

## MayorandCouncillors

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Schedule 1 to the minutes of Planning  
Committee Meeting held on Tuesday,  
October 18th, 2005.

**From:** Balfour Richard [balfourarch@telus.net]  
**Sent:** Wednesday, 5 October 2005 5:11 PM  
**To:** MayorandCouncillors  
**Subject:** Iona Highway to UBC

**Attachments:** pastedGraphic3.tiff; RAV fill PPP.05.ppt



pastedGraphic3.tiff (23 KB)



RAV fill PPP.05.ppt (12 MB)

As part of the question of how the RAV fill should be used for community benefit, this presentation was put together. Given the Iona spit is in Richmond, you have huge potential to create a number of major public assets in this area with no harm to the environment, in fact with environmental enhancement. In addition to a new ferry terminal to shorten access to Vancouver Island from the west central urban municipalities, this route could integrate UBC with Richmond and provide fast and orderly access to the university from the south banks of the Fraser. Most importantly the public would have access to the most beautiful beaches in the Metro Vancouver area. This presentation was put together quickly to ask relevant planning questions that are inter-municipal in a number of areas of concern, please see if there is anything that Richmond can act on to the benefit of all the GVRD.

Richard Balfour MAIBC  
Balfour & Associates • Strategic Planning

# RAV FILL: PUBLIC Opportunity

— [Rescuing Fill to help build the City



City of Detroit  
Department of Public Works  
1000 Griswold Street, Detroit, MI 48226  
313.224.2600

# RAV Fill as Public Asset

- [Floodproofing of lowland areas/rising oceans
- [New Highway construction and ferry terminal
- [New Public lands: Islands and beach expansion
- [New housing sites, new marina sites, live-aboard sites.
- [Making sure we do not pollute the ocean.

# RAV Fill: Liberating

## an Asset

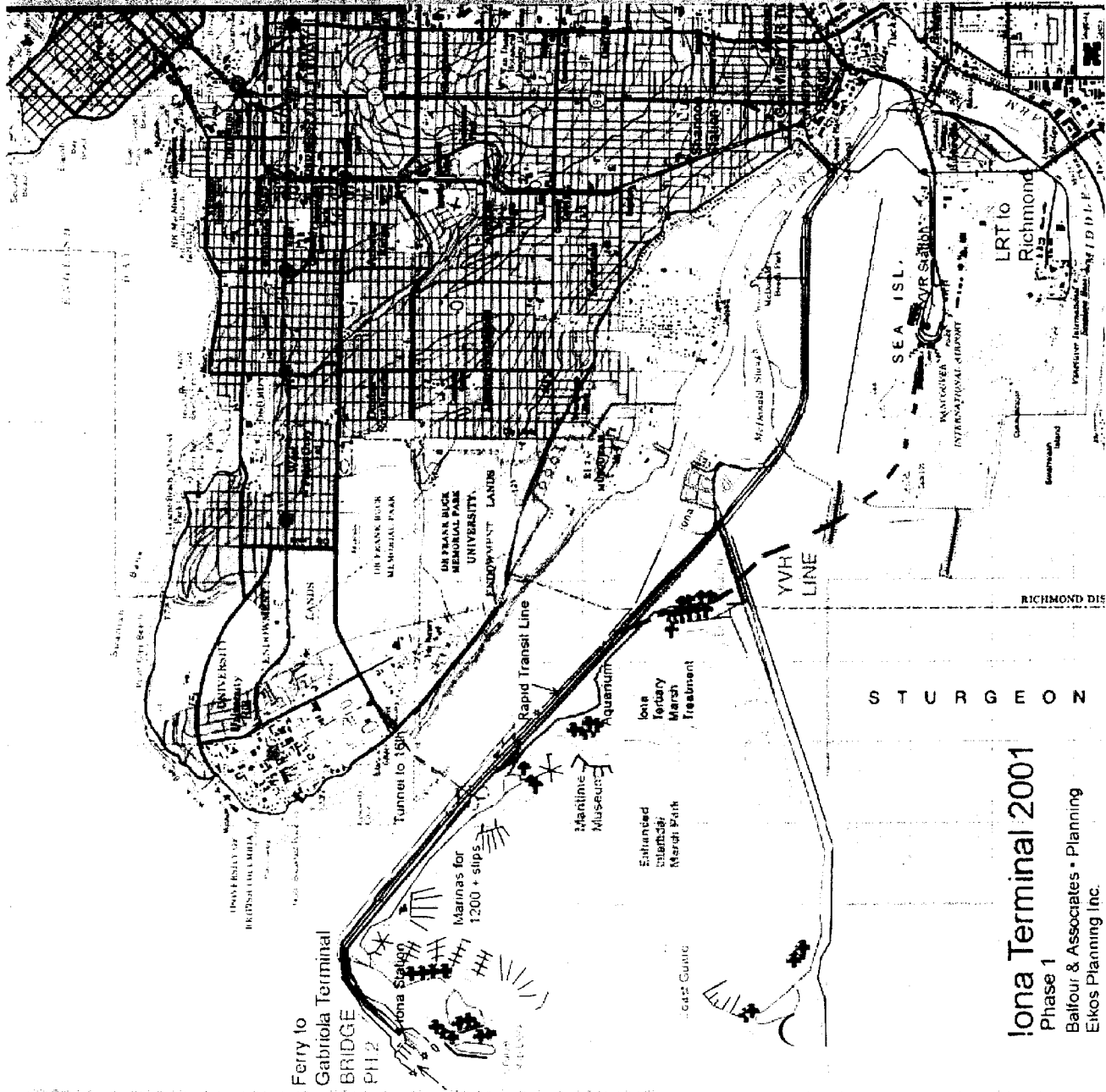
— The volume of fill is valued at \$20-\$30 Million

