



Public Works and Transportation Committee

**Council Chambers, City Hall
6911 No. 3 Road**

**Tuesday, January 19, 2021
4:00 p.m.**

Pg. # ITEM

MINUTES

PWT-6 *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on March 17, 2020.*



NEXT COMMITTEE MEETING DATE

February 17, 2021, (tentative date) at 4:00 p.m. in the Council Chambers

PLANNING AND DEVELOPMENT DIVISION

1. **TRANSLINK 2021 COST-SHARE FUNDING APPLICATIONS**
(File Ref. No. 01-0154-04) (REDMS No. 6559547 v. 4)

PWT-11

See Page PWT-11 for full report

Designated Speaker: Fred Lin

STAFF RECOMMENDATION

- (1) *That the submission of road, pedestrian, bicycle, and transit facility improvement projects as part of the TransLink 2021 cost-share programs as described in the staff report titled “TransLink 2021 Cost-Share Funding Applications” dated December 2, 2020 from the Director, Transportation be endorsed and that the information be considered in the 2021 Capital Budget process; and*
- (2) *That the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.*



2. **AMENDMENT TO TRAFFIC BYLAW NO. 5870 TO REVISE SPEED LIMIT ON FERGUSON ROAD**

(File Ref. No. 10-6450-15-01) (REDMS No. 6546592 v. 3)

PWT-27

[See Page PWT-27 for full report](#)

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATION

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10216, to revise the posted speed limit on Ferguson Road between McDonald Road and Shannon Road to 30 km/h, be introduced and given first, second and third readings.



ENGINEERING AND PUBLIC WORKS DIVISION

3. **MUNICIPAL ACCESS AGREEMENT WITH ROGERS COMMUNICATIONS CANADA INC.**

(File Ref. No. 03-1000-21-023) (REDMS No. 6557459 v. 4)

PWT-34

[See Page PWT-34 for full report](#)

Designated Speakers: Jason Ho & Carlos Rocha

STAFF RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to negotiate and execute, on behalf of the City, a Municipal Access Agreement between the City and Rogers Communications Canada Inc. containing the material terms and conditions set out in the staff report titled, “Municipal Access Agreement with Rogers Communications Canada Inc.”, dated December 10, 2020 from the Director, Engineering.



4. **FLOOD PROTECTION GRANT FUNDING APPLICATIONS**

(File Ref. No. 10-6060-01) (REDMS No. 6584389 v. 5)

PWT-38

See Page PWT-38 for full report

Designated Speakers: Jason Ho & Corrine Haer

STAFF RECOMMENDATION

- (1) *That the Steveston Island Preliminary Dike Design submission to the National Disaster Mitigation Program (NDMP) for Mitigation Planning as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed;*
- (2) *That the Drainage Pump Station Backup Power Upgrade submission to the Investing in Canada Infrastructure Program (ICIP) for Adaptation, Resilience & Disaster Mitigation as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed, and that any associated project costs beyond the eligible grant funding be funded from the City’s Drainage Reserve;*
- (3) *That the Dike Operation & Maintenance Manual Update submission to the Union of BC Municipalities (UBCM) Community Emergency Preparedness Fund for Flood Planning as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed; and*
- (4) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute the funding agreements with the Government of Canada, the Province of BC, or UBCM for the above mentioned projects should they be approved for funding and that the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.*



Pg. # ITEM

5. **AWARD OF CONTRACT 6577P – ON CALL COLLECTION OF HAZARDOUS MATERIALS**

(File Ref. No. 10-6405-12-01) (REDMS No. 6520351 v. 5)

PWT-44

See Page PWT-44 for full report

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

- (1) *That Contract 6577P – On Call Collection of Hazardous Materials be awarded at the unit rates quoted for a three-year term, commencing February 1, 2021 as follows:*
- (a) *GFL Environmental Inc. at an estimated total contract value of \$450,000; and*
 - (b) *Tervita Corporation at an estimated total contract value of \$200,000; and*
- (2) *That staff report to Council for extensions beyond the initial three-year term, up to the maximum identified eight-year term under the provisions of Contract 6577P – On Call Collection of Hazardous Materials.*



6. **GLOBAL CONTAINER TERMINALS DELTAPORT EXPANSION – BERTH FOUR PROJECT**

(File Ref. No. 10-6125-30-011) (REDMS No. 6548529 v. 4)

PWT-49

See Page PWT-49 for full report

Designated Speaker: Chad Paulin

STAFF RECOMMENDATION

That the comments outlined in the staff report titled "Global Container Terminals Deltaport Expansion – Berth Four Project ", dated December 10, 2020, from the Director, Sustainability and District Energy, be endorsed and submitted to the BC Environmental Assessment Office and the Impact Assessment Agency of Canada in response to the provincial and federal environmental assessments.



Pg. # ITEM

7. **BANNING RODENTICIDES ON CITY-OWNED PROPERTY IN RICHMOND**

(File Ref. No. 10-6160-06; 10-6125-01) (REDMS No. 6544080 v. 8; 6545190)

PWT-59

See Page PWT-59 for full report

Designated Speaker: Chad Paulin

STAFF RECOMMENDATION

- (1) *That the City discontinue the use of rodenticides on city-owned property for one year, as described in the staff report titled “Banning Rodenticides on City-owned property in Richmond,” dated December 10, 2020 from the Director, Sustainability and District Energy;*
- (2) *That staff assess the outcomes of the one-year ban on city-owned property and report the findings to Council;*
- (3) *That staff be directed to develop an integrated rodent management program, as described in the staff report titled “Banning Rodenticides on City-owned property in Richmond,” dated December 10, 2020 from the Director, Sustainability and District Energy;*
- (4) *That staff be directed to write a letter to the provincial Ministry of Environment, requesting that a review of the province’s existing policies that allow for the retail sale of rodenticides be conducted; and*
- (5) *That the 2021 rodent management transition program be endorsed with funding in the amount of \$67,000, from the Sanitation and Recycling Provision, and be included in the Consolidated 5 Year Financial Plan (2021-2025).*

8. **MANAGER’S REPORT**

ADJOURNMENT



Public Works and Transportation Committee

Date: Tuesday, March 17, 2020
Place: Anderson Room
Richmond City Hall
Present: Councillor Chak Au, Chair
Councillor Alexa Loo
Councillor Linda McPhail
Councillor Michael Wolfe
Absent: Councillor Kelly Greene
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on February 19, 2020, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

April 21, 2020, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair requested an update to impacts related to the COVID-19 pandemic, and staff provided the following information:

- the Province has declared a Public Health Emergency and has closed all schools;
- a City state of emergency would allow the City to expedite acquisition and delivery of resources; however such a state has not been initiated;
- the City has not seen elevated levels of staff absenteeism;
- garbage collection in the city is anticipated to proceed as normal;

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- there is currently minimal impact to on-going City maintenance and construction works; however staff will prioritize activities as required;
- staff are encouraged to work from home if possible and to stay home when sick; and
- active construction and maintenance sites are secured when not staffed; and
- residents are encouraged to access City services remotely such as through the RichmondBC mobile app.

PLANNING AND DEVELOPMENT DIVISION

1. **QUADRICYCLE BUSINESS – PROPOSED BYLAW AMENDMENTS TO PERMIT PERMANENT OPERATION**

(File Ref. No. 12-8275-06) (REDMS No. 6400125 v. 5)

In reply to queries from Committee on the proposed quadricycle route, staff noted that an extension of the route to include other heritage sites in the Britannia Shipyard area is possible.

Discussion ensued with regard to acquiring feedback from businesses in the area and informing the operator of proposed route extensions, and as a result, the following **motion** was introduced:

It was moved and seconded

That the quadricycle route options as proposed in the staff report “Quadricycle Business – Proposed Bylaw Amendments to Permit Permanent Operation”, dated January 31, 2020, from the Acting Director, Transportation, be extended to include Steveston Heritage sites.

CARRIED

It was moved and seconded

(1) That Business Licence Bylaw No. 7360, Amendment Bylaw No. 10145, to add a definition of a quadricycle operation, be introduced and given first, second and third reading;

(2) That Vehicle For Hire Bylaw No. 6900, Amendment Bylaw No. 10128, as amended, to add regulations and requirements for the operation of a quadricycle, be introduced and given first, second and third reading; and

2.

