept: Support: 20 responses; Oppose: 21 responses; Neutral: 10 responses.	Lowest support with highest opposition compared to the Dike Master Plan Concept: Support: 12 responses; Oppose: 30 responses; Neutral: 9 responses.

Construction Impacts

While the exact details of the project's construction including equipment being used, hours of work, duration of construction, and methodology of construction cannot be confirmed until a contractor is hired, the City has identified potential measures that can be used to mitigate the impacts on residents. These measures, along with other information about what to expect during construction, were shared with residents through the 2026 public engagements. In addition to these measures, the City will look to have contractors submit information on how they will minimize disruption to nearby residents as part of the request for proposal process.

Residents' concerns have focused on the access to local residential buildings and amenities, and the potential for property damage during construction including disruption from noise, vibrations and dust. Prior to construction, staff will develop traffic management and noise and vibration monitoring plans. As the project reaches the construction stage, staff will remain committed to engaging with the residents, sharing details about the project construction and working closely with the community to ensure their questions and concerns are heard throughout construction.

Next Steps

Subject to Council endorsement, the next phase of the project would be to advance the detailed design. This work would include further refinement of the design, completion of the technical

studies required to support detailed design, and advancement of the approvals process including any required environmental, heritage and other regulatory permits. Following completion of detailed design and the permitting process, staff would proceed to construction.

Budgetary Implications

This project is a recipient of the Government of Canada's Disaster Mitigation and Adaptation Fund (DMAF) grant, which provided the City with funding for multiple drainage pump stations and perimeter dike improvement projects, including the North Dike Upgrades from Lynas Lane and No. 2 Road. Funding to complete the design and construction of this project is available through the 2020 to 2026 Disaster Mitigation and Adaptation Fund Infrastructure Upgrades Projects. The preliminary construction estimate is \$16 million for the North Dike Upgrades from Lynas Lane to No. 2 Road, based on the Dike Master Plan Concept. Sufficient funding is available from existing capital accounts, using a combination of grant and utility funding.

Conclusion

The Dike Master Plan Concept provides the greatest level of flood protection and resilience, as outlined in the Council-approved Dike Master Plan – Phase 2, and received greater public support than the alternative concepts presented through public consultation. While some respondents expressed concerns about how changes to the elevation and alignment of River Road may affect nearby residents and adjacent buildings, including potential impacts on access, sightlines, and perceived safety, staff consider the Dike Master Plan Concept to be the most appropriate option based on public feedback and technical evaluation. Staff therefore recommend that the Dike Master Plan Concept be endorsed for detailed design and construction for the section between Lynas Lane and No. 2 Road.

Respectfully submitted,

Milton Chan, Director, Engineering

Report Contributors

This report was prepared by Eric Sparolin, Manager, Design and Construction and reviewed by Engineering, Finance, Parks Services, Development Applications and Transportation.

Endorsed by Serena Lusk, CAO

- Att. 1: Let's Talk Richmond Form Results Summary - July 2024
- 2: Let's Talk Richmond Form Results Summary - March 2026

Let's Talk Richmond

Form Results Summary

Jul 17, 2024 - Sep 08, 2024

Project: North Dike Upgrades 2024

Form: North Dike Upgrades Survey

Tool Type: Form

Activity ID: 101

Exported: Apr 23, 2026, 09:51 AM

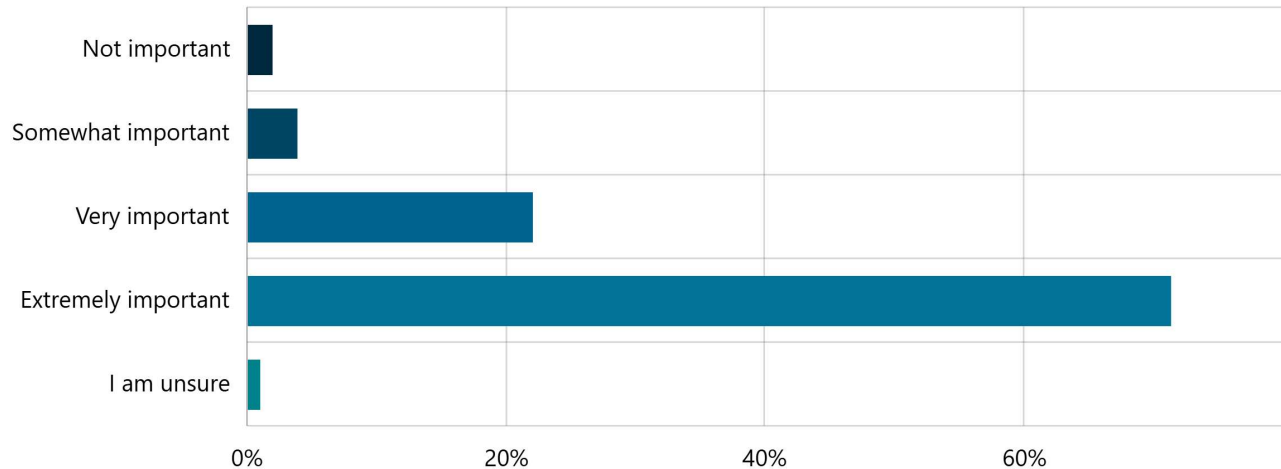
Exported By: JessieR

Filter By: No filters applied.

Contribution Summary

1. The north dike upgrades are part of the City's Dike Master Plan, which includes efforts to raise its perimeter dikes in anticipation of potential sea level rise. I think this effort is (select any one option):

Multi Choice | Skipped: 1 | Answered: 209 (99.5%)



Answer choices	Percent	Count
Not important	1.91%	4
Somewhat important	3.83%	8
Very important	22.01%	46
Extremely important	71.29%	149
I am unsure	0.96%	2

North Dike Upgrades 2024

Title/Question:	North Dike Upgrades Survey
Tool Type:	Form
Activity ID:	101
Report Date Range:	17 Jul 2024 - 8 Sep 2024
Date Exported:	23 Apr 2026 09:52 am
Exported By:	JessieR

2. I have the following additional comments about the north dike upgrades project:

It would be nice to have a wider trail for bikes & pedestrians to share similar to other parts of the dyke farther east/north

I feel a little bit better riding on Dyke Rd right now to not inconvenience pedestrians/runners/dog walkers but that's at the cost of my own personal safety, because people don't really drive at reasonable speeds on Dyke Rd and it's not that wide

To the Richmond Dike Master Plan Committee,

With regards to the dike elevation strategy in the Thompson Dover and Thompson Terra Nova neighbourhood, I would like to express my concern for the impact upon local residents in the form of safety and habitability.

River road in these neighborhoods facilitates vehicle access for various mid-level multi-family complexes and single family homes, as well as the City Works Yard. There are few traffic lights on the road and little enforcement on speeding cars. As River road is proposed to be elevated to bolster the existing dike gravel path and elevate the vehicle roadway, the existing sidewalk pathway on the opposite side of the roadway to the dike is left behind in the elevation. With this configuration, pedestrians on the pathway would be expected to see fast cars moving on their side with the wheels at eye level, something that is uncommon exactly due to how inaccessible, dangerous, and terrifying it must be to have cars whiz by above you at high speeds. In the case of speed bumps being installed, cars in the area may slow down, but the fact is that they're still elevated to the head level of local pedestrians in a claustrophobic, sunken pathway. The sunken pathway also induces an environment where pedestrians have no context of the surroundings as they are surrounded by a wall of landscaping, cannot exit the pathway easily without climbing landscaping or a stairway (not accessible), and may be an area concentrating the pests and wildlife that typically reside on the inner wall of the dike greenery. Overall, various impacts to the local safety of the neighbourhood.

The Thompson neighbourhood is located across the local seaplane launch area on the Fraser River and is under major YVR flight paths. The existing homes in this area already deal with excessive local noise and will have elevated traffic noise imposed upon the residents with the elevated roadway. The current configuration features the roadway in a lower elevation to the residential buildings, which naturally redirects traffic noise without the use of harsh landscaping or fencing. With the elevated roadway, the traffic noise will be constant and at an equal or higher elevation, and the local buildings are not equipped well enough to handle the noise. The buildings were constructed in the 1990s and do not feature modern soundproofing facades, landscaping, or windows. Regular traffic noise battery upon residents of homes and stratas not equipped to reduce the noise will have a significant negative impact on the local wellbeing of residents.

I am by no means a professional, or engineer, or city planner in any regard, however I am a mother who has raised her children in Richmond and a resident who fully supports the importance of creating a future Richmond that will be safe and habitable for years to come despite impending environmental challenges. I cannot suggest technical alternatives to raising the roadway by Thompson neighbourhood as I don't have the technical knowledge but I hope the Committee is able to hear and act upon my concerns in the form of revisions to the dike improvement plan.

Thank you all for your time and consideration.

Many people, including myself, children, and friends enjoy riding our bikes on the gravel surface of the dyke. I am concerned the inclusion of a paved multi-use path will mean we can no longer do so. Consider having one-way shoulder bike lanes on each side of the road, with an option of still riding along the dyke; similar to the Railway Greenway.

Why has the City prioritized this section? Of the 49 km of dikes, is this the lowest relative to sea level?

How will the elevation of the proposed raised dike compare to that under the No 2 Road bridge?

Is seems overly expensive to route traffic traveling west under this bridge up onto the dike and then back down at Lynas Lane. Residents will have their view changed terribly, now watching (increasing) traffic on busy River Road all day.

What would the cost difference be to raise the dike outward and keep River Road as it is?

(1) It is curious how some sections of the dyke are raised, leaving adjacent sections at a lower grade. It is understandable that there might be cost issues, but does it really protect us to have this situation?

Is the city raising the 'easy' sections first, i.e., the sections where the inland area has already been raised?

(2) Re: the paved bike path on this section of the dyke: I hope this is because there is an adjacent roadway that benefits from having a separated bike lane. Having a paved bike lane all along the Middle Arm and the West Dyke Trail would attract the racing cyclists and ruin the dyke walk for everyone else.

Being a resident for over 50 years, I'm grateful for all the work and the planning that goes into protecting all of us. Thanks to you we have not experienced any flooding. Keep up the great work.

The plan is great, and I understand that the city has plans for similar upgrades around the city. Having seen the impact of king tides near where I live in Steveston, it concerns me that the city is not doing more to accelerate additional projects in Richmond. It's great that this small stretch of the dike is being upgraded, but what about our other dikes? The plan for a separate bike lane is great - upgrading the rest of River Road from Lynas Lane to No.1 Road should also be a priority, to protect all road users.

It is very important to minimize environmental impact while raising the dykes. THIS looks like a good plan.

I have chosen "somewhat important" because the notion of "anticipation of **potential** sea level rise" is a ruse. For the past, oh!, almost 40 years of my life, we've been at one step from being swallowed by the seas. It's interesting that former US president Obama does not seem to be phased, having acquired in 2019 a 15 million dollar waterfront property at Martha's Vineyard. Al Gore, Mr. Climate Change himself, has an oceanfront property in California. So, stick to what matters to us folks: tides, storm surges and an ice jam up north are the things I am interested about. Climate change doesn't sell it to me. Cut the fear and stick to reality. Thanks for reading.