— The value of new highways, parks= \$0.5 billion

— New works can also increase environment & habitat

— Iona Terminal = immediate Island access by Vancouver

— Iona route improves YVR/Island, UBC to South of Fraser

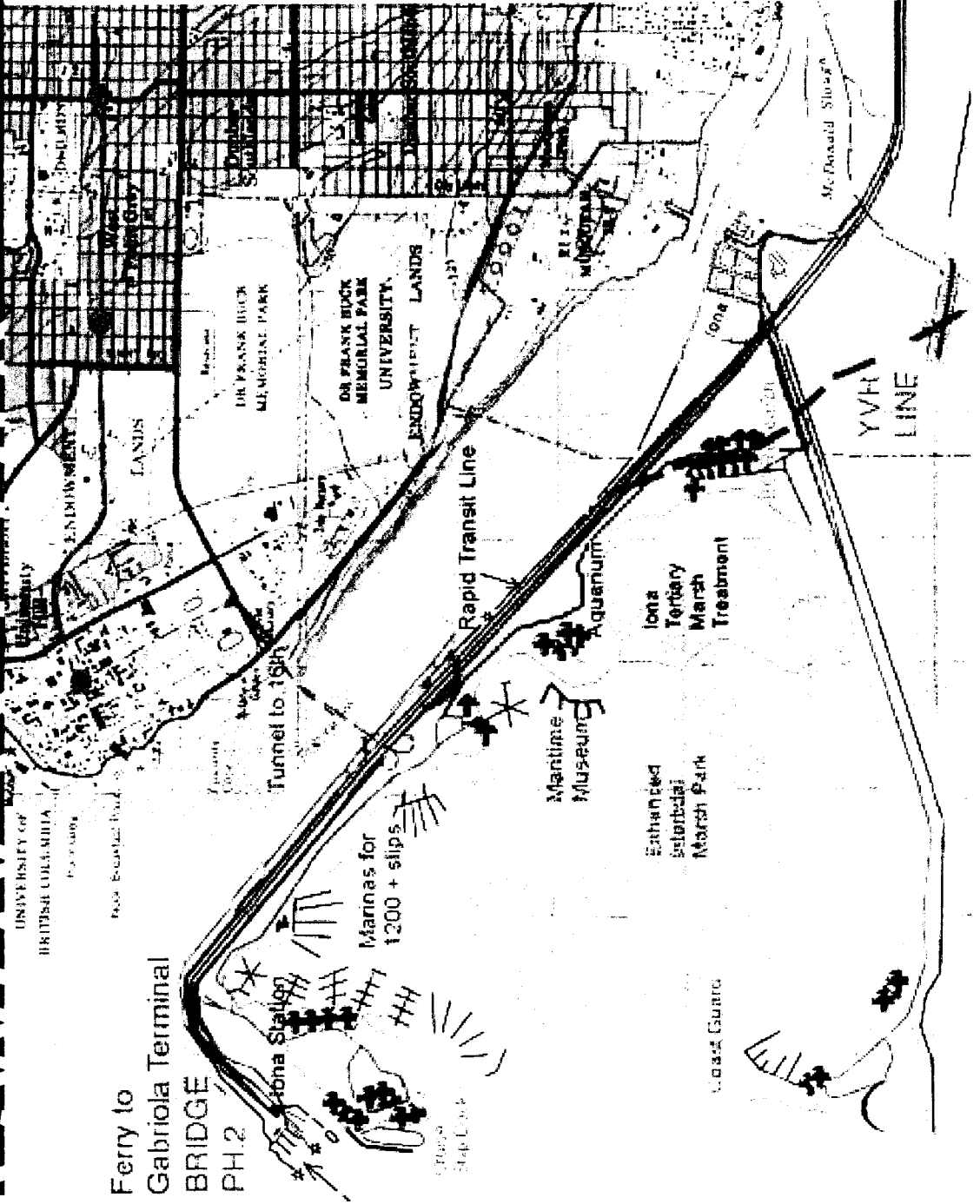


STURGEON

**Iona Terminal 2001**  
 Phase 1  
 Balfour & Associates • Planning  
 Eikos Planning Inc.

# The Iona

# Causeway & Park



—|Habitat+

# RAV Line Fill Volumes

Volume of Excavated Materials and Surplus Materials for Disposal

Item	Volume	Comment
Total Volume of Excavated Material	768,000 m <sup>3</sup>	- from Vancouver segment cut-and-cover and bored tunnels, and cut-and-cover stations - pavement, concrete, waste soils
Material Not Suited for Other Uses or Disposal at Sea	minus 28,000 m <sup>3</sup>	- engineering fill to be used as backfill - rock