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- (3) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10143, which quantifies the Vehicle for Hire business fee for a quadricycle operation, be introduced and given first, second and third reading.*

CARRIED

2. **ICBC-CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – 2020 UPDATE**

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 6372030 v. 3)

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in Attachment 2 of the staff report titled “ICBC-City of Richmond Road Improvement Program – 2020 Update,” dated January 23, 2020 from the Director, Transportation, be endorsed for submission to the ICBC 2020 Road Improvement Program for consideration of cost-share funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the cost-share agreements on behalf of the City, and that the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. **MITCHELL ISLAND ENVIRONMENTAL STEWARDSHIP INITIATIVES UPDATE**

(File Ref. No. 10-6175-04-01) (REDMS No. 6397888 v. 7)

Discussion ensued with regard to (i) monitoring air quality, soil and runoff from the island, (ii) monitoring non-compliant land owners and the potential issuance of fines, and (iii) acquiring grant funding for the initiative through the Federation of Canadian Municipalities.

It was moved and seconded

- (1) *That the Mitchell Island Stormwater Infrastructure Feasibility Study proposed within the staff report titled “Mitchell Island Environmental Stewardship Initiatives Update”, dated February 20, 2020 from the Director, Sustainability and District Energy, be endorsed and a funding application to conduct a feasibility study be prepared and submitted to the Federation of Canadian Municipalities’ Green Municipal Fund; and*

3.

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- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to enter into funding agreements with the Federation of Canadian Municipalities should the project be approved for funding, as outlined in the report titled “Mitchell Island Environmental Stewardship Initiatives Update”, dated February 20, 2020, from the Director, Sustainability and District Energy, and that the Consolidated 5 Year Financial Plan (2020-2024) be amended accordingly.*

CARRIED

4. **PROPOSED SOUTH ARM JETTY TIDAL MARSH PROJECT:
PROVINCIAL LAND TENURE APPLICATION**

(File Ref. No. 10-6150-11-01) (REDMS No. 6423982)

It was moved and seconded

That, for the purposes of environmental enhancement and consistency with the City’s Flood Protection Management Strategy, the Vancouver Fraser Port Authority’s Provincial Land Tenure Application for a 30 year lease, as identified in the “Proposed South Arm Jetty Tidal Marsh Project: Provincial Land Tenure Application” report dated March 3, 2020, from the Director, Sustainability and District Energy, be endorsed.

The question on the motion was not called as discussion ensued with regard to (i) the proposed project’s potential impact to existing marshland and loss of animal habitat in the area, (ii) flood protection and erosion mitigation benefits of the proposed project, and (iii) terms of the proposed land tenure application.

In reply to queries from Committee, staff noted that the City is not obligated to provide comment on the project and that the recommendation focuses on the proposed land tenure application for a 30 year lease and not a general endorsement of Port of Vancouver activities.

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

It was moved and seconded

That the word “endorsed” be replaced with the word “supported”.

CARRIED

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The question on the main motion, which reads as follows:

That, for the purposes of environmental enhancement and consistency with the City's Flood Protection Management Strategy, the Vancouver Fraser Port Authority's Provincial Land Tenure Application for a 30 year lease, as identified in the "Proposed South Arm Jetty Tidal Marsh Project: Provincial Land Tenure Application" report dated March 3, 2020, from the Director, Sustainability and District Energy, be supported.

was then called and it was **CARRIED**.

5. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Tuesday, March 17, 2020.

Councillor Chak Au
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 2, 2020
From: Lloyd Bie, P. Eng.
 Director, Transportation **File:** 01-0154-04/2020-Vol 01
Re: **TransLink 2021 Cost-Share Funding Applications**

Staff Recommendation

1. That the submission of road, pedestrian, bicycle, and transit facility improvement projects as part of the TransLink 2021 cost-share programs as described in the staff report titled "TransLink 2021 Cost-Share Funding Applications" dated December 2, 2020 from the Director, Transportation be endorsed and that the information be considered in the 2021 Capital Budget process; and
2. That the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the successful funding agreements.

Lloyd Bie, P. Eng.
 Director, Transportation
 604-276-4131
 Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: NO	APPROVED BY CAO

Staff Report

Origin

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for funding consideration from TransLink's cost-share funding programs. This staff report presents the proposed applications from the City to TransLink's 2021 cost-share programs.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 *Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 *Build on transportation and active mobility networks.*

Analysis

TransLink Cost-Share Programs

TransLink provides cost-share funding to municipalities via the following programs:

- Major Road Network and Bike (MRNB) Upgrade Program: allocated funding for capital improvements to roads that comprise the Major Road Network (MRN) and the construction of bicycle facilities both on and off the MRN.
- Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program: allocated and competitive funding for the construction of bicycle facilities.
- Walking Infrastructure to Transit (WITT) Program: allocated and competitive funding for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges to promote the seamless integration of walking and cycling with transit.
- Transit-Related Road Infrastructure Program (TRRIP): competitive funding for roadway infrastructure facilities required for the delivery of transit services in the region.
- Bus Speed and Reliability (BSR) Program: competitive funding for feasibility studies and capital projects that support improved bus speed and reliability.
- MRN Structures Program: competitive funding for studies and capital projects for the upgrade, rehabilitation and/or replacement of bridges, culverts and retaining walls.

Projects to Receive Funding from 2020 TransLink Cost-Share Programs

Thirteen pedestrian, cycling and road improvement projects in Richmond will collectively receive up to \$4.6 million from TransLink as part of its 2020 cost-share programs, which will support projects with a total estimated cost of \$10.35 million (Attachment 1).

Projects Proposed for Submission to 2021 TransLink Cost-Share Programs

The following projects are proposed for submission to the 2021 TransLink cost-share programs, which collectively will fully utilize TransLink's allocated funding for Richmond. TransLink has indicated that the amount of capital cost-share funding available to Richmond for 2021 as noted below.

Major Road Network and Bike (MRNB) Upgrade Program

For 2021, TransLink's allocation for Richmond is \$1,852,000 (increase from \$1,781,000 in 2020). The City proposes to submit the following projects for consideration (Attachment 2):

- *Westminster Hwy-No. 2 Road Intersection Upgrade*: The City's network screening study of collision-prone intersections presented to Council in June 2019 ranked this intersection as #3 of the top 20. Based on the recommendations for medium- and long-term improvements, the scope includes modification of the intersection geometry, modification of the channelized island at the northwest corner, increased size of the pedestrian refuge areas, improving cycling connectivity, access management, and traffic signal operation enhancements. This application is Year 1 of a 2-year accrual (i.e., the City will apply to TransLink in 2022 for the same project in order to achieve a minimum of 50% external funding over the two-year period).
- *Cambie Road-No. 4 Road Intersection Upgrade*: Provision of left-turn lanes on all four legs, new boulevard and/or lighting strip, upgraded traffic signals, increased size of the pedestrian refuge areas, widened crosswalks, and overhead street name signs. This application is Year 1 of a 2-year accrual (i.e., the City will apply to TransLink in 2022 for the same project in order to achieve a minimum of 50% external funding over the two-year period).
- *Steveston Highway Multi-Use Pathway – Phase 2*: Westward extension of a two-way off-street paved 3.0 m wide pathway for pedestrians and cyclists on the south side of Steveston Highway between Mortfield Gate and No. 2 Road where currently there are discontinuous pedestrian facilities and no cycling facilities. This application is Year 2 of a 2-year accrual (i.e., the City also successfully applied to TransLink in 2020 for the same project in order to achieve a minimum of 50% external funding over the two-year period). A future phase will extend the pathway westward to Railway Avenue to link to the Railway Greenway.
- *No. 2 Road Multi-Use Pathway*: Council approved design funding for a cycling facility on No. 2 Road between Steveston Highway and Williams Road as part of the 2020 Capital Plan. This application is for construction of a two-way off-street paved 3.0 m wide pathway for pedestrians and cyclists on the east side of No. 2 Road. The alignment and form of cycling facility is a logical extension of the existing multi-use pathway on the east side south of Steveston Highway, incorporates an existing 170 m length multi-use pathway on the east side at Wallace Road, and is the recommended option with minimal property impacts to

adjacent residences. This application is Year 1 of a 2-year accrual (i.e., the City will apply to TransLink in 2022 for the same project in order to achieve a minimum of 50% external funding over the two-year period).