I understand the importance of upgrading the dyke. I support the proposed plan, EXCEPT the car road. I think we should close the car road from No 2 Road to Lynas Lane. The following are my reasons: (1)Noise & safety concerns: I've lived on 5500 Lynas Lane (facing River Road) since 2015. I bear the noise everyday 24-7 from cars, seaplanes, airplanes and helicopters. Throughout the years, I've seen many speeding and car accidents from my home. Some drivers think River Road is a highway. This issue needs to be STOPPED. According to the proposed plan, the car road will be closer to the residential area. The noise and gas emission from cars not only affect the residents' mental and physical health. The reckless drivers also put pedestrians at risk. (2)Detour suggestion: I know River Road was along the river a long time ago. But when the developer of River Green built their building, they detoured River Road behind their buildings. There MUST be a reason. People who live on River Road are people who are seeking for the quietness of the area. I know many seniors live in the area. Who wants to see or hear cars passing by their homes 24-7? (3)Feasibility: From No 2 Road to Lynas Lane, none of the building parking exits face River Road. Therefore, none of the residents need to use River Road when they drive out. Other cars that need to pass River Road can detour to Westminster Highway instead. In conclusion, as the upgrade will push everything inland and the area is very narrow already, we cannot have EVERYTHING (sidewalk, slopes, car road, bike lane, trail lane). This is not realistic and will be at the cost of all the residents. I suggest we should close the car road and add some plants and benches (like River Green). This way, everyone will be safe and happy. 😊
I think we must continue to upgrade the dikes all around Richmond.
cost over runs are concerning and will continue to be a watched topic.
The dyke should be raised but why does the roadway need to be raised?
I am very please to see that the proposed plans seem to provide separation between pedestrian walkways and those used by cyclists and other forms of wheeled transportation. I have only been run into once by a bicycle rider while walking my dog on a leash on the dyke, but I wouldn't want it to ever happen again. I escaped without undue trauma from this experience because the bike rider, who was approaching me from behind without warning was the one who, probably in trying to avoid me. was the one who went into the ditch. But when he got back up he was furiously trying to blame me because he asserted that he had been yelling at me. These guys need bells or horns to warn pedestrians when they are approaching from behind and they need to be told to slow down when passing from behind. More courtesy in the interests of safety for all of us, eh?
Why are only small sections of the dyke being raised at any given time? This seems like a very small section of the north dyke on River Rd. The section that was completed on the south dyke on Dyke Rd is very nice, but if there is a major event any flood water will just go around the raised section.
Personally I find the approach too doing the upgrade is taking too long.
Please don't raise the road also. It will be extremely expensive and we have a very good road parallel to it, Westminster. Please raise the Dyke with the least impact on the natural habitat and beauty that we so much treasure & enjoy
Are all dikes being raised to the same height above current high tides, or are there circumstances where specific areas should be raised higher? I'm thinking full moon, spring flood, etc. combinations that may affect (i.e. upper Fraser) more than Gulf facing areas?
Can the city allow some street parking in some of the area so residents can have easier access (to park) and walk along the dike?
Can we add a few outdoor gym equipment so residents can spend time there while enjoy the scenery?
Take into account wildlife needs, usability for Richmondites, safety and preserving richmond for the next generations
I like the aspect of a separated paved bike path.
Get a move on
It appears that the rendering and the proposed plan include improvements to bicycle and pedestrian pathways. I hope this is kept as a high priority during all the dike upgrades.
The sooner the better.
I realize that all the dike will receive upgrades, just wondering how the COR selects which sections will be done first. How and why are the sections prioritized?
Glad to see you are proactive.
maximizing the environmental value of hard engineering - what other options are being used to enhance the lower fraser and protect richmond?
sea level rise planning isn't enough - integrated approach in consideration of storms and wave run up need to be considered
Signal crosswalks along River Road, cars do not stop for pedestrians and cyclists.
Why such a small section and how will the changes in the raised levels work with existing roadwork and paths
Please protect the wildlife and keep the noise level safe for them. I agree with this project as sea level rises every year
Not enough information release
The dyke trail should be paved as part of this project.
If this section of dike is raised, what about other sections that are not at the same height? Can the water not flow around via the lower sections? How will that be dealt with?
As regular users of the path, we like a gravel path that is well protected from cars.
We need to stay ahead of the effects of global warming
I lived in Richmond for 48 years and seen a number of questionable road upgrades which slowed traffic flow and ease of moving around Richmond. The top three extremely poor decisions were the restricted bus lanes down the middle of No. 3 Road (which are now history), the re-alignment of River Road between Cambie Road to No. 2 Road and near the intersection of Garden City Road and Alderbridge Way. Hopefully the north dike project and the so call road improvements learned from these lessons.
Please include dedicated bike lanes for cyclists. Currently vehicles must drive around cyclists into on coming traffic to avoid accidentally colliding with cyclists
NA

Thank you for informing the Richmond School District about the planned dyke improvements on River Road to the east of Lynas Lane. Our Facilities Services Centre is located to the west of the planned upgrades and understand that in the future the dyke fronting our building might be upgraded.

We are concerned that a similar dyke design in front of our building might restrict access to our site for our school buses and dump trucks due to the increased road elevation. Given our site constraints, maintaining our current access point is essential.

We request that the City continue to engage the Richmond School District in any future stakeholder consultations and progress updates of the project.

There is no evidence that the world's oceans are rising at a rate greater than 200mm/100 years, this based on over 100 years of physical measurements. Visit the National Oceanic and Atmospheric Administration (NOAA, a part of the U.S. Department of Commerce) website to view their data along the BC coast - it shows less rise than 200mm/100 years and even shows a decrease in ocean elevation at some locations. I recommend that the City pause further raising of Richmond's dikes until such time as the data warrants it.

I am writing as Strata Council for 5888, Dover Crescent. Our building consists of 194 residential units backing onto River Road in the middle of your proposed North Dyke upgrade plan. We have two fire exits that directly open onto the current footpath on River Road. As well as our building, there are four other large residential buildings that will be directly impacted by the proposed plan.

Strata Council members attended your information meeting. While we agree that raising the dyke level is necessary, we have many concerns and suggestions regarding the current plan and it's negative impact on our building.

- 1) Raising the height of the road will have a significant negative impact on traffic noise in our building and for pedestrian users of the dyke path. It will also create a flood channel hazard on the pedestrian footpath to the south of the proposed road structure and into our fire exits.
- 2) Raising the height of the road will create an access hazard for pedestrians trying to access the dyke from the south.
- 3) Raising the height of the road will create a steep gradient at the junction of Lynas Lane and River Road which is a traffic hazard.
- 4) There is considerable land space to the north of the proposed upgrade area to allow reinforcement of a raised dyke to the north instead of to the south.
- 4) How will the planned project stop water coming around the lower part of the dyke to the west of Lynas Lane? The project should be planned to raise all of the dyke at the same time from No 2 to No 1 pump stations. Is there a plan to raise the River Road right the way through to No 1 Road?

I am currently in discussion with other Strata Councils regarding this project and we plan to petition Richmond's Mayor and Councillors to not allow the raising of River Road and to insist on alterations to the proposed project to minimize impact on Richmond residents.

Thank you,

I thought there were pumps in operation and also how much is the water level rising by each year?

This is a waste of taxpayers money and it is a scam. Everything from 1 rd to the ocean was a swamp at one time it was considered worthless. My aunty said from her death bed I couldn't live in Richmond because it was a swamp. You are all crazy about saving habitat and land for birds, which will all be flooded according to the neo professionals. The farmers built Richmond not politicians.

I am concerned that instead of just raising the dike and path, they are raising the road as well and creating three pathways when we only need two. If we need a paved multiuse path, then pave the gravel path, don't have a gravel and paved path next to each other. Also it is unclear how the raised road will meet Lynas Lane, will Lynas Lane also be raised, as well as the rest of river road? What about River road at 2 road, that will remain lower to fit under the bridge, so how does it make sense to raise the road only between these two intersections? I am also concerned about the "plantings" - I have seen all the areas of plantings around the Oval in the areas the dike has been raised and all of them are choked with weeds, rather than the ecosystem of rushes, trees, and plants that currently line the proposed area. These weeds are out of control and have taken over the natural ecosystem, and make the path unpleasant to walk down as you are surrounded on both sides and cannot even see the river. I fear that this stretch will end up the same as the plan looks identical to what runs along the dike east of two road, and will end up choking out the plants and animals that currently live in this area. I favour a more minimalist approach, leave the road at it's current level but add a bike path along it, and raise the gravel dike path only, or raise the gravel path and pave it for accessibility. There is more than enough land north of the road to raise the path, and to add more environmentally sensitive landscaping than large rocks that then get overgrown with brambles and weeds.

I wonder why the road portion is being elevated. Given that every now and then someone manages to drive into the river, making that harder by keeping them on the other side of the dike seems like a good idea. It also provides greater separation from the multiuse pathway.

As the multi use pathways are becoming busier and busier, I think it's important to increase the existing width of the pathways allotted to pedestrians. In particular, to protect pedestrians from fast moving bikes and electrically propelled transportation methods.

Include public spaces with upgrade ie walkways or parks

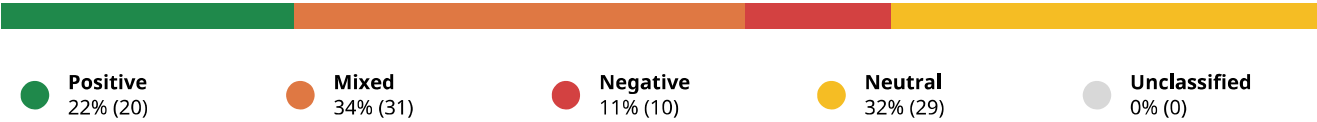
Dear City of Richmond,
The cross-section being proposed for the dyke raise is of major concern to many of us here at Pelican Pointe, specifically the proposal to raise the River Road elevation to the same elevation as the new dyke crest. A City engineer at the recent open house suggested this was for dyke stability, but I'm not entirely convinced. I worked in the mining field for 40 years and tailings dams are indeed often stabilized with toe berms, but they typically do not need to be to full dam height.
Anyway, everyone I've spoken to in this building is very concerned about the proposed height of the new River Road configuration. I strongly and respectfully suggest that the City reconsider this; if a geotechnical analysis by a professional engineer shows that River Road must rise to the same elevation as the dyke crest, then so be it. I however strongly doubt that will be the case and that perhaps a River Road elevation to half the new dyke height might be more than adequate for stability.
Raising the River Road elevation as suggested would also likely significantly increase the traffic noise into our building complex, especially those of us living relatively close to River Road (I live a couple of units past the top of the stairs at the main crosswalk between Pelican Pointe and Waterside). We already have enough noise! We've gotten used to the small float planes and jet airliners, but the engine testing facilities are something else! We do not need to add more traffic noise to the current situation.
A couple of other points. What are your plans for all the very tall and mature trees running along the south side of River Road; surely you don't intend to cut them down. Also, the future intersections at Lynas Lane and Mccallen roads will require significant ramps to get up to the new River Road elevation, impacting properties along those sections, including the entrance to the recycling depot on Lynas. A lower River Road elevation would make this less of an issue.
In summary, please do not raise River Road anymore than you have to, and then strictly only for stability reasons! As long as you have secured the footprint area required for the ultimate dyke height (in say 100 years time), you can raise River Road at a much later time. Your capital expenditures "now" will also be much less because of the significantly reduced embankment fill quantities. At say \$25/m3, that must be a significant component of the capital costs for the currently proposed scheme.
Thank you for the opportunity to voice my concerns. I will be watching closely for future engineering reports, especially any slope stability analysis that have been prepared. I assume those professional engineering reports will be made available to the public.
Since Lynas Lane has a bike path, please consider how people cycling can access the dyke trail easily
Add a ramp connection to Lynas Lane since that's a bike route.
select a good weather to do the project
Please only elevate the dyke, no need the bike path, no need to elevate road because it will create more noise and more dangerous to the sidewalk people if car run through. Also the proposal road more closer to the resident building, lower the privacy of living. East of No 2 road, there are no car drive through the River Green buildings, less noise OK.
My guess is that the planned increase in dike height is insufficient and will fail in the same way as the seawalls did in Japan.
I was surprised with the very short distance covered by this project, but understand that it's part of the Public Works Yard upgrade as well. It would have been nice to have had an over view of the whole plan for dike upgrades over the next 50 years.
We have to stay ahead of the rising sea levels
If the MUP is for active transportation then best practice would be to have path beside each travel lane. Less chance of conflicts with users.
reliability of cost estimate
From the drawings, it appears that River Road is being relocated a little further south?
An important long range mitigation strategy for the perimeter of Lulu Island.
Are there perhaps other areas that are a higher priority, Terra Nova, for example?
I am unable to attend your in person sessions. I am interested as to how priorities are set at to the order of which sections of existing dikes are to be upgraded.
I really like the multiuse pathway but it should connect to nearby bike lanes. Potentially additions of trees in between River road, the multiuse path and dike trail would provide nice shade to people cycling.
Flooding in Richmond has huge potential for massive damage in the future, dyking is essential
I understand the road will be raised up to dyke level...but why? For the condos facing the river it is nice that River Road is approximately one storey lower, for views and noise, etc. That said, widening the road so cyclists can also use it isn't a bad idea.
None
I think this is something that has to be done. I don't think everybody needs to have an opinion on this kind of thing.
Grow more trees along the dike. Trees can hold the ground and provide shade to hikers
None
It should not close the current trail
I think the dike upgrades should be extended to the end of Terra Nova
300 meters are not enough long for the upgrade. in general saying I believe that experts have their most knowledges for marking this project and I agree with it. I just don't know why or any special reason to design only for 300 meters to be increased among all dike? is it sort of a contracting test with phase one?
This is actually a fairly short distance, Lynas Lane to two Road. Is this raising in elevation this short distance compatible elevations at each end at Lynas & No 2 Rd? Agree dike upgrades timelines require the shorter period. Also I'm curious does the City design & construct our dike improvements/up grades.?
Should be done ASAP. We need to be well-planned for future uncertainties.