Material to be Re-used on RAV Project	minus 105,000 m <sup>3</sup>	- Disposal at Sea will be considered if no suitable economical local land based disposal options available once excavation is underway
Material Valued for Other Uses	minus 27,000 m <sup>3</sup>	
Maximum Volume of Material Suitable as Engineering Fill on Other Projects or for Disposal at Sea (assumes no contamination)	608,000 m <sup>3</sup>	

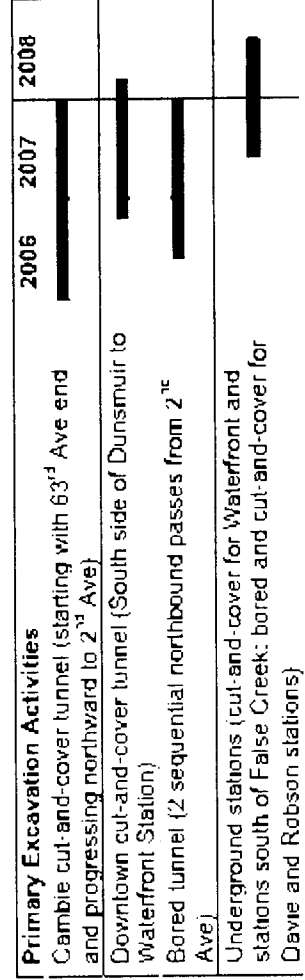
[ Causeway to ferry

[ Islands for parks

[ New Beaches

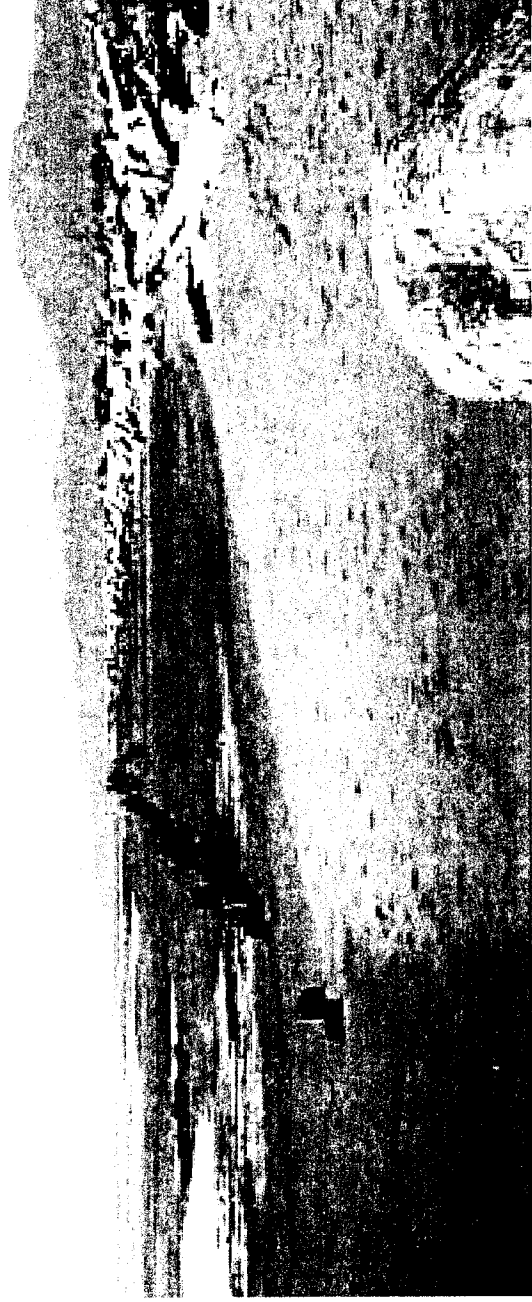
The proposed excavation schedule for tunnels and stations is shown in Figure 1. The majority of excavation and, therefore, the greatest volume of material will be removed from the latter part of 2006 through the end of 2007.