- Lansdowne Road Multi-Use Pathway: Westward extension of a two-way off-street paved 3.0 m wide pathway for pedestrians and cyclists on the north side of Lansdowne Road between Gilbert Road and Pearson Way. Upon completion, this project will provide a westward extension of the existing pedestrian-cycling facility along Lansdowne Road from Minoru Blvd to Gilbert Road and a direct link from the Canada Line Lansdowne Station to the Richmond Olympic Oval once proposed/future development-related road improvements are implemented along the remaining sections of Lansdowne Road and Hollybridge Way.
- Shell Road Multi-Use Pathway: Reconstruction of the existing pathway on the east side between Alderbridge Way and the Highway 99 overpass due to extensive asphalt failing (e.g., root damage). The reconstructed pathway will include pedestrian lighting.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

For 2021, TransLink's allocation for Richmond is \$894,000 (increase from \$868,000 in 2020) and the City can apply for up to \$600,000 per project from the competitive-based component. The City proposes to submit the following project for consideration for the allocated component (Attachment 2):

- Steveston Highway Multi-Use Pathway – Phase 2: As described above for the MRNB Program.

The City also proposes to submit the following projects for consideration for the competitive component (Attachment 2). Should the applications not be successful, both projects can still proceed as sufficient funding is available via the approved 2020 Capital Budget (Steveston Highway) and, pending Council approval, the proposed 2021 Capital Budget (Browngate Road).

- Steveston Highway Multi-Use Pathway – Phase 2: As described above for the MRNB Program.
- Browngate Road Cycle Tracks: Provision of on-street two-way bike paths protected from the adjacent vehicle lane by a concrete median on the south side between No. 3 Road and Hazelbridge Way. As there is no southbound bike lane on the west side of No. 3 Road in this area, the project includes delineation of an off-street southbound bike path on the east side of No. 3 Road between the Aberdeen Canada Line Station and Browngate Road. When completed, the project will link the Odlin Road Neighbourhood Bike Route from the east to No. 3 Road and Aberdeen Station.

Walking Infrastructure to Transit (WITT) Program

For 2021, TransLink's allocation for Richmond is \$322,000 (increase from \$305,000 in 2020). The City proposes to submit the following project for consideration for the allocated component (Attachment 2):

- Westminster Hwy-No. 2 Road Intersection Upgrade: As described above for the MRNB Program.

Transit-Related Road Infrastructure Program (TRRIP)

For 2021, TRRIP has a total of \$1.0 million available for the entire program (same as 2020); the City's submission is for \$100,000, which is the maximum amount permitted. Projects proposed to be submitted by the City are:

- Bus Stop Upgrades: Continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users) and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability.

As of October 2020, Richmond has 719 active bus stops, of which 595 (82.8%) are accessible. Based on the experience of past years, staff anticipate that approximately 10 locations will be upgraded with the proposed project in 2021. The project scope will be reduced should the application not be successful.

Bus Speed and Reliability (BSR) Program

For 2021, the BSR Program has \$4.15 million available (comparable to 2020) with all funding available on a competitive basis. The City proposes to submit the following projects for consideration (Attachment 2):

- Bridgeport Road-Knight Street - Project Development Study: TransLink has identified that transit service on Bridgeport Road destined for northbound Knight Street experiences relatively high person-hours of delay due to congestion of general purpose traffic. This project will review transit access to the northbound Knight Street on-ramps, ascertain the issues and develop conceptual and preliminary designs, and/or operational plans to address the identified issues.
- Great Canadian Way (Bridgeport Station-Bridgeport Road) Southbound Bus-Only Lane – Project Development Study: As part of the 2019 and 2020 BSR Programs, the City examined and developed conceptual designs for a potential long-term improvement of a new southbound bus-only lane on Great Canadian Way between the Bridgeport Canada Line Station and Bridgeport Road to facilitate buses accessing Highway 99 southbound. This project will confirm the preferred option (curbside versus centre lane) and progress the work to a functional design.
- “Hot Spot” Analysis - Project Development Study: TransLink has identified selected hot spot intersections that experience relatively high person-hours of delay. This project will review and identify bus speed and reliability issues at these hot spots, and develop conceptual designs and/or operational plans to address the issues at the following sites:
 - Alderbridge Way-Garden City Road: westbound to southbound left-turn
 - Blundell Road-No. 3 Road: eastbound to northbound left-turn

- *No. 3 Road (Cook Road-Bridgeport Road) - Project Development Study*: TransLink's 2019 Bus Speed and Reliability Report ranks No. 3 Road as #17 among the top 20 corridors in the region (and the only one in Richmond) contributing to excessive person-hours of delay. As part of the 2020 BSR Program, the City secured TransLink funding of \$100,000 to study the southern section of No. 3 Road (Cook Road-Steveston Highway). At that time, the analysis and review of the northern portion of the corridor was anticipated to occur as part of TransLink's planned R7 RapidBus service between Richmond and the Expo Line. As the timing of the RapidBus project is now uncertain due to the impacts of COVID-19, TransLink staff have indicated that undertaking this study now will advance future planning work for the RapidBus project as well as demonstrate the City's readiness.

Requested Funding and Estimated Project Costs

The total requested funding for the above 2021 submissions to TransLink's cost-sharing programs is \$4,418,000, which will support projects with a total estimated cost of \$13,540,000 (Table 1). For all projects, the City will receive from 50% to 100% of the estimated project cost. The total combined amounts of TransLink funding for 2021 and City funding do not equal the total estimated project costs due to several projects accruing TransLink funding over a two-year period.

Table 1: Projects to be Submitted to 2021 TransLink Cost-Share Programs

Project	TransLink Funding Source		Total TransLink Funding for 2021 ⁽¹⁾	Estimated City Funding & Source ⁽²⁾	Estimated Project Cost
	Program	Amount			
Westminster Hwy-No. 2 Road Intersection Upgrade (Year 1 Accrual)	MRNB Allocated	\$28,000	\$350,000 (Year 2 Accrual in 2022)	\$700,000 (2021 Capital Program)	\$1,300,000
	WITT Allocated	\$322,000			
Cambie Road-No. 4 Road Intersection Upgrade (Year 1 Accrual)	MRNB Allocated	\$425,000	\$425,000 (Year 2 Accrual in 2022)	\$1,175,000 (2021 Capital Program)	\$1,700,000
Steveston Hwy (No. 2 Road-Mortfield Gate): multi-use path (Year 2 Accrual)	MRNB Allocated	\$131,000	\$1,625,000 (Year 1 Accrual in 2020 = \$1,975,000)	\$2,400,000 ⁽³⁾ (2020 Capital Program)	\$6,000,000
	BICCS Allocated	\$894,000			
	BICCS Competitive	\$600,000			
No. 2 Road (Steveston Hwy-Williams Road): multi-use path (Year 1 Accrual)	MRNB Allocated	\$772,500	\$772,500 (Year 2 Accrual in 2022)	\$1,200,000 (2021 Capital Program)	\$2,400,000
Lansdowne Road (Gilbert Road-Pearson Way): multi-use path	MRNB Allocated	\$150,000	\$150,000	\$150,000 (2021 Capital Program)	\$300,000
Shell Road (Alderbridge Way-Hwy 99 Overpass): reconstruct multi-use path	MRNB Allocated	\$345,500	\$345,500	\$244,500 (2021 Active Transportation Improvement Program)	\$590,000
Browngate Road (Hazelbridge Way-No. 3 Road): cycle tracks	BICCS Competitive	\$300,000	\$300,000	\$100,000 (2021 Active Transportation Improvement Program)	\$400,000

Project	TransLink Funding Source		Total TransLink Funding for 2021 ⁽¹⁾	Estimated City Funding & Source ⁽²⁾	Estimated Project Cost
	Program	Amount			
Accessibility upgrades to various existing bus stops	TRRIP	\$100,000	\$100,000	\$100,000 (2021 Transit-Related Road Infrastructure Program)	\$500,000
Bridgeport Road-Knight Street Northbound On-ramp Access	Bus Speed & Reliability	\$125,000	\$125,000	\$0	\$125,000
Hot Spot Analysis	Bus Speed & Reliability	\$50,000	\$50,000	\$0	\$50,000
No. 3 Road (Cook Road-Bridgeport Road) Study	Bus Speed & Reliability	\$125,000	\$125,000	\$0	\$125,000
Great Canadian Way (Bridgeport Stn-Bridgeport Road) – Southbound Bus Only Lane	Bus Speed & Reliability	\$50,000	\$50,000	\$0	\$50,000
Total⁽⁴⁾			\$4,418,000	\$6,069,500	\$13,540,000

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The City's portion of the cost for the Steveston Hwy (No. 2 Road-Mortfield Gate) multi-use path was approved as part of the 2020 Capital Budget. The City's portions of the costs of the remaining projects will be considered during the 2021 Capital Budget process.
- (3) City funding of \$2.4M is based on successful receipt of the BICCS Competitive funding; otherwise, City funding will be \$3.0M as per the approved 2020 Capital Budget.
- (4) The total combined amounts of TransLink funding for 2021 and City funding do not equal the total estimated project costs due to several projects accruing TransLink funding over a two-year period.