After these upgrades , I strongly suggest that we should install blacktop and utilize the dyke as Richmond's version of the Stanley park wall. The recently installed railway walk way is a very good example and this will finally connect. It definitely would serve the residents of Richmond.
I would like to know more impact on existing residential building next to the projected upgrade area.
Better to do it now as the whole climate change process seems to be escalating.
Should be part of the overall ipgrade
Why this section in terms of possible weak sites or spots subject to higher flooding levels in the river?
Dredge the River first
Please continue improving the dikes and flood protection measures to protect us from future sea level rise. I am in favor of substantially increasing the flood protection portion of my taxes to fund upgrades to the dike system. I am very serious. It is concerning to see how close the water level is to the top of the dikes during king tides. It is terrifying to consider the catastrophic consequences of a serious earthquake occurring during one of these events. The economic cost of this alone would make the preventative cost look negligible, let alone the human cost. Please, please, please, as quickly as possible, get all the dikes raised to a level where we are robustly protected from any tide, earthquake, and the expected sea level rise over the next 100 years.
I recommend that Richmond advance the timeline for the dike upgrades as I am not confident that we have the time anticipated by the current plan.
I use this portion of the dike almost daily and this looks like a really good improvement. One thing I am worried about is that a lot of cyclists (not casual bike riders, but actual cyclists going fast and working out) use River Road to bike fast on. On the MUP they won't be able to do that, and I do fear that drivers will be less likely to accommodate them on the road if they perceive that there is a perfectly good path for them.
I wonder if something as simple as additional sharrows on the road would suffice to make it clear that cyclists are still permitted on the road. I also would like to know more about the transition at Lynas Lane back to normal configuration because you have a high likelihood of conflicts there as cyclists move back onto the road, or onto the gravel path etc...
Another option would potentially be to make the MUP strictly bike/ micro-mobility lanes, and keeping the gravel path for pedestrians, this might reduce conflicts with fast moving cyclists on a, honestly too narrow, MUP.
Overall though I think it looks great and I'm excited for the day that all of River Road is up to this standard.
One last note, I see that the rendering includes a raised crosswalk. I would absolutely love to see this! Cars along River Road travel way too fast and I see daily close passes of cyclists (converting the yellow divider line to a white line might help drivers feel more comfortable crossing the midline to pass) and cars moving in excess of 80km/hr. Anything that can slow traffic down on River Road, or better it yet prevent it from becoming a cut through to avoid Westminster Hwy would be very beneficial!
Please add some lighting for evening use of the mup and gravel path. This should provide safety for all vulnerable road users. All crossings should be elevated pedestrian and cycling crossings effectively act as speed bumps for vehicles. The area really should prioritize connectability, and useability for all vulnerable road users. Speed limits on River Road should be reduced dramatically to 30 km or less per hour. I often use the gravel trail as part of my morning commute to work by bike, and I often see speeding cars and vehicles speeding through pedestrian crossings which effectively increases the chances of people getting hurt. The space between the multiuse path and the main road should be separated by a concrete protective barrier. Vehicles will often veer into painted lanes and plants, perhaps just reduce the size of River Road further to slow down cars. Please make sure that the multiuse path is large enough so cyclist can avoid pedestrians and other cyclist if they're trying to pass through as currently this is already quite difficult on the gravel path, especially on busy days like the weekends. Lastly, please be mindful about the types of plants and bushes that is beside the multiuse pathways. In the summer, some of the plants planted near other multiuse pathways or bike lanes tend to overgrow and eat the pathway or the cycling lane which further reduces space for people to use. The reduction of space potentially increase or force, cyclist or other vulnerable road users to use the main road. Thank you for your time and consideration on my feedback.
Ned to upgrade it in a timely manner
Thank you for improving the public spaces as you do these upgrades. I hope that within a few decades, we can have a perfectly paved pedestrian and cycling path around the entirety of Lulu Island, making is an amazing destination for long distance (but still close to the city) for walking, running, and cycling.
-How long will the upgrades take? -What would be done in the interim during course of construction to ensure multi-use path is protected from drivers? -What temporary measures are there to divert pedestrian and cycling traffic? How long would they take? The cross section makes it look like the multis path is going to be very close or adjacent to the road. There should be more buffer between road and cyclists/pedestrians. Is there any consideration of converting the multi-use paths to asphalt, not just along this stretch but all along the dike?
Is 1.5 meters increase in height enough?
none
Let things be
Why limit the scope to just one segment, it will mean ramping the road back down, then having to work around when moving to the next segment. I would plan out the entire Phase 2 project, then implement in sections.

2. I have the following additional comments about the north dike upgrades project:

Long Text | Skipped: 120 | Answered: 90 (42.9%)

Sentiment



Tags



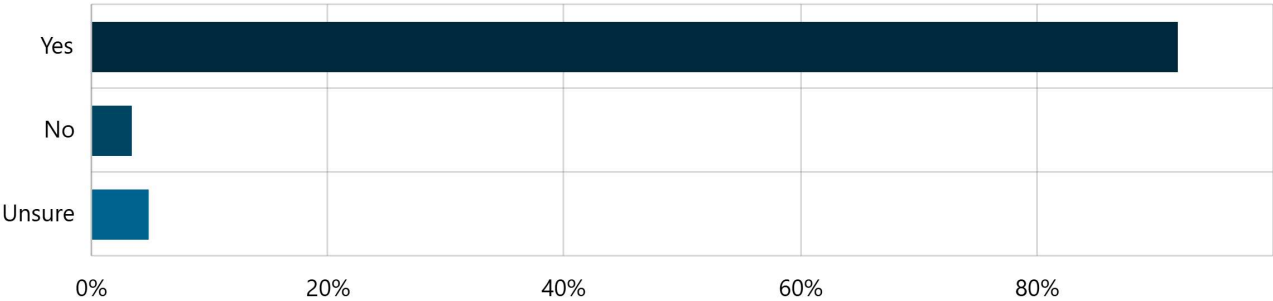
Tag	Percent	Count
Cyclists	19%	17
MUP	18%	16
Location	17%	15
Pedestrians	16%	14
Road Elevation	12%	11
Interference	11%	10
Road Safety	11%	10
Timeline	11%	10
Sea Level Rise	10%	9
Environment	9%	8
Paved Trail	8%	7
Road Tie-Ins	8%	7
Cost	8%	7
Noise	8%	7
Accessability	8%	7
Bike Lanes	7%	6

Pathway Connections	6%	5
Vehicle Speed	6%	5
Sidewalk	4%	4
Tides/Storms	4%	4
Communication	4%	4
Water Flow	4%	4
Crossings	3%	3
Gravel Surface	3%	3
Scenery	3%	3
Wildlife	3%	3
Traffic Flow	3%	3
Height	2%	2
Maintenance	2%	2
Road Shoulder	2%	2
Flood Risk	2%	2
Wider Trail	2%	2
Lighting	1%	1
Dredging River	1%	1
Parks	1%	1
Drainage	1%	1
Alternative Flood Prevention Methods	1%	1
Gym	1%	1
Parking	1%	1
Benches	1%	1
Planning	1%	1
Speed Bumps	1%	1

Featured Contributions

3. Overall, I support the City's proposed north dike upgrades (select any one option).

Multi Choice | Skipped: 1 | Answered: 209 (99.5%)



Answer choices	Percent	Count
Yes	91.87%	192
No	3.35%	7
Unsure	4.78%	10

North Dike Upgrades 2024

Title/Question: North Dike Upgrades Survey
Tool Type: Form
Activity ID: 101
Report Date Range: 17 Jul 2024 - 8 Sep 2024
Date Exported: 23 Apr 2026 10:15 am
Exported By: JessieR

4. Please explain:

I understand the importance of upgrading the dyke. I support the proposed plan, EXCEPT the car road. I think we should close the car road from No 2 Road to Lynas Lane. The following are my reasons:

(1) Noise & safety concerns:

I've lived on 5500 Lynas Lane (facing River Road) since 2015. I bear the noise everyday 24-7 from cars, seaplanes, airplanes and helicopters. Throughout the years, I've seen many speeding and car accidents from my home. Some drivers think River Road is a highway. This issue needs to be STOPPED. According to the proposed plan, the car road will be closer to the residential area. The noise and gas emission from cars not only affect the residents' mental and physical health. The reckless drivers also put pedestrians at risk.

(2) Detour suggestion:

I know River Road was along the river a long time ago. But when the developer of River Green built their building, they detoured River Road behind their buildings. There MUST be a reason. People who live on River Road are people who are seeking for the quietness of the area. I know many seniors live in the area. Who wants to see or hear cars passing by their homes 24-7?

(3) Feasibility:

From No 2 Road to Lynas Lane, none of the building parking exits face River Road. Therefore, none of the residents need to use River Road when they drive out.

Attached is a link to a one hour and twenty minute documentary on YouTube titled "Climate The Movie (The Real Truth)" which first aired in March of this year. I urge the Mayor, councillors, and Professional Engineers involved with dike projects to view it before continuing to raise dikes.

see above comments

Read above. In a hundred years none of us will be alive and you want me to believe this nonsense. If it isn't climate change its earthquakes. It's all just a bunch of

I agree with raising the dike, but not with raising the road as well, as this makes no sense. If all the properties along the road were being redeveloped it would, but

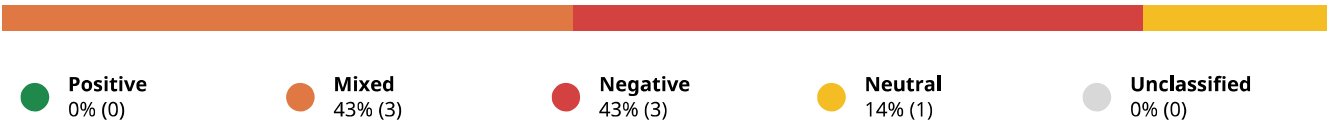
The river requires dredging to remove the build up of silt before spending monies on rising dikes. The rising of dikes project along River road from No. 6 road east

Just like any other construction the city does, it'll take several years or will be left unfinished.

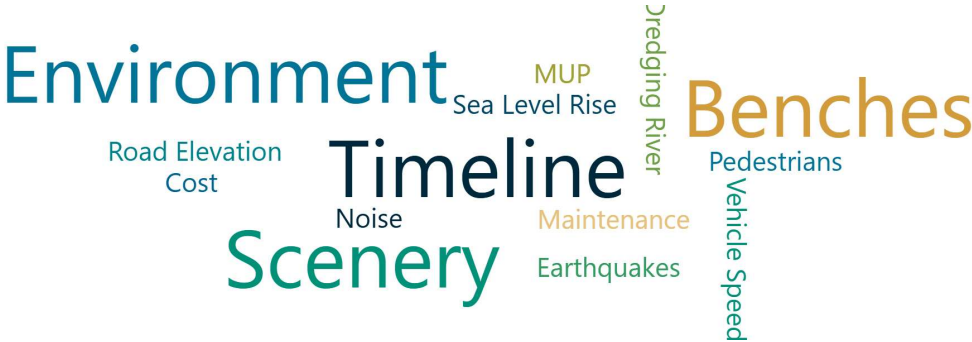
4. Please explain:

Long Text | Skipped: 203 | Answered: 7 (3.3%)

Sentiment



Tags



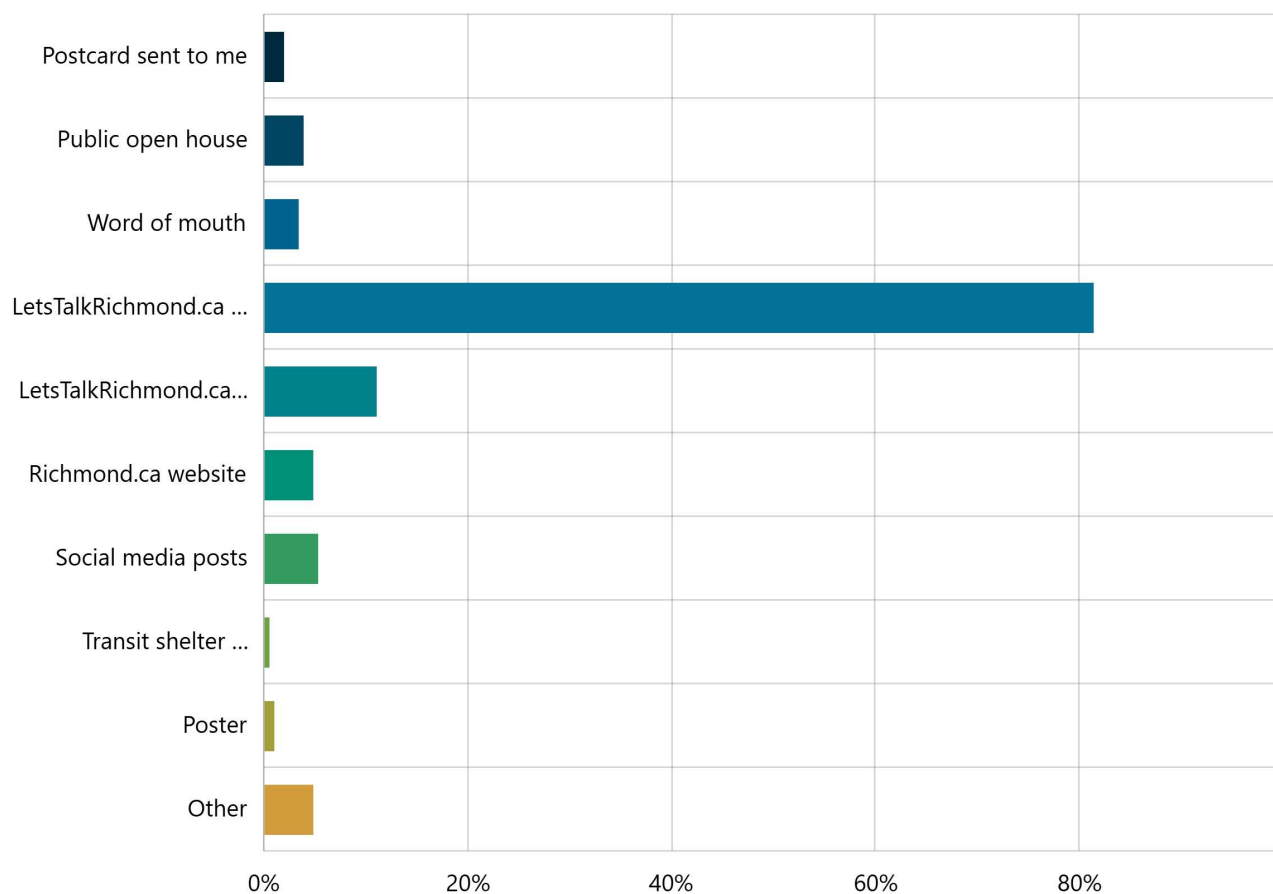
Tag	Percent	Count
Timeline	29%	2
Environment	29%	2
Scenery	29%	2
Benches	29%	2
Cost	14%	1
Dredging River	14%	1
Maintenance	14%	1
Road Elevation	14%	1
MUP	14%	1
Sea Level Rise	14%	1
Earthquakes	14%	1
Noise	14%	1
Pedestrians	14%	1
Vehicle Speed	14%	1