Figure 1 - Excavation Schedule



# Vancouver's Best Beach

— Iona Spit





# Iona Causeway & Beaches



[North Arm

New Location  
305  
ANDERSON

# Richmond REVIEW

Canada's Largest Twice Weekly Paid Circulation Newspaper

New Number  
273-7744

VOL. 40 NO. 9

273-7744

RICHMOND REVIEW B.C. FRIDAY FEBRUARY 2, 1973

15¢ PER COPY, 50¢ PER MONTH (HOME DELIVERY) 14 PAGES

## STEVES TELLS LEGISLATURE

# Iona only site for terminal

VICTORIA—MLA Harold Steves has given guarded support to any proposal which would locate a B.C. ferry terminal in Richmond, which is the site of the Iona Island Ferry.

Legislation which is being created in that harbor and said he was not opposed to a terminal linking the Lower Mainland with Nanaimo but its location would have to be in an area outside of Sturgeon Banks.

...I would like to congratulate the Minister of Highways Bob Strachan for his decision to move the Nanaimo ferry from Horseshoe Bay.

Stevens told the Legislature, "Certain bottlenecks were being created in that harbor and this will move 20 sailings a day out of Howe Sound."

"However, we in Richmond had long feared a plan by the previous government to transfer the ferry terminal to the end of Steveston Highway to destroy the marine habitat of Sturgeon Bank, which is an integral part of the Pacific Flyway and offshore feeding grounds for young salmon."

Richmond's NDP MLA said an additional hazard to the commercial fishery at the mouth of the Fraser. It would also funnel several million cars each year through a residential community.

Stevens said that the Iona Island Ferry terminal is already degraded by pollution from the Iona Island Sewer Plant and debris from log storage in the North Arm. "The North Arm is so polluted that salmon no longer use it as a migratory route. In fact, it might even help to clean the area up."

"Plans of the federally appointed Fraser River Harbors Commission, if allowed to go unchecked, will convert the Fraser River into an industrial river similar to the Thames and will require several thousand acres of prime agricultural land for backup warehousing for the superport."

"We are long past the day when there should be a unified board in the province to plan

approach Ottawa to jointly set up such a board.

Stevens hopes to see established a migratory salmon authority to manage the resources along the river to protect the salmon run from had farming and mining practices, industrialization and indiscriminate logging, and provide for green strips along streams and other natural runoff controls.

"A lot has been said in the debate in the throne speech about the freeze on agricultural land. As one who has lived all his life on a farm and spent much of that time actively engaged in farming, I would like to say that in my opinion this is the best thing that agricultural legislation by the previous government," he said.

government has done to date. In fact, I only wish it could have come ten or even only five years ago. If that had happened, myself and others like me would still be farming today. As one who was forced out of business by a combination of bad agricultural legislation by the previous government," he said.

## SPEECH HIGHLIGHTS

- ◆ An ecology-based policy for the Fraser that would deal with flood control.
- ◆ Increasing industrial power rates during peak hours, a move that would cut down on power consumption and make present generating capacity more efficient.
- ◆ A depreciation of automobiles, power source from gasoline to electricity, or preferably, natural gas.
- ◆ The merits of putting gas and oil prices under public control.
- ◆ The possibility of an international joint commission oil tanker

- ◆ Other highlights from Steves' speech were:
  - ◆ Steves pointed out profits and unemployment increased each year, and said NDP government policy would battle this trend by "Developing our resources by and for the people of B.C."
  - ◆ A steady-state