Should the submissions be successful, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements and the information will be considered in the 2021 Capital Budget process.

Financial Impact

The City's portion of the cost for the Steveston Hwy (No. 2 Road-Mortfield Gate) multi-use path was approved as part of the 2020 Capital Budget. The City's portions of the costs of the remaining proposed project applications will be considered during the 2021 Capital Budget process and the associated operating budget impacts will be incorporated as part of the upcoming annual budget process. The 2021 BSR Program project costs include direct staff time, which will offset City funding.

Conclusion

A number of road, pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2021 that will support Council's Strategic Plan for 2018-2022 with respect to "Strategic and Well-Planned Growth" as well as the goals of a number of City plans and strategies including the Official Community Plan, the Community Energy Emissions Plan and the Community Wellness Strategy.

In addition to maximizing external funding in implementing local transportation improvements, significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements will also be achieved should these projects be approved by TransLink and Council.



Joan Caravan
Transportation Planner
(604-276-4035)
JC:jc



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-247-4627)

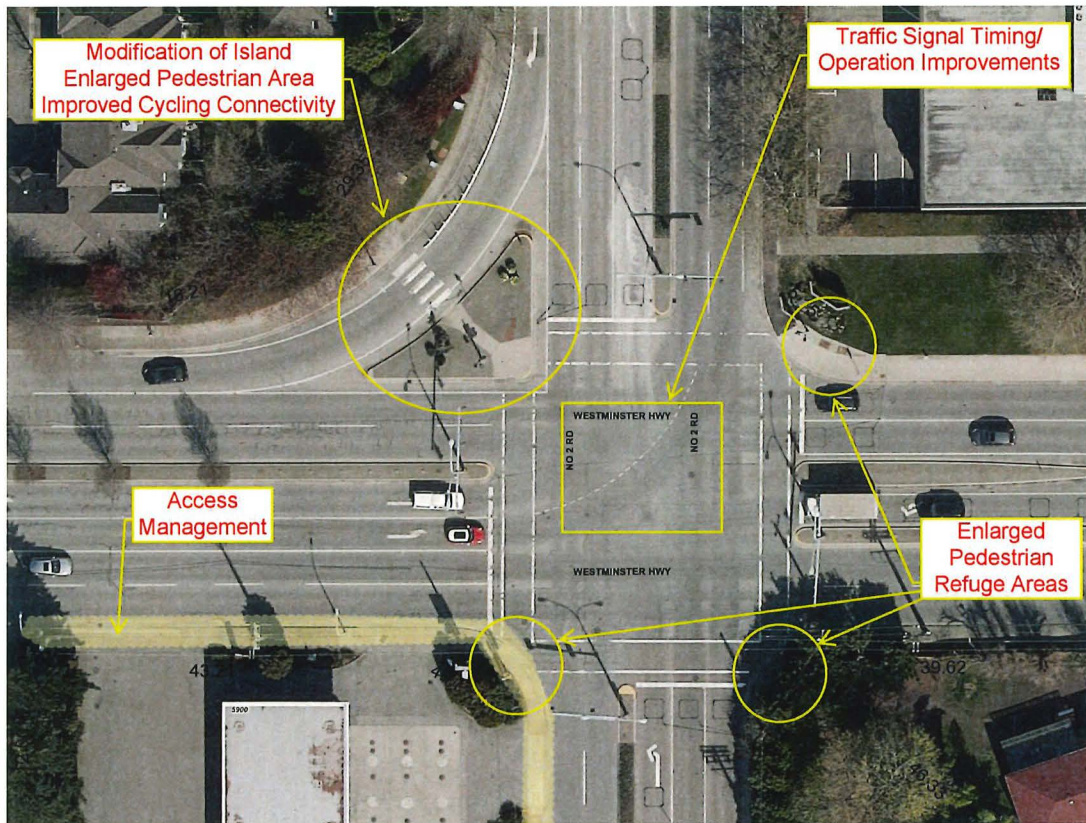
- Att. 1: Projects to Receive Funding from 2020 TransLink Cost-Share Programs
- Att. 2: Locations of Proposed 2021 Cost-Share Projects

Projects to Receive Funding from 2020 TransLink Cost-Share Programs

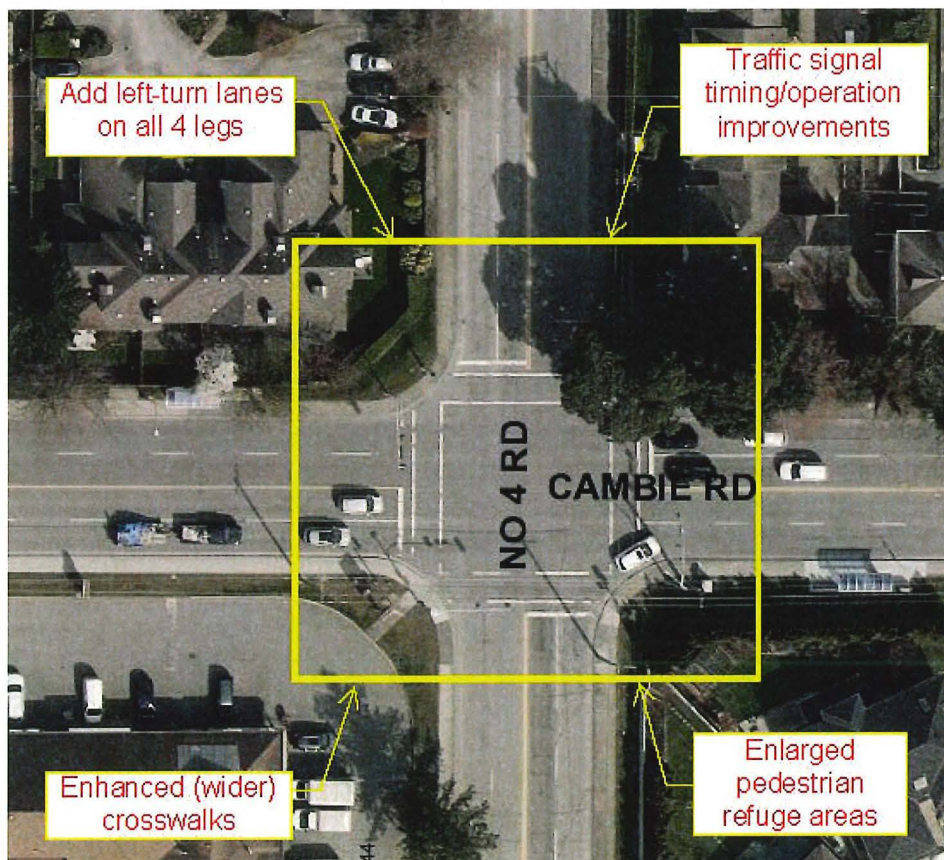
Project	TransLink Funding Source		Total TransLink Funding ⁽¹⁾	Estimated City Funding	Estimated Project Cost
	Program	Amount			
Collision Prone Intersections on MRN – Short-Term Improvements	MRNB Allocated	\$104,000	\$104,000	\$104,000	\$208,000
Cambie Road-No. 5 Road Intersection Upgrades	MRNB Allocated	\$1,170,000	\$1,380,000	\$1,380,000	\$2,760,000
	WITT Allocated	\$210,000			
Steveston Hwy (No. 2 Road-Mortfield Gate): Phase 2 of multi-use path (Year 1 Accrual)	MRNB Allocated	\$507,000	\$1,975,000 (Proposed Year 2 accrual in 2021 = \$1,625,000)	\$2,400,000	\$6,000,000
	BICCS Allocated	\$868,000			
	BICCS Competitive	\$600,000			
Westminster Hwy (Muir Dr-90 m east): walkway	WITT Allocated	\$95,000	\$95,000	\$95,000	\$190,000
Accessibility upgrades to various existing bus stops	TRRIP	\$99,000	\$99,000	\$99,000	\$198,000
No. 3 Road (Cook Road-Steveston Highway)	Bus Speed & Reliability	\$100,000	\$100,000	\$0	\$100,000
Corridor and Hot Spot Analysis	Bus Speed & Reliability	\$100,000	\$100,000	\$0	\$100,000
Steveston Highway (Highway 99-Palmberg Road)	Bus Speed & Reliability	\$26,200	\$26,200	\$0	\$26,200
Bridgeport Station Access	Bus Speed & Reliability	\$25,900	\$25,900	\$0	\$25,900
Bridgeport Station Egress	Bus Speed & Reliability	\$33,750	\$33,750	\$3,750	\$37,500
Garden City Road-Westminster Highway: Signal Changes	Bus Speed & Reliability	\$87,800	\$87,800	\$0	\$87,800
Garden City Road-Westminster Highway: Eastbound Left-Turn Lane Extension	Bus Speed & Reliability	\$198,500	\$198,500	\$0	\$198,500
Steveston Highway (No. 5 Road-Hwy 99)	Bus Speed & Reliability	\$378,000	\$378,000	\$42,000	\$420,000
Total⁽²⁾			\$4,603,150	\$4,123,750	\$10,351,900