Featured Contributions

No featured contributions

5. I heard about this public engagement opportunity via (select all that apply):

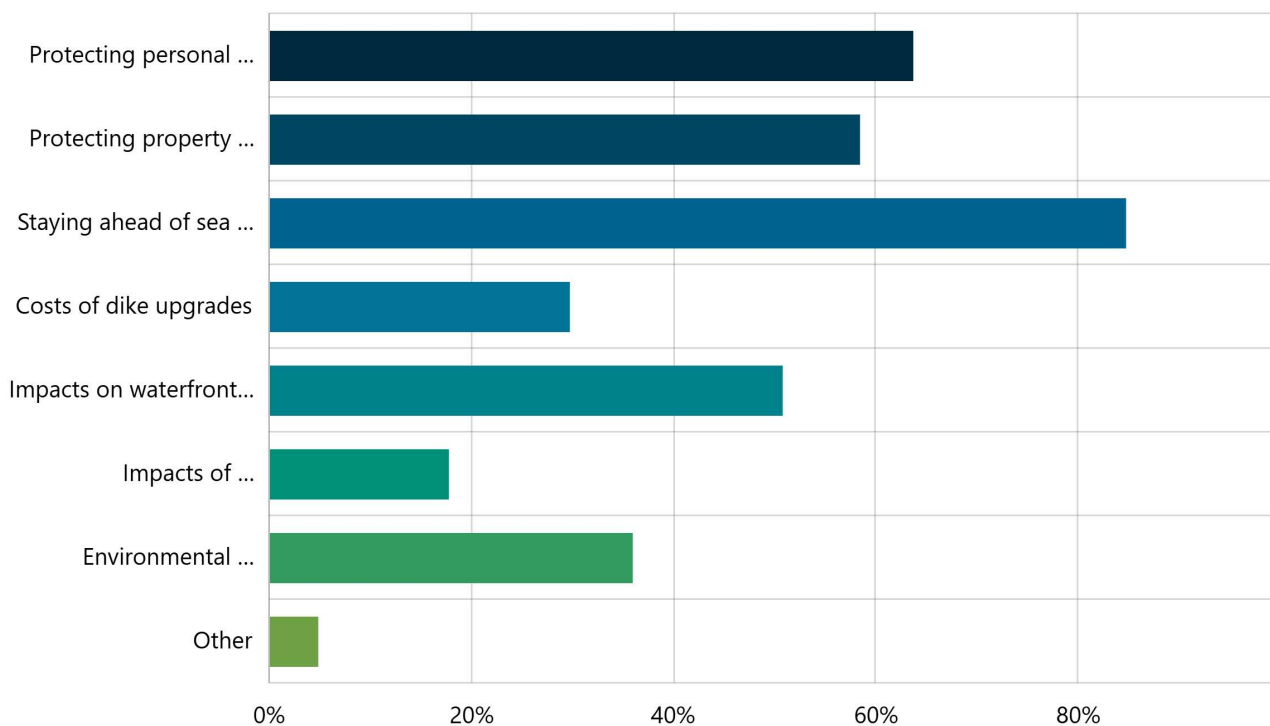
Multi Choice | Skipped: 1 | Answered: 209 (99.5%)



Answer choices	Percent	Count
Postcard sent to me	1.91%	4
Public open house	3.83%	8
Word of mouth	3.35%	7
LetsTalkRichmond.ca email sent to me	81.34%	170
LetsTalkRichmond.ca website	11.00%	23
Richmond.ca website	4.78%	10
Social media posts	5.26%	11
Transit shelter advertisement	0.48%	1
Poster	0.96%	2
Other	4.78%	10

6. With regards to the proposed dike upgrade works, the areas that interest me most are (select all that apply):

Multi Choice | Skipped: 1 | Answered: 209 (99.5%)



Answer choices	Percent	Count
Protecting personal safety	63.64%	133
Protecting property and property value	58.37%	122
Staying ahead of sea level rise	84.69%	177
Costs of dike upgrades	29.67%	62
Impacts on waterfront trails and parks	50.72%	106
Impacts of construction on nearby properties	17.70%	37
Environmental impacts of the proposed plan	35.89%	75
Other	4.78%	10

Let's Talk Richmond

Form Results Summary

Mar 12, 2026 - Apr 13, 2026

Project: North Dike Upgrades 2026

Form: North Dike Upgrades Survey

Tool Type: Form

Activity ID: 273

Exported: Apr 24, 2026, 01:23 PM

Exported By: JessieR

Filter By: No filters applied.

Closed

North Dike Upgrades Survey
North Dike Upgrades 2026

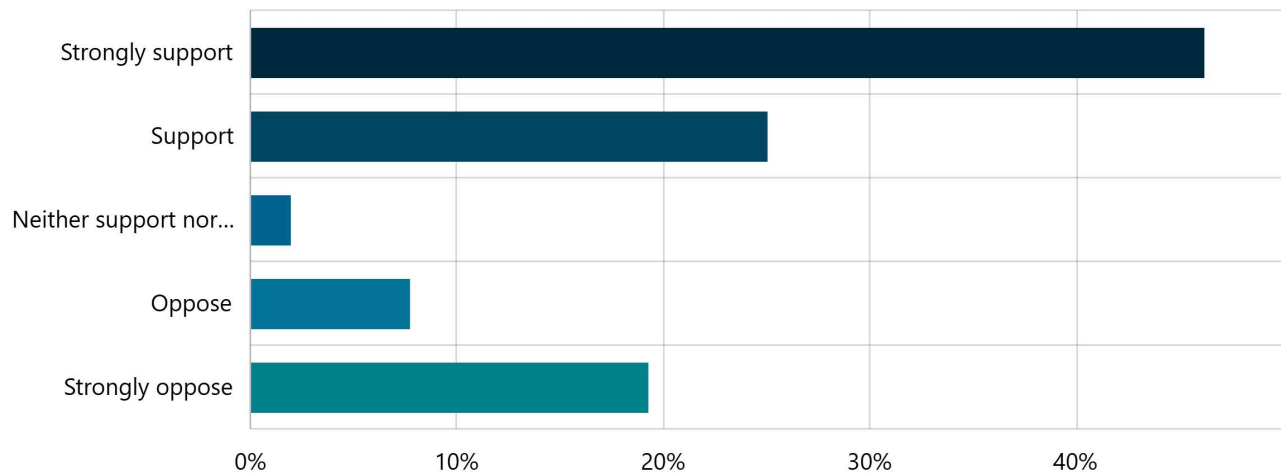
50
Contributors

52
Contributions

Contribution Summary

1. Overall, my level of support for the Dike Master Plan concept is:

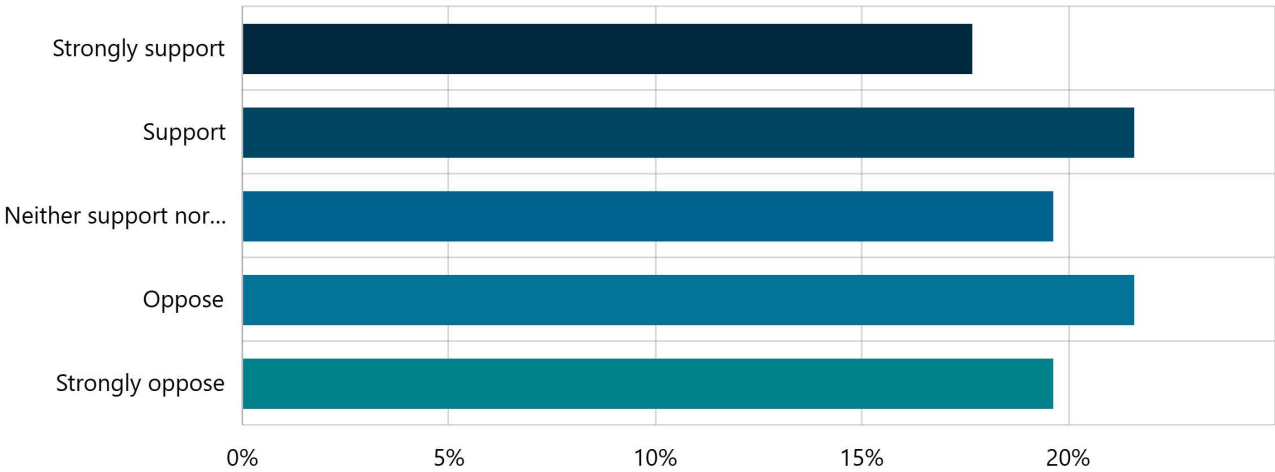
Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
Strongly support	46.15%	24
Support	25.00%	13
Neither support nor oppose	1.92%	1
Oppose	7.69%	4
Strongly oppose	19.23%	10
Total	100.00%	52

2. Overall, my level of support for Alternative 1 is:

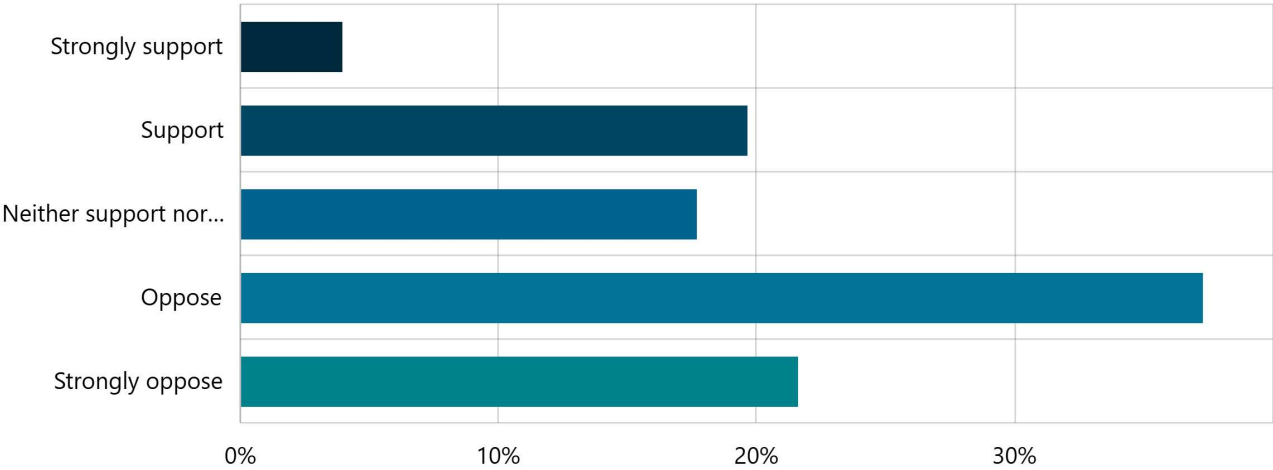
Multi Choice | Skipped: 1 | Answered: 51 (98.1%)



Answer choices	Percent	Count
Strongly support	17.65%	9
Support	21.57%	11
Neither support nor oppose	19.61%	10
Oppose	21.57%	11
Strongly oppose	19.61%	10
Total	100.00%	51

3. Overall, my level of support for Alternative 2 is:

Multi Choice | Skipped: 1 | Answered: 51 (98.1%)



Answer choices	Percent	Count
Strongly support	3.92%	2
Support	19.61%	10
Neither support nor oppose	17.65%	9
Oppose	37.25%	19
Strongly oppose	21.57%	11
Total	100.00%	51

North Dike Upgrades 2026

All written comments submitted through the online survey have been included in this report, in accordance with the "Let's Talk Richmond" Terms of Use.