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The total combined amounts of TransLink funding for 2020 and City funding do not equal the total estimated project costs due to the Steveston Hwy Phase 2 multi-use path project accruing TransLink funding over a two-year (2020-2021) period.

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects

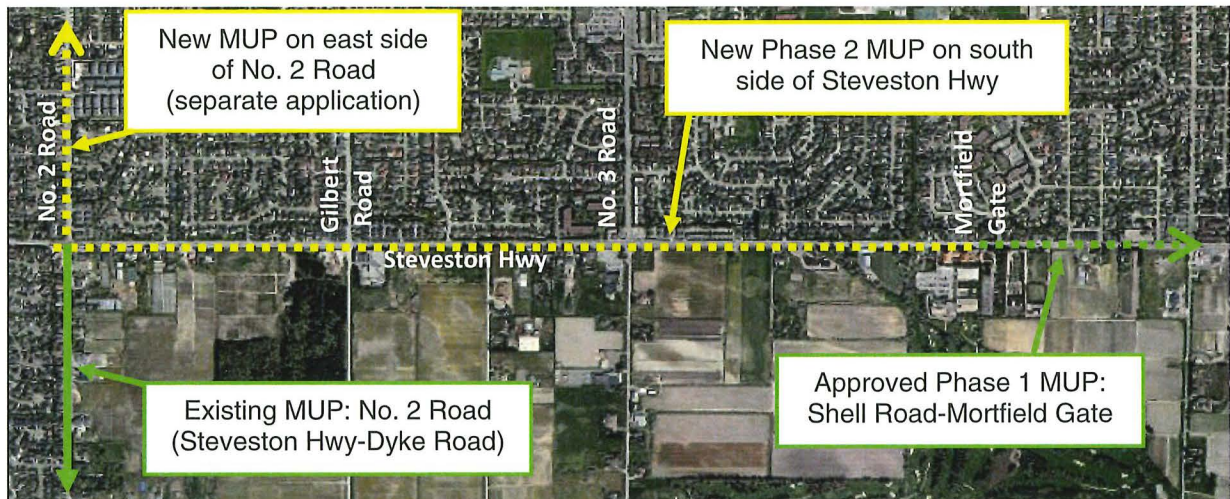


Westminster Hwy-No. 2 Road: Intersection Upgrade: Year 1 of 2-Year Accrual



Cambie Road-No. 4 Road: Intersection Upgrade: Year 1 of 2-Year Accrual

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects

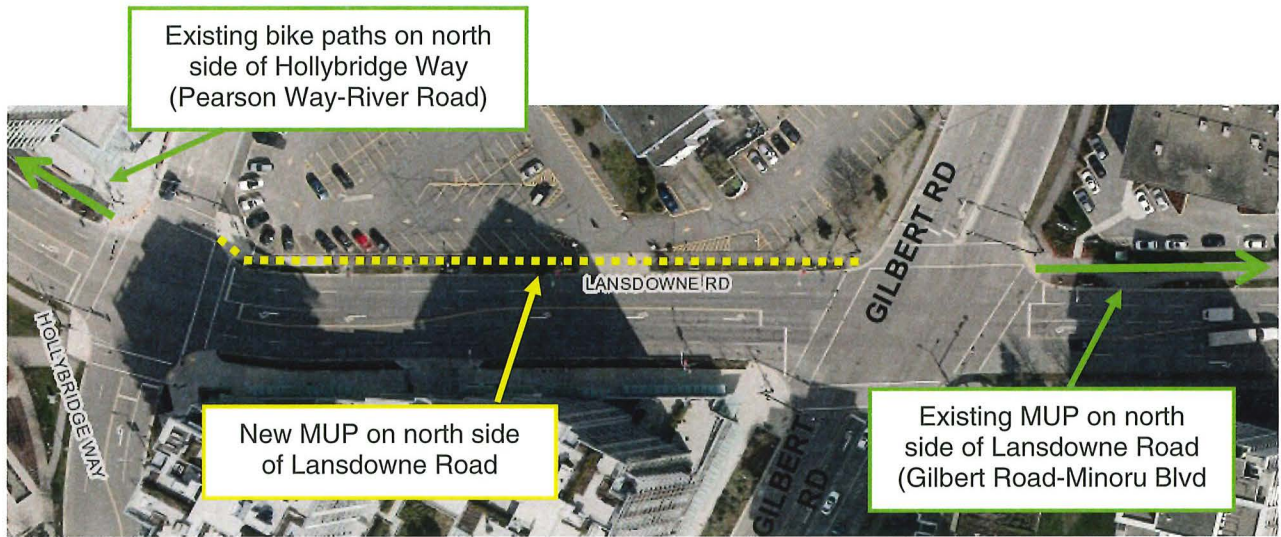


Steveston Highway (No. 2 Road-Mortfield Gate): Phase 2 - Multi-Use Pathway (MUP)
Year 2 of 2-Year Accrual

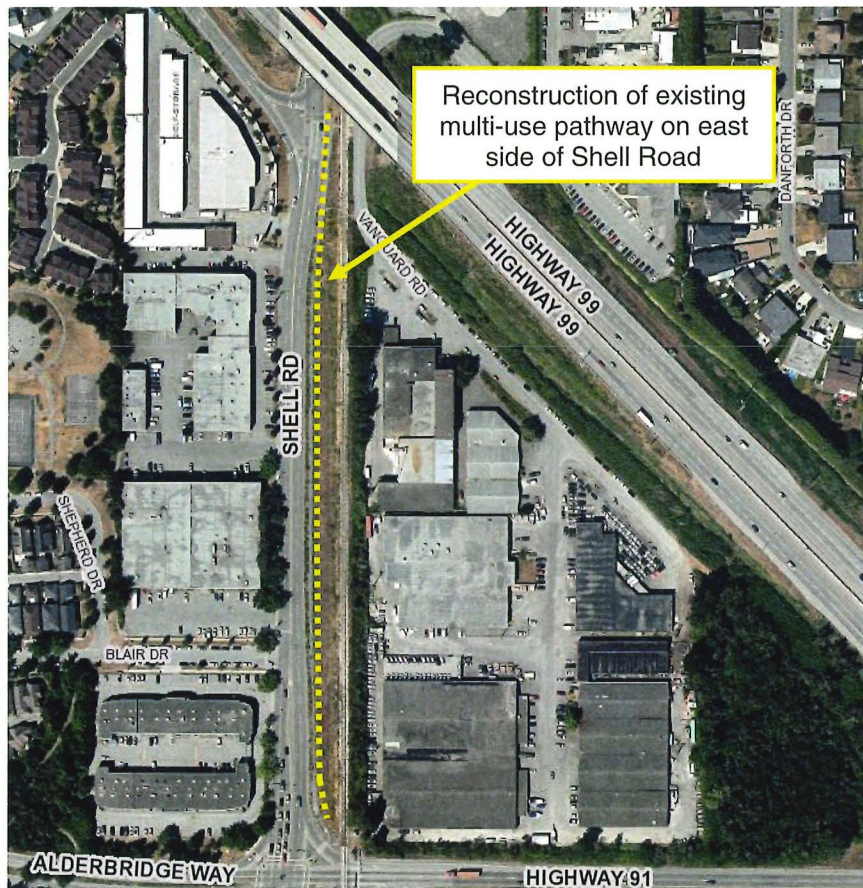


No. 2 Road (Steveston Hwy-Williams Road): Multi-Use Pathway (MUP)
Year 1 of 2-Year Accrual

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects

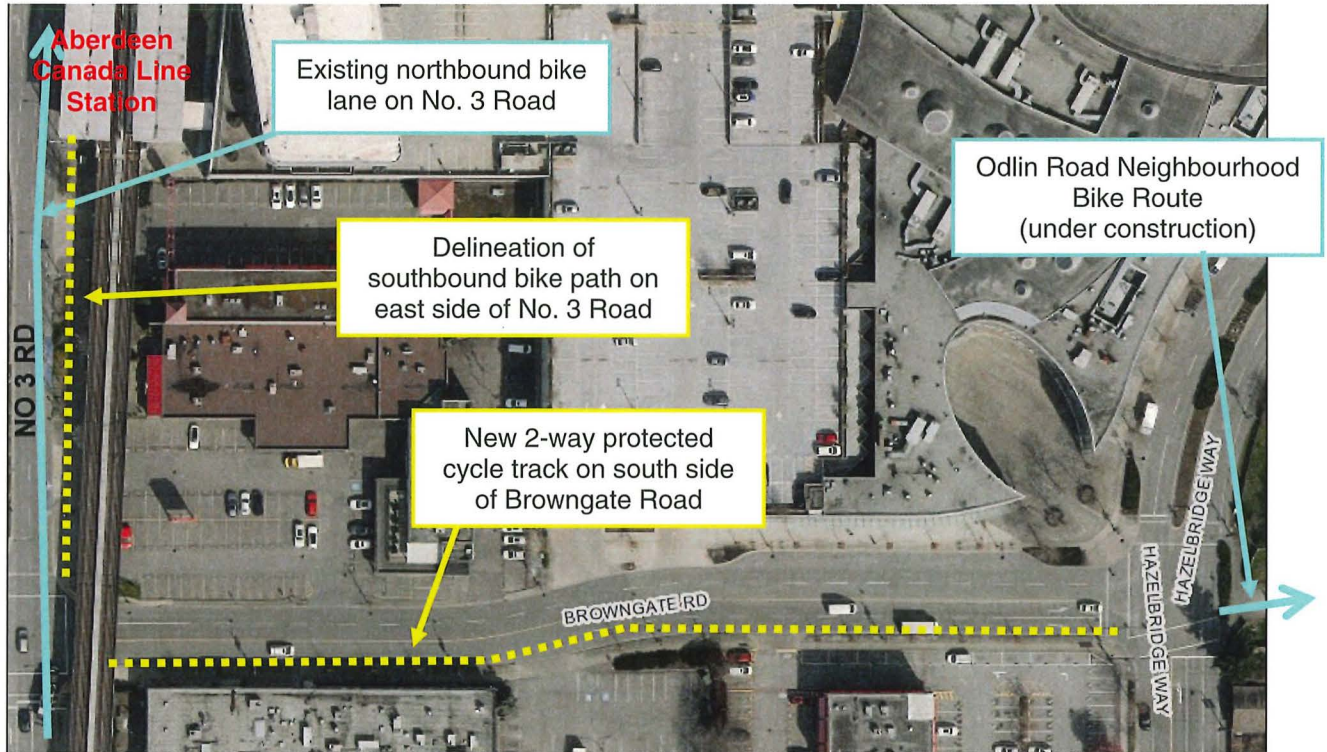


Lansdowne Road (Gilbert Road-Pearson Way): Multi-Use Pathway (MUP)