4. I have the following additional comments about these alternative concepts:

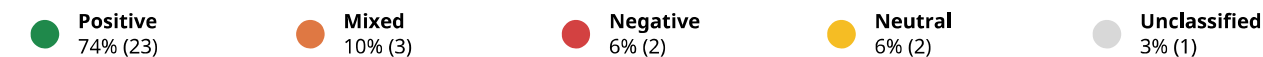
I am a member of the Pelican Pointe strata council. I also live near the north end of our building and will thus be directly impacted by the construction of this project.
Raising road seems astronomically expensive & unnecessary, dyke raising should be enough. Making such drastic changes to small portion of dyke without having a plan for rest of dyke is worrying.
It is premature to propose any of these plans without a plan for the rest of the dike west of this location down to number 1 road pumping station. Water will simply come around the new structure from the west. The plans proposed will have a severe impact on the quality of life and property values for the 700 residences bordering RiverRd at this location. The city should fund a study of noise levels which will be created by raising the road.
When I look at dike raising further down River Rd to Terra Nova, large rocks have been placed on the river side of the dike, with minimal disruption to neighbours. Why not do the same between #1 and #2 road? Just because
In the original proposal, with the road being raised, you would completely unnecessarily expose both cyclists and pedestrians to the danger of car accidents. In Alternative 2, you completely remove the bike lane, which is completely unacceptable.
I wouldn't be opposed to a bike lane with the road. The North dike area is a very popular walking path and a paved bike lane close to pedestrians would just end up being a pedestrian walking path despite signage.
When it comes to reintroducing native plants to the marsh area, I hope the the city will consider the height and density of the plants. I live on the first floor facing North. A portion of the view from my place will already be impacted due to the dike upgrades, so I kindly ask the city to please be mindful of what could be added to
There is heavy bike, pedestrian and vehicle traffic on this dyke. A separate bike lane is important
I oppose the road moving closer to the existing apartment buildings. This would create much more noise for the residents and raising the road will as well. Also, when you reconstruct the crosswalk, please do not use bricks. This different material has created a lot of noise. Every time a vehicle goes over the different road material it is very noticeable. Can the bike path not be added on the north side of the existing path and extend the path towards the water
In all concepts the properties along River Road will have a declining landscape to reach the raised road. Would the trees and vegetation be replaced? 5888 Dover Crescent has a door the exits onto River Road. Will the raised road impact access? Depending on the angle of the declining slope, would it cause a drainage issue for
Don't put the road as high as the dyke.
Zero police presence is noted here in regards to speeders. The speed limit should be lowered for waterfowl.
Raising the dyke height to protect our city is amazing! I live on Dover crescent and use that section of the dyke daily for my bike commute and I think as long as there is a clear detour for that section as work starts, it is great!
I would like to see flashing crossing lights at the crosswalks at River Road and No. 2 Road and River Road and Lynas Lane. I frequently use these areas to cross River Road to the Dyke Trail and I find that vehicles do not
Option 1 would make no daily sense to the people who live in the area. Crossing the street? Water run off from the road way into the walking path by the apartments? We already deal with a lot of water pooling in fall/winter. Also, how would driving on/off lynas lane to river road work if the road is raised? How would getting
I'm not in favor of any option that raises the level of the roadway. Raising the dike is not in question. Raising the height of the roadway will increase the traffic noise in our complex and create potential flooding issues for our
First, I would like to ask why the dyke is being raised to 4.7 metres now instead of going directly to 5.5 metres.

Why not complete the full upgrade at once?
The works yard upgrade is a secondary issue, emergency services should be a priority.
The budget for this upgarde work for each alturnative plan ?
Raise the dyke but do NOT raise the road way by 4.7 nor 3.0 metres. At most raise road by 1 metre. There is NO reasonable reason the raise the roadway in this section and not the entirety of River Road. Oppose raising
Is there any way to maintain the road at its current elevation? For those of us living on the first floor along River Road, the existing height already feels like the maximum we can reasonably accommodate. We're also concerned about safety: if a vehicle were to lose control and veer toward our building, a higher road elevation
I believe that there should be a separated bike lane for e-bikes and bikes from pedestrians along the entire dike. They have this separation in Calgary along the river and it is great. Cyclists and especially e-bike riders are reckless and dangerous when they ride close to pedestrians. They should not be on the same narrow path.
Why is there no upgrade of the dyke where the condo community lies north of River Dr? Starting east of No.4 and River Dr. There has been no work or improvements to the dyke since I moved in 2019.
A paved bike lane would be fantastic. There is so much conflict between bikes and vehicles along this stretch of River Road. It feels VERY unsafe riding your bike on this section of the road and the gravel dike is not suitable
Building the dike to the 4.7m height as per the Dike master plan is the best option. Having the road incorporated in the dike (super dike) increases the strength of the dike and resiliency.
Raising the road would then block the owners of the buildings views and increase the road noise substantially for the people in the existing buildings. Not sure why you need to move the road closer to the buildings that much. Putting the road closer to the building would substantially increase the noise and this is a busy road. That should not even be an option. The city approved the development of the buildings based on the road layout originally. Because of that the city should propose an alternative solution rather than shifting the road so
Keep paved bike lane for seniors, wheelchairs and some parking.
Bike lane must be segregated by concrete wall divider.
How are bikes going to cross to and from the N/S corridor on McCallan? The road is uncontrolled, there should be a wider intersection at River and McCallan as well make it controlled with pedestrian/bike priority lights.
Lighting should be enhanced both on the raised dyke path as well as the roadway/bikepath
The option that provides the best protection over the longest period of time should be the clear direction. This in theory is also the least expensive over the lifespan of the improvement.
A separate bike lane is needed for pedestrian safety when walking the dike. I've seen to many 'near misses' as cyclists try to manouever past groups of walkers taking up a lot of space or cyclists too intent on making time.
Just do it all, it will greatly improve the area and more importantly ensure our safety
I trust the experts (City engineers) to decide the best plan based on the safety of Richmond residents
Different paths for people travelling different speeds is essential. There must be 3 paths, for vehicles, faster cyclists, and pedestrians/slower cyclists.
would need to be all or nothing, and this would cause revolt due to taxpayer waste.
Vancouver Island protects us from tsunami waves. The rock rip rap already installed in more than enough. The thought of the north dyke overflowing to need a rise is absurd. Iona jetty protects the airport, as well as north Richmond.

4. I have the following additional comments or questions about these concepts (optional):

Long Text | Skipped: 21 | Answered: 31 (59.6%)

Sentiment



Tags



Tag	Percent	Count
separated bike path	29%	9
against raising road	19%	6
pedestrian safety	16%	5
traffic issues	16%	5
noise concerns	16%	5
access concerns	16%	5
safety	13%	4
amazing	10%	3
Cost	10%	3
paved bike path	10%	3
road proximity	10%	3
flooding	10%	3
protect ecology	10%	3
property value	10%	3
Dike Master Plan	6%	2
view	6%	2

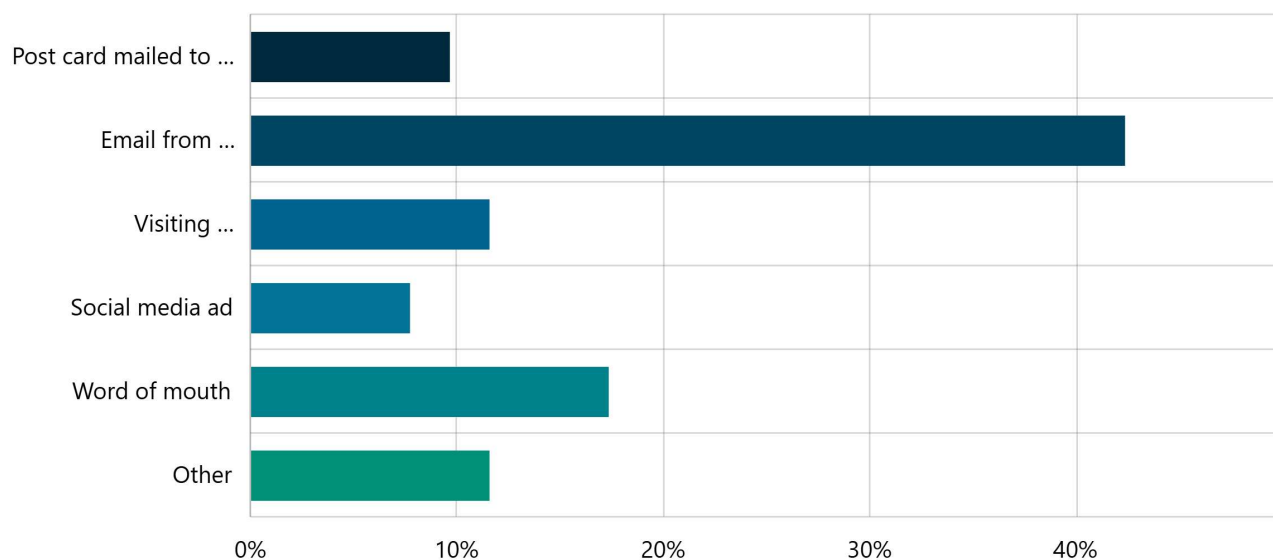
unaware of Master Plan	6%	2
Dike Raising	6%	2
road hight concern	6%	2
cycling connectivity	3%	1
lighting	3%	1
Works Yard	3%	1
parking	3%	1
speed	3%	1
transition questions	3%	1
traffic contols	3%	1
drainage concerns	3%	1
alternative 2	3%	1
paved walk	3%	1
construction fatigue	3%	1
wants deeper engagement	3%	1

Featured Contributions

No featured contributions

5. I heard about this engagement opportunity via (select all that apply):

Multi Choice | Skipped: 0 | Answered: 52 (100%)



Answer choices	Percent	Count
Post card mailed to my address	9.62%	5
Email from LetsTalkRichmond.ca	42.31%	22
Visiting LetsTalkRichmond.ca for another reason	11.54%	6
Social media ad	7.69%	4
Word of mouth	17.31%	9
Other	11.54%	6
Total	100.00%	52



To:	Public Works and Transportation Committee	Date:	May 19, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6460-01/2025-Vol 01
Re:	Transportation Demand Management (TDM) Reserve Fund – 2025 Update		

Staff Recommendation

That the report titled “Transportation Demand Management (TDM) Reserve Fund – 2025 Update”, from the General Manager, Engineering and Public Works, dated May 19, 2026, be received for information.

Executive Summary

In 2025, the Transportation Demand Management (TDM) Reserve Fund was established. The fund provides flexibility by giving the development community the option to make a cash-in-lieu payment rather than delivering specific TDM measures for their development. As required by section 527.1 of the *Local Government Act*, a public, annual report to Council by June 30, of each year, is required providing a status update on the previous year’s activities within the reserve fund. As of December 31, 2025, the TDM Reserve Fund has a balance of \$20,400.

Staff Report

Origin

On April 25, 2024, the BC government passed Bill 16 (Housing Statutes Amendment Act, 2024), which supports legislative changes related to increasing the supply of housing in BC. The new legislation, through amendments to the *Local Government Act* provides local governments with the ability to establish a reserve fund for the purpose of providing cash-in-lieu for Transportation Demand Management (TDM) measures. Section 527.1 of the *Local Government Act* requires a public, annual report to Council by June 30, of each year, providing an update on the previous year's TDM activities in the fund.

In March 2025, Council adopted Bylaw 10563 to establish a TDM Reserve Fund.

This report provides a status update on the established TDM reserve fund, which holds the developer cash-in-lieu contributions towards TDMs, for the year of 2025.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Analysis

Background

Transportation Demand Management is a set of strategies that reduce traffic and parking demand of a development by encouraging travel by walking, cycling and transit. The Zoning Bylaw establishes the conditions for securing Transportation Demand Management measures (TDMs) as part of a new development which promotes sustainable growth. TDMs are an important requirement in Transit Orientated Areas (TOAs) where the City is prohibited from requiring residential parking.

The purpose of the TDM Reserve Fund is to provide flexibility to the development community to provide a cash-in-lieu for the costs of transportation demand measures (e.g. car share spaces and bicycle-related amenities). Contributions to the TDM Reserve Fund are collected during building permit issuance and this option is offered to developers as an alternative to having the developer deliver the TDM measures themselves, as a part of their proposed development.

Funds collected in the reserve can be applied to active transportation infrastructure improvements including, but not limited to, sidewalks, shared pathways, enhanced bicycle parking, and transit amenities.