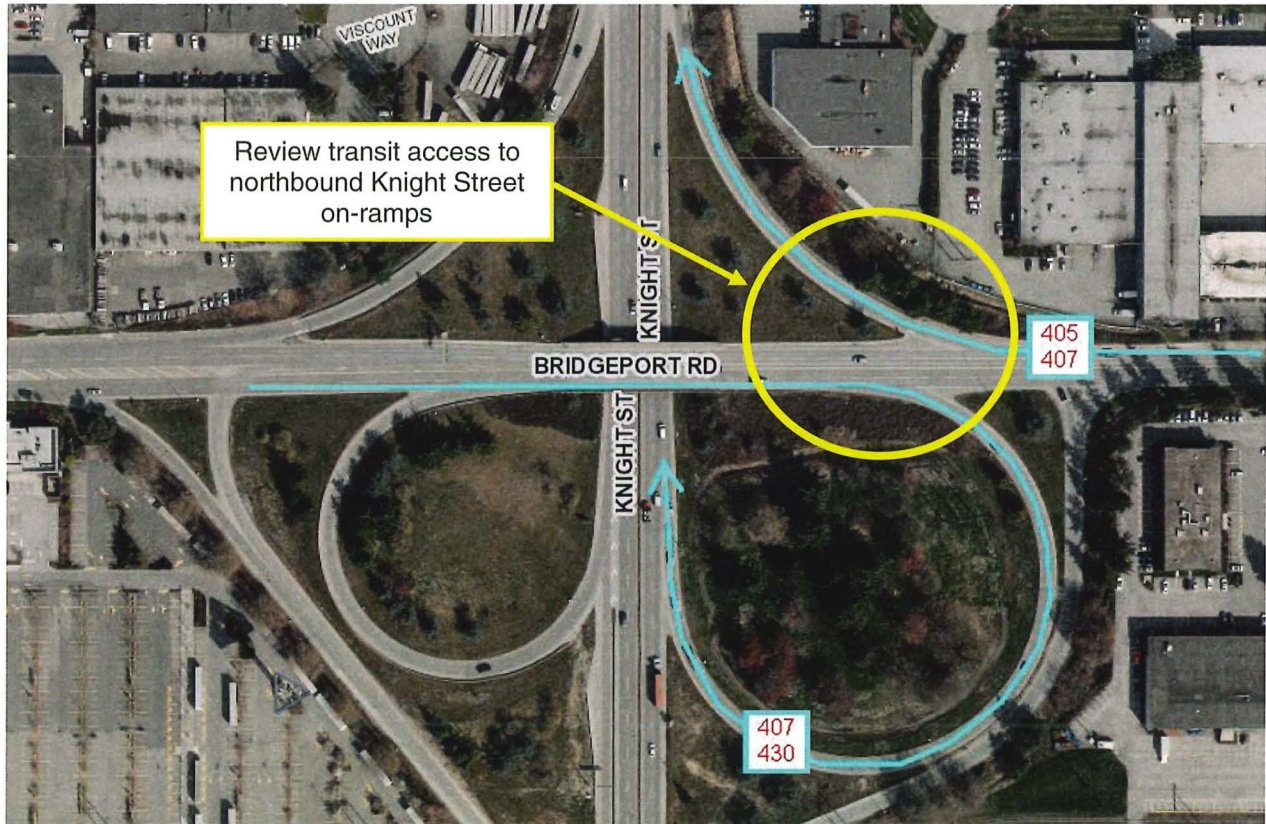


Shell Road Multi-Use Pathway: Alderbridge Way-Highway 99 Overpass

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects

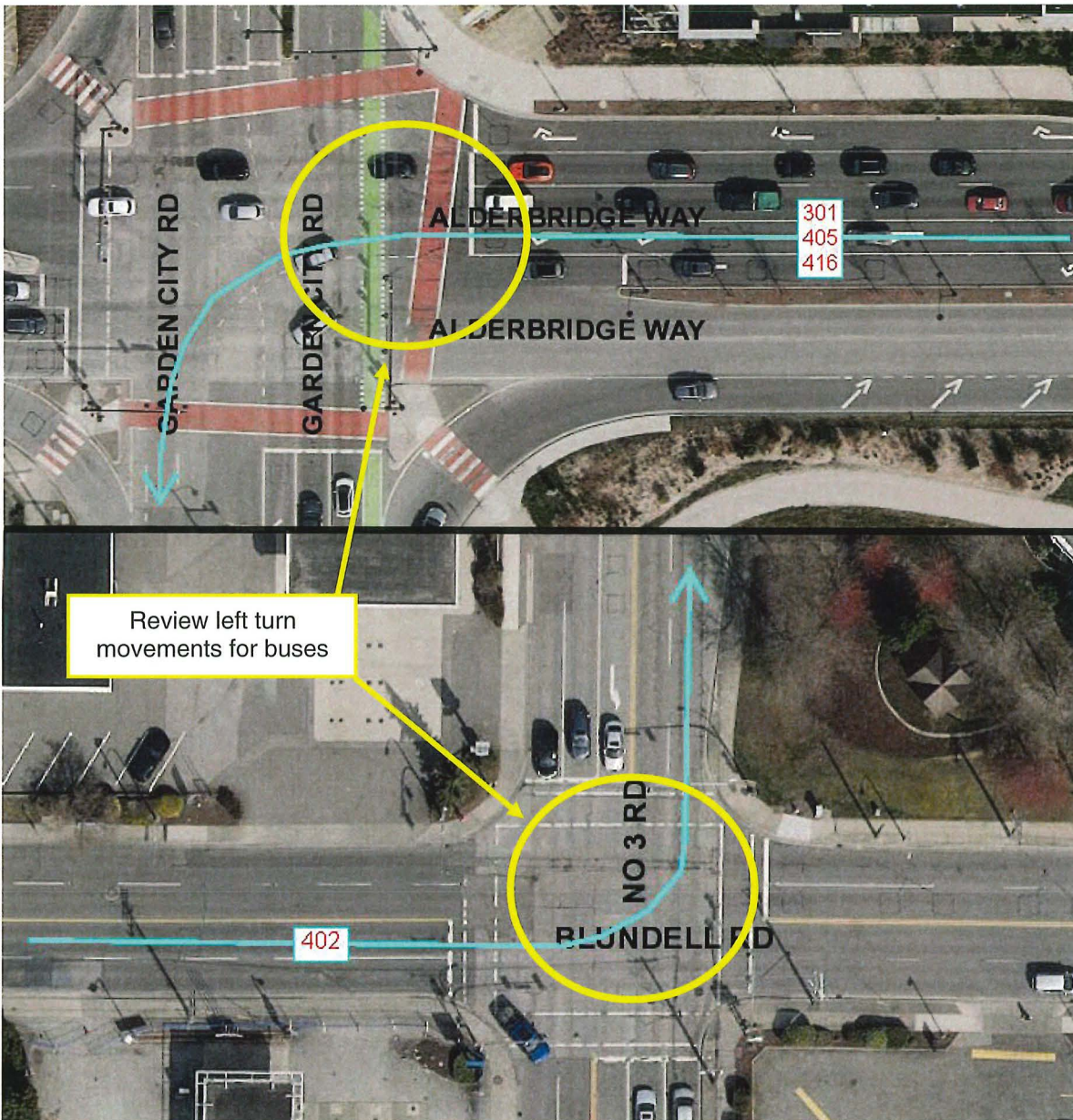


Browngate Road (Hazelbridge Way-No. 3 Road): Two-Way Protected Cycle Track on South Side



Bridgeport Road-Knight Street: Project Development Study for Northbound Bus Access

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects



"Hot Spot" Analysis: Project Development Study for Bus Route Left-Turns

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects



No. 3 Road (Cook Road-Bridgeport Road): Project Development Study

Proposed 2021 MRNB, BICCS, WITT, and BSR Program Projects



Great Canadian Way (Bridgeport Canada Line Station-Bridgeport Road)
Southbound Bus-Only Lane: Project Development Study



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 26, 2020
From: Lloyd Bie, P.Eng.
 Director, Transportation **File:** 10-6450-15-01/2020-
 Vol 01
Re: **Amendment to Traffic Bylaw No. 5870 to Revise Speed Limit on Ferguson Road**

Staff Recommendation

That Traffic Bylaw No. 5870, Amendment Bylaw No. 10216, to revise the posted speed limit on Ferguson Road between McDonald Road and Shannon Road to 30 km/h, be introduced and given first, second and third readings.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
RCMP	<input checked="" type="checkbox"/>	
Roads	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the November 20, 2019 meeting of the Public Works and Transportation Committee, staff received the following referral:

“That staff work with Metro Vancouver and YVR Airport Authority to improve the safety of the road out to Iona for cyclists and other users.”

The three agencies have collaboratively developed a package of short- and long-term improvements to address the referral, which are described in this report.

This report supports Council’s Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

This report supports Council’s Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.3 Build on transportation and active mobility networks.

Analysis

Existing Conditions of Ferguson Road

Ferguson Road on Sea Island is approximately 6.3 km in length and runs from Grauer Road-Templeton Street at its eastern end to Iona Beach Regional Park at its western end. The two-lane road is used by large truck operators and employees accessing industrial sites (e.g., Canada Post, UPS, Metro Vancouver’s Iona Island Wastewater Treatment Plant), by airport-related construction traffic, and by visitors to Iona Beach Regional Park. Over 70,000 cycle trips to Iona Beach Regional Park were recorded by Metro Vancouver in the first 10 months of 2019. The largest volumes occur in summer, particularly on weekends and holidays when volumes reach 700-900 cyclists per day. This straight stretch of Ferguson Road, uninterrupted by traffic signals, is favoured by competitive cyclists for training.

From its eastern end to approximately 300 m west of McDonald Road, the road has relatively wide travel lanes with a delineated paved shoulder width of approximately 2.0 m that can accommodate cyclists. Further west through to the park, the road pavement narrows with a minimal gravel shoulder bordered by ditches that requires cyclists to share the travel lane.

Jurisdiction of the roadway is shared (Figure 1): east of McDonald Road, the 1.9 km long section is within the jurisdiction of the Vancouver Airport Authority (VAA); sections west of McDonald Road are within the jurisdictions of the City (1.6 km between McDonald Road and Shannon Road), VAA (0.2 km) and Metro Vancouver (2.6 km). As referenced in Figure 1, the default speed limit is 50 km/h east of McDonald Road. To the west, there is a signed 30 km/h section within the City's jurisdiction with traffic calming measures (two speed humps). Metro Vancouver's section where the roadway turns north is signed 30 km/h through to the park.

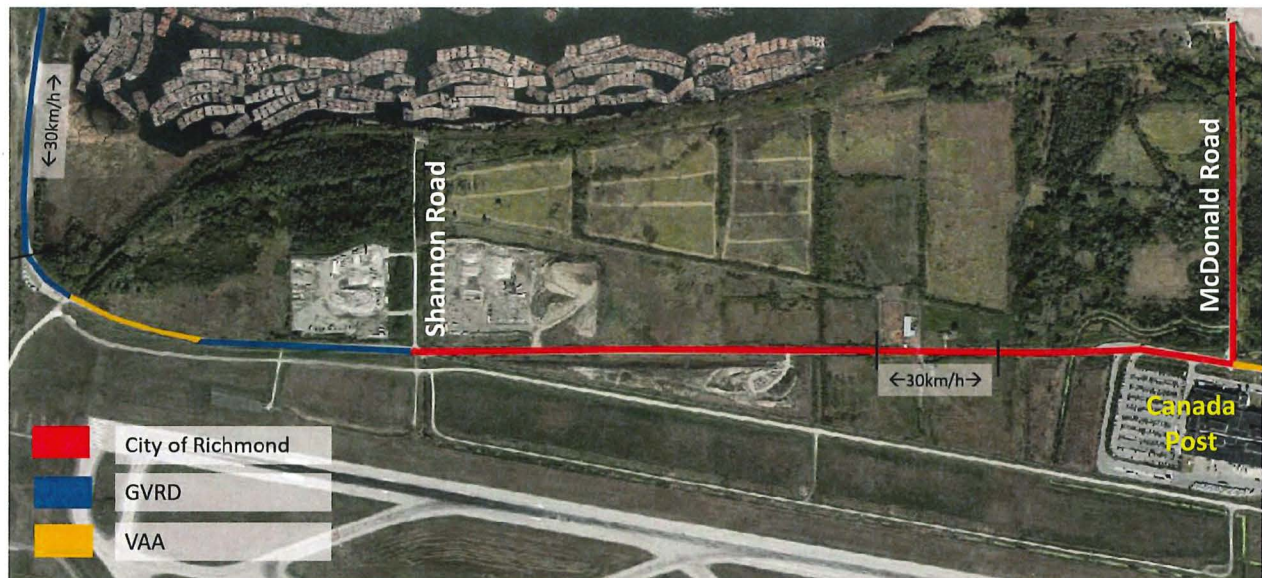


Figure 1: Jurisdiction and Speed Limits of Ferguson Road west of McDonald Road

Currently, a digital display board installed by VAA for westbound road users prior to the road narrowing has messaging for motorists to share the road with cyclists.