TDM Reserve Fund Update

The TDM Reserve Fund was established in April 2024. As of December 31, 2025, the TDM Reserve Fund has a balance, of \$20,400.

The contributions collected reflect the first year of the fund establishment. As contributions to the TDM Reserve Fund are not mandatory, developers may choose either to provide the required TDMs for their development or make a cash-in-lieu contribution.

Some developers prefer to provide TDMs as part of their development, as they are considered an amenity for future residents. As Provincial Bill 47 no longer permits the City to require parking in TOAs, integrating TDMs that support alternative modes of transportation into Transit Oriented Areas (TOAs) developments help accommodates growth associated with the development.

To date, no expenditures have been made from the account. Staff will monitor the reserve balance, and once sufficient funding has been accumulated to support active transportation infrastructure, this reserve will be identified as a funding source for future projects to be included in the capital budget process.

A financial breakdown is provided in Table 1.

Table 1: TDM Reserve Fund Account Balance for the Year 2025

Opening Balance (2025)	\$0
Contributions	\$20,000
Interest Accumulation	\$400
Subtotal – Account Contributions (2025)	\$20,400
Expenditures	\$0
Net Balance for the Year 2025	\$20,400

Budgetary Implications

As of December 31, 2025, the TDM Reserve Fund has a balance, of \$20,400.

Conclusion

In accordance with the *Local Government Act* (as amended by Bill 16), the TDM Reserve Fund was established in April 2024. Section 527.1 of the *Local Government Act* requires a public, annual report to Council by June 30, of each year, providing an update on the previous year's TDM activities in the fund.

As of December 31, 2025, the TDM Reserve Fund has a balance, of \$20,400. The fund has had no expenditure to date.

May 19, 2026

- 4 -

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Finance and Development Applications.

Endorsed by Serena Lusk, CAO



To: Public Works and Transportation Committee

Date: May 19, 2026

From: Roeland Zwaag
General Manager, Engineering and Public
Works

File: 10-6500-01/2025-Vol
01

Re: **Garry Street Traffic Calming**

Staff Recommendation

That Option 2 to implement two raised crosswalks on Garry Street as described in the report titled “Garry Street Traffic Calming”, dated May 19, 2026, from the General Manager, Engineering and Public Works, be approved.

Executive Summary

A petition for traffic calming to reduce speeding on Garry Street was received from area residents. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Garry Street between Seventh Avenue and Railway Avenue. A traffic study indicated no operational or safety concerns on Garry Street. However, 85 per cent of respondents to the traffic calming survey support implementation of two raised crosswalks on Garry Street. The raised crosswalks will enhance safety for McMath Secondary School traffic and future growth in the area as envisioned in the OCP. The proposed raised crosswalks will also help slow external traffic using Garry Street to connect between No.1 Road and Railway Avenue.

Staff Report

Origin

Staff received a petition from seven residents in the Garry Street neighbourhood in September 2025, requesting traffic calming on Garry Street to address concerns of vehicle speeding. Three residents live on Garry Street west of No. 1 Road and four east of No. 1 Road.

At the December 17, 2025, Public Works and Transportation Committee, the following was moved and seconded:

(1) That staff:

- (a) investigate reducing the speed limit to 30 km/h on Garry Street between No. 1 Road and Railway Avenue and installing appropriate signage;*
- (b) take appropriate action to establish additional traffic calming measures on Garry Street between No. 1 Road and Railway Avenue;*
- (c) investigate the possibility of installing raised sidewalks or crosswalks in the area of Garry St. between No. 1 Road and Railway Ave; and*
- (d) review the parking on Garry Street, including possible time limits while consulting with residents on Garry Street, and report back; and*

(2) That staff consult with Richmond School District No. 38 regarding the traffic patterns around McMath Secondary School.

This report responds to the above referral and provides the results of staff's traffic assessment and engagement with the neighbourhood.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Analysis

Neighbourhood Traffic Calming Process

The City's neighbourhood traffic calming process includes the following steps:

- Residents request speed management measures on their local street.
- Traffic studies are conducted by staff to measure road safety and operational issues.
- Staff collaborate with residents to develop tailored traffic calming measures based on the speed data results and site conditions to work towards achieving consensus.
- Survey of residents to determine the level of support for the proposed traffic calming measures developed during the engagement phase.

Review of Garry Street Traffic Calming Request

Study Area

Garry Street, from Seventh Avenue to Railway Avenue, is a local street located in the Steveston neighbourhood north of Steveston Village (Figure 1).

Garry Street between Seventh and No. 1 Road has a 30 km/h speed limit. Garry Street east of No. 1 Road to Railway Avenue is currently signed at 50 km/h. However, this road has been approved by Council for a speed limit reduction from 50 km/h to 30 km/h. Signage to indicate the new speed limit will be installed in Q3 2026. The section east of No. 1 Road also serves McMath Secondary School traffic and some multi-family developments.



Figure 1: Garry Street between No. 1 Road and Railway Avenue

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Speed Study:** The results of a speed study indicated 85 per cent of traffic is travelling at or below 48 km/h on Garry Street between No. 1 Road and Railway Avenue and 45 km/h between Seventh Avenue and No. 1 Road.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded 5 vehicle incidents along Garry Street from Seventh Avenue to Railway Avenue. No incidents were speed related or involved a pedestrian.

Engagement with Residents

Stakeholder Meeting

A total of 500 addresses were identified for the Garry Street traffic calming engagement.

A meeting with residents was held on February 17, 2026, at the West Richmond Community Centre. The results of staff's technical assessment along with potential traffic calming measures were presented for input and feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
February 17, 2026	24	• Present staff's technical assessment. • Discuss options for traffic calming measures.	• Majority of attendees lived along Garry Street between No. 1 Road and Railway Avenue. • Residents west of No. 1 Road did not express any traffic related concerns. • Attendees expressed the following: ○ Concern for speeding on Garry Street near No. 1 Road and McMath Secondary School. ○ Support for raising the 2 existing crosswalks near McMath School. ○ No parking concerns were raised.

Based on the feedback from the open house, the traffic calming process focused on the section of Garry Street east of No. 1 Road where attendees expressed concerns of speeding and support for traffic calming.

To address the 85th percentile speed exceeding the posted speed limit of 30 km/h on Garry Street west of No. 1 Road, staff will monitor this location and have advised RCMP of the speed study findings to support their enforcement in the area.

Stakeholder Survey

From March 4 to March 31, 2026, residents were surveyed to determine the level of support for the physical traffic calming measures determined through the engagement phase (Figure 2).



Figure 2: Proposed Traffic Calming Measures on Garry Street

A total of 500 surveys were mailed to each discrete address; 195 responses were received for a 39 per cent response rate.

The results indicate support (85 per cent of respondents or 36 per cent of total households) are in support of traffic calming measures on Garry Street.

In addition, staff engaged with representatives from McMath Secondary School who are supportive of implementing the raised crosswalks.

Proposed Traffic Calming Measures

Option 1: Status Quo

Although there are no safety or operational issues identified, the majority of respondents do support the proposed traffic calming measures. This option is not recommended.

Option 2: Traffic Calming (Recommended)

This option proposes upgrading two existing marked crosswalks on Garry Street in front of McMath Secondary School to two raised crosswalks. This arrangement balances emergency response objectives with neighbourhood concerns as the two raised crosswalks are positioned near the school entrance to support students walking to school. The raised crosswalks will enhance safety for McMath Secondary School traffic and future growth in the area as envisioned in the OCP. The proposed raised crosswalks will also help slow external traffic using Garry Street to connect between No.1 Road and Railway Avenue.

The raised crosswalks will have a lower profile of 7 cm which has been successful at addressing vibration and noise concerns as well as being effective at achieving speed reduction. Traffic signs as illustrated in Figure 3 will also be installed on Garry Street at each raised crosswalk location.



Figure 3: New Raised Crosswalk Sign

Garry Street Parking Review

The parking conditions on Garry Street were also investigated. Street parking is well utilized, and the majority of vehicles were parked in compliance with the Traffic Bylaw. Since 2022, 72 tickets have been issued on this block of Garry Street. The infractions are primarily related to parking over 72 hours and parking in no stopping zones.

Next Steps

Staff recommend construction of two asphalt raised crosswalks. These can be constructed in summer 2026.

Budgetary Implications

The total estimated capital cost to implement the traffic calming measures is \$20,000. Funding can be accommodated through the Council-approved 2026 Traffic Calming Program.

Conclusion

Implementation of traffic calming measures on local streets in the City is an inclusive and community-driven program. The City's Traffic Calming process was initiated with residents on Garry Street in response to speeding concerns. A traffic study did not identify any safety or operational issues on Garry Street. However, the results of the traffic calming survey indicate 85 per cent of respondents support two raised crosswalks in front of McMath Secondary School. The school is supportive of these devices.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Fire Rescue and RCMP.

Endorsed by Serena Lusk, CAO



To:	Public Works and Transportation Committee	Date:	June 2, 2026
From:	Roeland Zwaag General Manager, Engineering and Public Works	File:	10-6460-01/2025-Vol 01
Re:	Minler Road Traffic Calming Update and Pedestrian Facility Options		

Staff Recommendation

That a capital submission for the design and construction of a pedestrian facility on Minler Road be included in the 2027 Capital Budget process for Council consideration, as described in Option 3 of the report titled “Minler Road Traffic Calming Update and Pedestrian Facility Options”, dated June 2, 2026, from the General Manager, Engineering and Public Works.

Executive Summary

A petition related to vehicle speeding, short-cutting and pedestrian safety was received from area residents. Staff engaged with local residents on potential speed mitigation measures. Although residents at the open house expressed some interest in potential traffic calming measures, the majority of respondents to the survey did not support the proposed traffic calming measures and instead requested that the City fund, design and construct a pedestrian facility on Minler Road between Francis Road and Blundell Road.

85 per cent of respondents (45 of 53 responses received) requested a pedestrian facility along Minler Road funded by the City. As the majority of survey respondents are not interested in pursuing the City’s Local Area Services Program (LASP) for a pedestrian facility on Minler Road, staff are recommending the option to include a City funded capital submission as part of the 2027 Capital Budget process where it will be evaluated with other capital submissions and City priorities.

Staff Report

Origin

At the March 23, 2026, Council Meeting, the Memorandum to Council titled “Minler Road – Transportation Assessment and Options for Road Improvements” (Attachment 1) was considered. This report responds to the referral below and provides the results of staff’s traffic assessment and engagement with the neighbourhood.

(1) That Option 1B: Initiate Traffic Calming Process, as outlined in the staff memorandum dated March 23, 2026 (attached to and forming part of these minutes as Schedule 1), be approved.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.

Analysis

Neighbourhood Traffic Calming Process

The City's neighbourhood traffic calming process includes the following steps:

- Residents request speed management measures on their local street.
- Traffic studies are conducted by staff to measure road safety and operational issues.
- Staff collaborate with residents to develop tailored traffic calming measures based on the speed data results and site conditions to work towards achieving consensus.
- Survey of residents to determine the level of support for the proposed traffic calming measures developed during the engagement phase.
- Should a majority of survey respondents support the proposed traffic calming measures, the Director, Transportation can implement the devices pursuant to Council policy.

Review of Minler Road Traffic Calming Request

Study Area

Minler Road, is a local street, that runs north-south between Francis Road and Blundell Road approximately 150 metres west of Gilbert Road (Figure 1). A total of 72 addresses are located on Minler Road. The road has a pavement width of approximately 5.0 metres with a gravel shoulder, grass boulevard, street trees, overhead utility poles and wires.

Minler Road, currently has a 50 km/h speed limit. At the Council meeting of May 25, 2026, Council approved first, second and third readings of the bylaw amendments to reduce speed limits on all residential streets in Richmond, including Minler Road. Signage to indicate the new 30 km/h speed limit will be installed in early Q3, 2026.

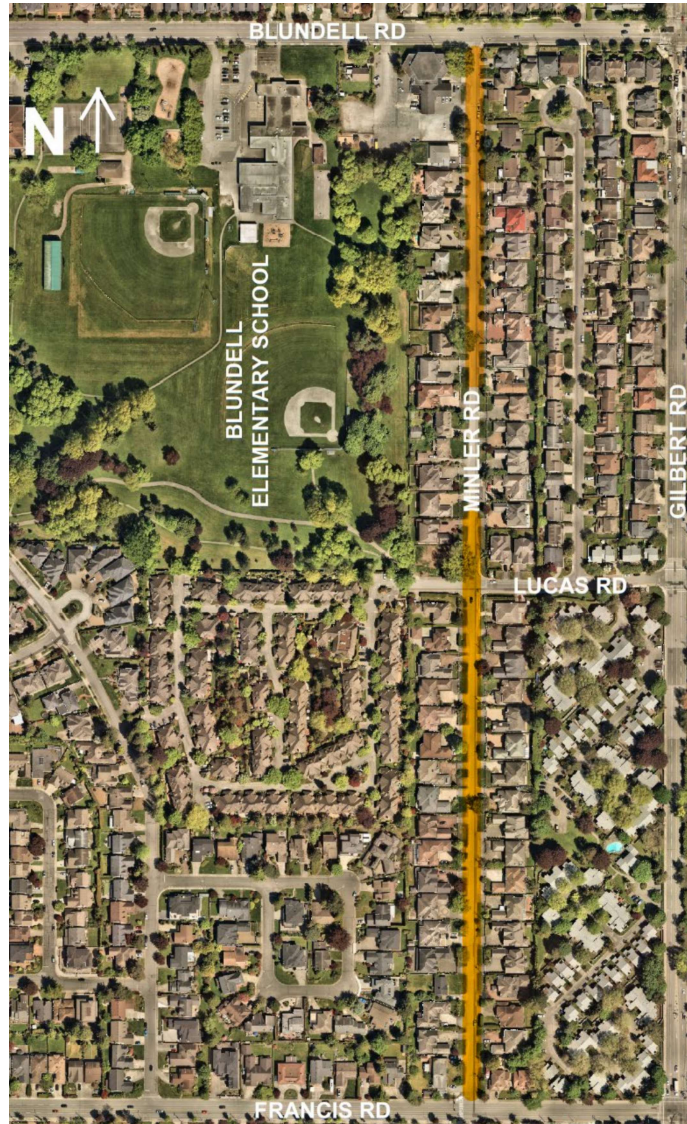


Figure 1: Minler Road between Francis Road and Blundell Road

Pedestrian Facilities

Similar to many older subdivisions in the City, Minler Road does not have a dedicated pedestrian sidewalk which is consistent with the standard of the day when neighbourhoods were developed. There are approximately 240 residential streets in 11 subdivisions with similar cross sections as Minler Road. This represents approximately 80 kilometres of roadway.

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Traffic Speed:** Counts were conducted from March 4 to March 11, 2026 (post Metro Vancouver construction works on Gilbert Road). The results of a speed study indicated 85 per cent of traffic is travelling at or below 56 km/h, with five per cent of vehicles (approximately 25 vehicles a day) travelling in excess of 75 km/h.
- **Traffic Volume:** The volume of traffic on Minler Road is approximately 550 vehicles a day (post Metro Vancouver construction works on Gilbert Road) which is lower than a typical local road that can carry up to 2,000 vehicles a day. No locations of traffic congestion were observed.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded seven vehicle incidents along Minler Road. All were related to property damage with four of the instances due to vehicles damaging property while reversing from the residential driveway. One incident involved a vehicle failing to yield at the stop sign at the Minler Road and Lucas Road intersection. The collision data did not identify any safety concerns, and no incidents were speed related or involved pedestrians.
- **Pedestrian Data:** Pedestrian counts were collected between February 20 to March 13, 2026. There was a maximum of 11 pedestrians on Minler Road (one north of Lucas Road and ten south of Lucas Road) during the peak hour (2:40 p.m. to 3:40 p.m.), or about one pedestrian every six minutes. Using Transportation Association of Canada guidance, this volume would indicate that a crosswalk at the intersection of Lucas Road and Minler Road or sidewalk on Minler Road is not warranted.

Engagement with Residents

Stakeholder Meeting

A total of 273 addresses were identified for the Minler Road traffic calming engagement. This included the 72 addresses on Minler Road (between Francis Road and Blundell Road), and 201 addresses contained in two large strata complexes along Lucas Road (West of Gilbert Road).

A meeting with residents was held on April 8, 2026, at the West Richmond Community Centre.

The results of staff's technical assessment along with potential traffic calming measures were presented for input and feedback (Table 1).

Table 1: Summary of Stakeholder Meeting

Date	Attendees	Purpose	Feedback/Outcome
April 8, 2026	30	• Present staff's technical assessment. • Discuss options for traffic calming measures. • Present options and information on	• Majority of attendees (23 of 30) lived on Minler Road. • Attendees expressed the following: ▪ Acknowledged the low pedestrian volume on Minler Road, however, concerns for the safety of pedestrians walking along Minler Road was raised due the absence of pedestrian facilities.

		the City's Local Area Services Program (LASP).	- Concerns regarding external traffic use Minler Road as a shortcut when the Gilbert Trunk Sewer was under construction with less traffic concerns expressed currently. - Concern that pavement width does not facilitate separate pedestrian space. - Attendees expressed interest for the proposed Traffic Calming Measures. - Lack of support for pursuing pedestrian facility through the City's LASP.
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Attendees were provided information on the City's LASP and the example of the Donald Road neighbourhood (200 metres north of Minler Road) where such a LASP was completed. Residents did not indicate interest in pursuing a similar process. Reasons cited for the lack of interest in opting for the City's LASP, was the financial contributions required by property owners. Residents indicated a preference for the City to fund the pedestrian facility on Minler Road.

Stakeholder Survey

From April 15 to May 8, 2026, the 72 addresses along Minler Road were surveyed to determine their level of support for the following physical traffic calming measures options:

- Speed cushions (4) along Minler Road; and/or
- A traffic circle at the intersection of Minler Road and Lucas Road.

Out of the total 72 surveys that were mailed to each discrete address on Minler Road; 53 responses were received for a 74 per cent response rate.

The results indicate 75 per cent of respondents (40 out of 53) are not in support of the proposed traffic calming measures on Minler Road (Table 2).

Table 2: Minler Road Traffic Calming Survey Results

Traffic Calming Option	Support Received
I am in favour of speed cushions along Minler Road to slow traffic (only this option)	12% (6 / 53 responses received)
I am in favour of a traffic circle at the intersection of Minler Road and Lucas Road (only this option)	0%
Selected both the above options	13% (7 / 53 responses received)
I am not in favour of the above options	75% (40 / 53 responses received)
Indicated through written comments that a pedestrian facility is desired funded by the City	85% (45 / 53 responses received)

Based on the results of the traffic calming survey, pursuant to Council policy, staff do not recommend proceeding with any measures.

Review of Pedestrian Facility Options on Minler Road

Option 1: Monitor Existing Road

This option maintains the existing cross section of the road and commences regular monitoring of traffic operations. Monitoring will include collecting pedestrian counts in the fall when school reopens and conducting traffic studies to assess the impacts of vehicle speeds with the implementation of the 30 km/h speed limit on Minler Road.

The road cross section of Minler Road is similar to many other older subdivisions in the City. There are an additional 240 local streets in Richmond without any pedestrian facilities and there is no evidence that these are less safe than other local streets. The implementation of the 30 km/h speed limit on Minler Road will reduce the differential speed between cars and pedestrians, making the street more comfortable for pedestrians.

The results of the updated traffic study would be provided to Council when appropriate, anticipated in Q1 2027.

Option 2: Local Area Services Program (LASP) - Policy Review

A Local Area Services Program (LASP) is a neighbourhood improvement paid for by the owners of the properties benefiting. In addition to Minler Road, there are approximately 80 kilometres of local neighbourhood streets that do not have a sidewalk. Pursuant to Council policy, all costs associated with a proposed local area improvement project for sidewalks will be borne by the benefitting property owners. Improvements such as curb and sidewalk installations can improve property values and offer a net financial benefit to property owners. However, feedback from residents on Minler Road is that they are not interested in pursuing this option.

The framework for the LASP is primarily governed by the Community Charter. Local area services may be initiated by property owners or Council and requires a bylaw which must describe the service, the boundary of the service, identify the methods of cost recovery for the service (i.e. parcel tax), the portion of the cost of the service that are to be recovered by the local service tax and the portion of the service that are to be recovered by a general municipal tax, if applicable.

For a resident initiated LASP, in order for Council to rely on the petition to be sufficient, the petition must be signed by the owners of at least 50 per cent of the parcels and those owners of parcels must represent at least 50 per cent of the assessed value of land and improvements that would be subject to the local service. For Council initiated LASP, there is an opportunity for property owners to petition against the proposed local area service, which means that the bylaw cannot be adopted if at least 50 per cent of property owners representing at least 50 per cent of the assessed value of land and improvements that would be subject to the local tax, sign a petition opposing the local area service.

In the last 10 years, one sidewalk LASP has been completed on Donald Road (2018). The work included pavement widening and installation of curb, gutter, streetlights, boulevard and sidewalks on both sides of the street. Prior to Donald Road, Regent Street and Second Avenue upgrades were completed via a LASP in 2008. The Regent Street LASP included ditch

elimination, landscaping and asphalt driveway restoration. This LASP did not include sidewalk installation. Approximately 10 to 20 inquiries regarding LASP are received annually and most do not progress to official petition process. Since 2018, six inquiries have progressed to preliminary design and costing, however, only Donald Road has resulted in road changes funded by LASP.

Local governments have full discretion on the decision and amount to cost share on local area service projects.

Pursuant to existing Council policy 7021, adopted on February 25, 2008, with the exception of ditch enclosure projects, all costs to complete local area improvements will be borne by the benefiting property owners. For ditch enclosure projects, the City will share costs with property owners based on a 1/3 City 2/3 property owners split of the actual costs, subject to funding availability.

Option 2 would direct staff to review the existing policy and bring forward proposed revisions with cost sharing and cost recovery options for sidewalk improvement projects prior to the 2027 budget process.

Option 3: Submit 2027 Capital Submission (recommended)

The option includes a capital submission for the design and construction of a pedestrian facility with street lighting on Minler Road as part of the 2027 capital budget process for Council consideration. The estimated cost for this facility is \$1.8M with funding currently proposed to come of the Capital Reserve (Revolving Fund). The capital submission would be ranked and evaluated with other competing capital submissions and City priorities.

Budgetary Implications

Should Council endorse Option 3, a capital submission in the amount of \$1.8M to design and construct an asphalt walkway on one side of Minler Road (as presented in Option 3 of Attachment 1) will be submitted for Council consideration in the 2027 capital budget process. A corresponding Operational Budget Impact (OBI) increase for the maintenance of the walkway, associated drainage and lighting infrastructure will be included.

Conclusion

The City's Traffic Calming process was initiated with residents on Minler Road in response to vehicle speeding, short-cutting and pedestrian safety. Residents were engaged regarding potential traffic calming measures. The survey indicates that a majority of survey respondents do not support the implementation of traffic calming measures on Minler Road. 85 per cent of respondents (45 of 53 responses received) requested a pedestrian facility along Minler Road funded by the City.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by Engineering, Public Works and Finance.

Endorsed by Serena Lusk, CAO

Att. 1: Memo to Council - Minler Road – Transportation Assessment and Options for Road Improvements

2: Council Policy 7021 – Local Area Service Program (LASP) Process



City of Richmond

Memorandum Engineering & Public Works Transportation Engineering

To: Mayor and Councillors
From: Lloyd Bie, P.Eng.
Director, Transportation

Date: March 23, 2026
File: 10-6500-01/2025-Vol 01

Milton Chan, P.Eng.
Director, Engineering

Re: Minler Road - Transportation Assessment and Options for Road Improvements

This memorandum provides the results of a transportation study on Minler Road in response to discussion at the February 18, 2026, Public Works and Transportation Committee meeting regarding vehicle speeds and pedestrian safety.

This memorandum also responds to the following motion that was introduced at the Public Works and Transportation Committee meeting of March 18, 2026:

That staff report back to the March 23, 2026 Council meeting with immediate road safety options for Minler Road that can be implemented within 30 days, complete with a cost-benefit analysis.

This memorandum also responds to the following referral at the Public Works and Transportation Committee meeting of March 18, 2026:

That staff review the situation on Minler Road to review the width of the road as well the potential addition of sidewalks and long-term traffic calming measures and report back with recommendations.

Review of Minler Road

Minler Road is an 800-metre-long local street that runs north-south in the Blundell neighbourhood. A total of 75 addresses are located on Minler Road between Blundell Road and Francis Road (Figure 1). The road has a pavement width of approximately 5.0 metres with gravel shoulder, grass boulevard, street trees, overhead utility poles and wires, but without a yellow centre line, curb and gutter, and no pedestrian facilities. This road cross section was the standard at the time these neighbourhoods were developed and is common across several residential subdivisions including Steveston, Seafair (the “Monds”), Burkeville, Shell, and others.

Blundell Elementary School can be accessed by foot from Minler Road via the neighbourhood park entrance on Lucas Road.

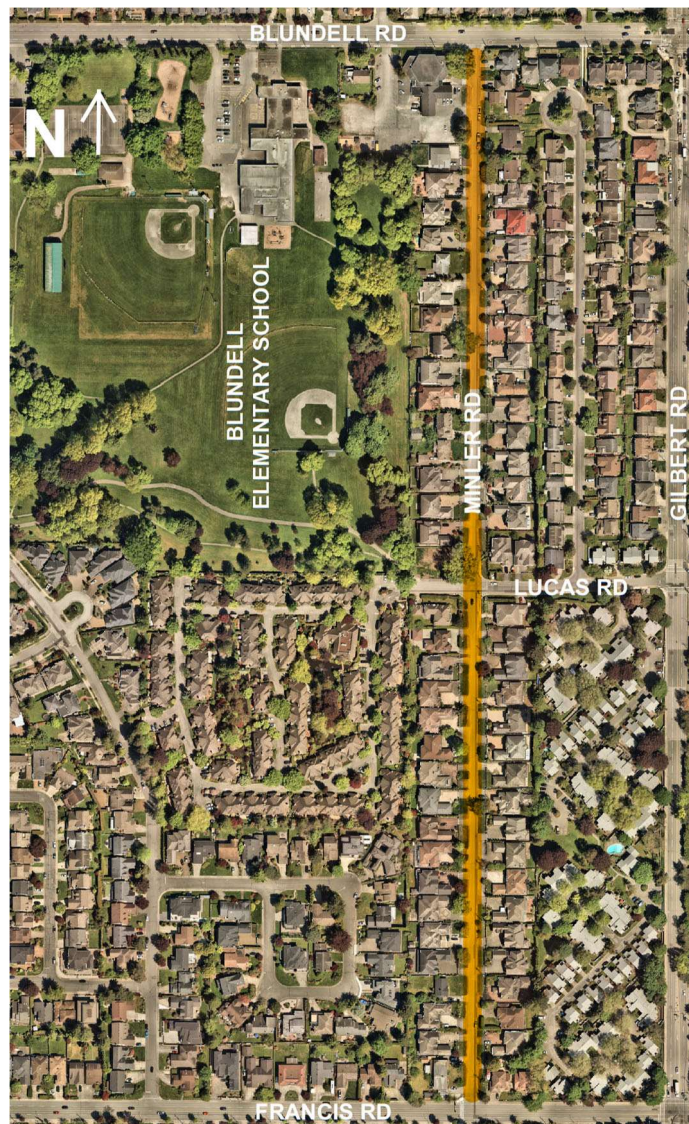


Figure 1: Minler Road between Blundell Road and Francis Road

Transportation Study Results

A transportation study was undertaken to assess the safety and operational performance of Minler Road. The results of the study are as follows:

- **Traffic Speed:** Counts were conducted from March 4 to March 11, 2026, at several locations along Minler Road. While 85 per cent of traffic is travelling at or below 56 km/h, the data does indicate that 5 per cent of cars (approximately 25 vehicles a day) are travelling in excess of 75 km/h.
- **Traffic Volume:** The volume of traffic on Minler Road is approximately 550 vehicles a day which is lower than a typical local road that can carry up to 2,000 vehicles a day. No locations of traffic congestion were observed.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded seven incidents along Minler Road.

All were related to property damage with four of the instances due to vehicles damaging property while reversing from the residential driveway. One incident involved a vehicle failing to yield at the stop sign at the Minler Road and Lucas Road intersection. The collision data did not identify any safety concerns, and no incidents were speed related or involved pedestrians.

- Pedestrian Data:** Pedestrian counts were collected between February 20 to March 13, 2026, along Minler Road. There was a maximum of 11 pedestrians on Minler Road (one north of Lucas Road and ten south of Lucas Road) during the peak hour, or about one pedestrian every six minutes (Figure 2). Using Transportation Association of Canada guidance, this volume would indicate that a crosswalk at the intersection of Lucas Road and Minler Road or sidewalk on Minler Road is not warranted.

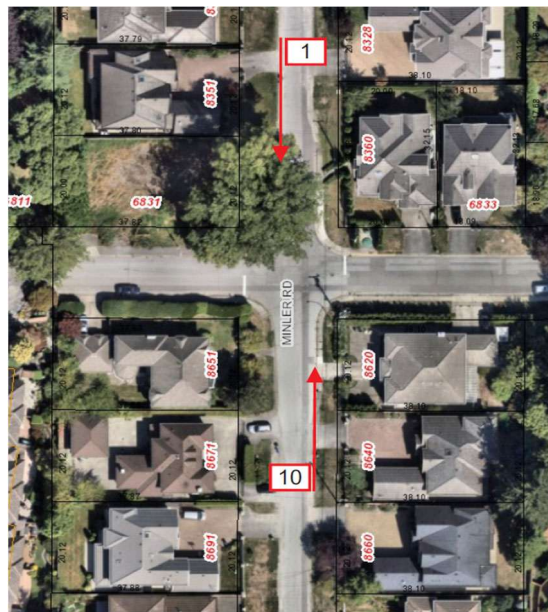


Figure 2: Number of Pedestrians on Minler Road

Review of Pedestrian Enhancement Options

Staff have identified the following options for Council to consider.

Option 1A: Install Traffic Calming Measures

Speed cushions are a proven, cost-effective device to slow traffic on local streets and enhance the pedestrian environment. Physical traffic calming measures are particularly beneficial on roadways where there is no separate sidewalk to help reduce the differential speeds between pedestrians and motorists. These interventions also help to reduce “rat-running” by external traffic. The City’s traffic calming process is community driven and the Director, Transportation has authority to implement such measures if a majority of support by residents is received.

Council could direct staff to install four asphalt speed cushions on Minler Road (two north of Lucas Road and two south of Lucas Road). The estimated cost for these devices is \$32,000 and can be funded through existing Council approved budgets. Implementation of the speed cushions would occur within 30 days.

Option 1B: Initiate Traffic Calming Process

Staff would schedule an open house in April and invite area residents to share the findings of the transportation study and discuss the City's Neighbourhood Traffic Calming Program that implements speed reducing measures on local roads.

A review of the road geometry indicates that a traffic circle at the intersection of Minler Road and Lucas Road, along with speed cushions is feasible. Staff will discuss these options with area residents and seek their level of support. Pursuant to Council policy, should a majority of residents be in support of the proposed traffic calming measures, the Director, Transportation can implement the devices.

Option 2: Implement Stop Signs on Minler Road at Lucas Road

Lucas Road intersects Minler Road midway between Blundell Road and Francis Road. Traffic on Lucas Road is currently controlled by a stop sign while traffic on Minler Road does not have a stop sign at this intersection allowing motorists to travel uninterrupted for 800 metres between Francis Road and Blundell Road.

To deter traffic from using Minler Road as a bypass route, a 4-way stop would interrupt traffic flow. Council could direct staff to implement stop signs on Minler Road. The cost for this is \$700 and can be funded through existing Council approved budgets. This option can be implemented within a week.

Option 3: Implement Asphalt Pedestrian Walkway

In response to direction received at the March 18, 2026 Public Works and Transportation Committee, staff reviewed the feasibility and preliminary costs to construct a pedestrian facility on the 800-metre section of Minler Road. Road pavement widening on one side of the road with the addition of delineators and street lighting upgrades would facilitate introduction of an asphalt walkway.

An asphalt walkway will create dedicated space for pedestrians on Minler Road as requested by some residents. Implementation of this pedestrian facility will remove the ability to park vehicles on the side of the street with the walkway. As the setback between the existing road edge and the property line is greater on the west side and Blundell Elementary School is to the west of Minler Road, preliminary review suggests the walkway is most feasible on the west side of the road. Further site investigation of the above and underground utilities and drainage design are required to confirm the walkway alignment. Street trees exist on both sides of Minler Road and could be impacted by the road widening. A detailed review of the street trees could not be undertaken in time for this memorandum to be presented at the Regular Council meeting of March 23, 2026.

A high level, order of magnitude cost for this option is \$1.8 million. This estimate was developed with limited information and as such includes a typical 30 per cent contingency as no survey or design has been completed. The estimate includes street lighting as well as drainage and regrading works. Street lighting would be included to current design standards, similar to recently completed multi-use-pathway projects. Table 1 shows the preliminary cost breakdown for the various items.

Table 1: Asphalt Walkway – Cost Items

Cost Item	Preliminary Cost
Asphalt Walkway	\$660,000
Street Lighting	\$525,000
Survey/Design/Construction Admin	\$200,000
Contingency (30%)	\$415,000
Total =	\$1,800,000

This project is not currently identified in the existing Council approved capital plan and is not part of the approved 2026 to 2030 capital plan. Projects as part of the capital budget process are reviewed and ranked in consideration of City priorities. This project could be considered as part of the 2027-2031 capital process along with all other submissions.

However, if Council directs staff to proceed with an asphalt walkway with street lightning on Minler Road in advance of the 2027-2031 capital process, a Council resolution is required to approve a \$1.8 million capital budget funded from the Capital Reserve (Revolving Fund) for the Minler Road walkway improvement and to amend the Consolidated 5-Year Financial Plan (2026–2030).

Should Council wish to proceed with Option 3, Council resolution is required as follows:

That a capital project for the Minler Road walkway improvements in the amount of \$1.8 million funded from the Capital Reserve (Revolving Fund) be approved and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.

Once funding has been approved, it will take approximately six to eight weeks to complete the detailed design. City crews have the capacity and capability to complete this project and could proceed quickly once the design has been completed. Construction would take approximately eight to ten weeks to reach substantial completion, subject to street lighting equipment availability.

Option 4: Proceed with Design of Asphalt Pedestrian Walkway

Council could direct staff to commence the design phase of the walkway facility described in Option 3 and provide a detailed cost estimate to Council for consideration and further direction. This option will include an arborist assessment of the tree impacts. The time to perform the detailed design is six to eight weeks at an estimated cost \$100,000. This project is not currently identified in the existing Council approved capital plan and is not part of the approved 2026 to 2030 capital plan.

If Council directs staff to proceed with design of an asphalt walkway with street lighting on Minler Road, a Council resolution is required to approve a \$100,000 capital budget funded from the Capital Reserve (Revolving Fund) for the design of the Minler Road walkway improvement and to amend the Consolidated 5-Year Financial Plan (2026–2030).

Should Council wish to proceed with Option 4, Council resolution is required as follows:

That a capital project for design of the Minler Road walkway improvements in the amount of \$100,000 funded from the Capital Reserve (Revolving Fund) be approved and that the Consolidated 5 Year Financial Plan (2025-2029) be amended accordingly.

Additional Pedestrian Enhancement Programs

Proposed 30 km/h Speed Limit

Minler Road is one of the residential local streets staff recommend be considered for a reduced 30 km/h speed limit as part of the report titled “Proposed Approach to Lowering Speed Limits” to be presented at the Regular Council meeting of March 23, 2026. Lowering the speed limit on Minler Road will enhance pedestrian comfort on this street.

Local Area Services Program

Many older subdivisions do not have dedicated pedestrian facilities or have sidewalks only on one side of the street.

If residents wish to pursue an upgrade to pedestrian facilities in their neighbourhood, the City’s Local Area Services Program (LASP) is designed to assist property owners where there is a desire to enhance neighbourhood streetscape. The improvements are paid for by the owners of the benefiting properties. A LASP project funded by the residents of Minler Road for ditch enclosures was implemented in the 1990’s. An example of LASP project with sidewalk improvements is on Donald Road which is 200 metres north of Minler Road. Staff is aware that some residents of Minler Road have inquired about a LASP for sidewalks and have raised concerns regarding the cost.

Next Steps

Should Council wish staff to pursue any of the options presented in this memorandum, staff can receive direction at the Regular Council meeting of March 23, 2026.

Should you have any questions regarding this information, please contact the undersigned.



for
Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)



Milton Chan, P.Eng.
Director, Engineering
(604-276-4377)

SH:sh

pc: SMT
Cindy Gilfillan, Acting Director, Finance
Suzanne Bycraft, Director, Public Works



POLICY 7021:

In accordance with the requirements and procedures set out in Part 7, Division 5 of the *Community Charter* (Municipal Revenue – Local Service Taxes), it is Council Policy that:

1. The City will consider local area improvements which typically include enclosing of ditches with a permanent storm sewer system, installation of curb, gutter and sidewalk, installation of street lighting and planting of trees.
2. An area specific Local Area Services Program Bylaw will be prepared for each proposed local area improvement project for Council to consider subject to a petition against the proposal.
3. Traditionally, with the exception of ditch enclosure projects, all costs to complete local area improvements projects approved by Council will be borne by the benefiting residents.
4. Subject to funding availability and exceptions approved by Council, the City will share costs with residents on ditch enclosure projects based on a 1/3 City and 2/3 residents split of the actual cost where a petition has been approved by Council.
5. If the total cost after receipt of construction bids is such that the total estimated cost to complete the work is more than 10% of the estimated cost:
 - a. the City will advise residents of the costs and provide them the opportunity to confirm their support; and
 - b. following verification of the sufficiency of support from residents, the City may elect to not proceed with the work.
6. Owners of residential properties will be provided the opportunity to pay their share of the cost through a single lump sum payment or through payments over a 15-year period.

Industrial and commercial properties will be provided the opportunity to pay their share of the cost through a single lump sum payment or costs apportioned among the benefiting land owners over a 10-year period.
7. The personal information included on completed local area service petitions will be received and maintained in confidence in accordance with the provisions of the *Freedom of Information and Protection of Privacy Act*.