Identified Short-Term Improvements

The identified short-term improvements focussed on the narrower section of Ferguson Road west of the Canada Post site. As described below, some measures have been implemented and, pending Council approval of the proposed reduce speed limit, the remaining items will be jointly implemented by all three agencies in a coordinated manner within the first quarter of 2021.

Reduce Speed Limit to 30 km/h west of McDonald Road

Establishing a reduced and consistent posted speed limit of 30 km/h west of McDonald Road is appropriate given the road conditions and the prevalence of vulnerable road users. A constant and lower speed limit will improve cyclist safety by reducing the speed differential and establish consistent driver expectations along the length of the roadway section.

The City has written commitments from VAA and Metro Vancouver to implement a 30 km/h speed limit on the roadway sections within their respective jurisdictions. Staff recommend that the City amend Traffic Bylaw No. 5870 to lower the speed limit to 30 km/h along the section within its jurisdiction between McDonald Road and Shannon Road to complete the process and provide consistency. The installation of 30 km/h signage along the entire section west of

McDonald Road will be completed upon adoption of the proposed bylaw amendment. VAA is liaising with Richmond RCMP to provide enforcement of the 30 km/h speed limit once fully established.

Speed Reader Board

Should Council approve the recommended reduced speed limit, a speed reader board that provides direct feedback to motorists vis-à-vis posted speeds will be installed for westbound road users west of McDonald Road to reinforce the change in posted speed limit.

Signage and Pavement Markings

Consistent with other cycling-related signage and pavement markings on Sea Island roadways, “sharrow” pavement markings (i.e., bike stencil with two chevrons) and associated “Single File” signage were installed along the entire length of Ferguson Road west of McDonald Road (Figure 2). The City completed installation of the signage along its section in October 2020; the markings will be installed by the first quarter of 2021. Installation of signage and markings within the VAA and Metro Vancouver sections was completed in November 2020.



Figure 2: Sharrow Pavement Marking and Single File Signage

Minor Road Widening and Repairs

Metro Vancouver intends to widen an 850 m long section of Ferguson Road within its jurisdiction (i.e., the north-south causeway linking Sea Island to Iona Island) to provide a 1.5 m wide paved shoulder on the west side where none currently exists (Figure 3). This work will provide additional space for cyclists and is currently planned for completion by the end of 2020, weather permitting.

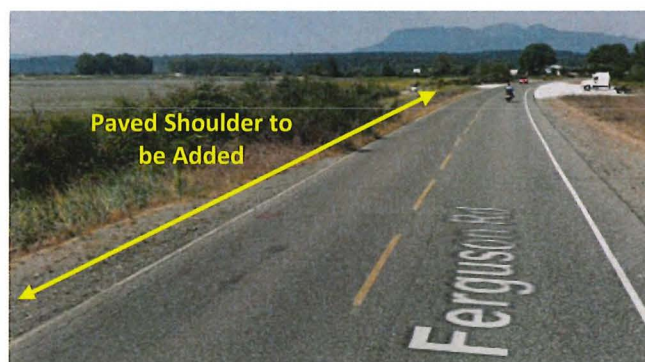


Figure 3: Metro Vancouver Section of Ferguson Road to be Widened with Paved Shoulder on West Side

The City will be undertaking minor road repairs along the section within its jurisdiction to address potholes and cracked pavement edges in Q4 2020-Q1 2021 as resources allow. Repaving of the entire 1.6 km length of Ferguson Road within the City’s jurisdiction has been identified for consideration within the 2021 Paving Program, which will be finalized in the first quarter of 2021.

Planned Long-Term Improvements

In Fall 2020, VAA engaged a consultant to prepare the detailed design and costing for the realignment and improvement of the Ferguson Road corridor west of the Canada Post site including an off-street multi-use pathway. The scope of work is within VAA jurisdiction and

will include an environmental review and development of a Construction Environmental Management Plan. The objective is to complete construction of the cycling facility in Summer 2021. The City will be involved as a stakeholder and have the opportunity to review the cycling facility design as it progresses.

Financial Impact

None. The installation of the signage, pavement markings and speed reader board as well as minor road repairs can be accommodated within existing approved budgets. The proposed re-paving of Ferguson Road will be considered as part of the 2021 Capital Budget process.

Conclusion

The proposed Traffic Bylaw amendment provides consistency of the posted speed limit across multiple jurisdictions and enhances traffic safety along Ferguson Road for all road users.



Joan Caravan
Transportation Planner
(604-276-4035)



Sonali Hingorani, P.Eng.
Transportation Engineer
(604-276-4049)

JC:jc



**Traffic Bylaw No. 5870
Amendment Bylaw No. 10216**

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting Schedule B and replacing it with Schedule A attached hereto as the new Schedule B to Bylaw No. 5870.
2. This Bylaw is cited as "**Traffic Bylaw No. 5870, Amendment Bylaw No. 10216**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>UB</i>
APPROVED for legality by Solicitor <i>LB</i>

MAYOR

CORPORATE OFFICER

SCHEDULE A to AMENDMENT BYLAW NO. 10216

SCHEDULE B to BYLAW NO. 5870

SPEED ZONES

Highways On Which Traffic Is Limited To 30 Kilometres (18.64 Miles) Per Hour

1. River Road between No. 7 Road and a point one half mile east of the centre line of Nelson Road and measured at right angles to the said Nelson Road.
2. River Road from a point 198 metres (649.61 feet) east of the northerly projection of the centre line of Queen Road, measured at right angles to the said northerly projection of Queen Road, to Boundary Road.
3. Finn Road and No. 4 Road, from a point 244 metres (800.52 feet) east of the intersection of Garden City Road to the junction of No. 4 Road, from this point north on No. 4 Road to 30.5 metres (100.06 feet) north of the bridge over Green Slough.
4. Dyke Road from Boundary Road to Hamilton Road.
5. Ryan Road from the west boundary line of Lot 137, Section 33, Block 4 North, Range 6 West, being the South Arm Park to a point 15 metres (49.21 feet) north of the north boundary line of Ryan Place.
6. All roads within the Burkeville area subdivision bounded by the south property line of Miller Road, the west property line of Russ Baker Way, and the Vancouver International Airport on the west.
7. All roads within the Steveston Village Core bounded by the north property line of Chatham Street, the east property line of No.1 Road, the south property line of Bayview Street and the west property line of Third Avenue.
8. All roads within Steveston Village bounded by the north property line of Chatham Street, the west property line of Third Avenue, the south property line of Moncton Street, and the west property line of Seventh Avenue.
9. All roads bounded by the north property line of Moncton Street, the east and south property lines of Bayview Street, and the east property line of No. 1 Road.
10. Moncton Street from Bayview Street to the east property line of Steveston Park.
11. Ferguson Road from McDonald Road to Shannon Road.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 10, 2020
From: Milton Chan, P.Eng.
 Director, Engineering **File:** 03-1000-21-023/Vol 01
Re: **Municipal Access Agreement with Rogers Communications Canada Inc.**

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to negotiate and execute, on behalf of the City, a Municipal Access Agreement between the City and Rogers Communications Canada Inc. containing the material terms and conditions set out in the staff report titled, "Municipal Access Agreement with Rogers Communications Canada Inc.", dated December 10, 2020 from the Director, Engineering.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY SAO

Staff Report

Origin

A Municipal Access Agreement (“MAA”) is required in order for third party utility owners such as Rogers Communications Canada Inc. (“Rogers Communications”) to install telecommunication infrastructure and equipment within dedicated highways, streets, roads, road allowances, lanes and bridges under the City’s jurisdiction (collectively, the “Service Corridors”).

The existing MAA between Rogers Communications and the City was executed on January 5, 2010. This MAA allows either party to terminate the agreement with written notice to the other party. Rogers Communications has requested that a new MAA be negotiated with the City and that the existing agreement be terminated once a new MAA is in place. Staff have prepared a draft MAA based on the City’s current MAA template for the purposes of negotiation with Rogers Communications. The new agreement will better reflect updated regulations around telecommunication MAA’s that have been introduced over the last decade. Staff will also negotiate to protect the City’s interests to the fullest possible extent.

This report supports the following strategies in Council’s Strategic Plan 2018-2022:

Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.2 Ensure infrastructure meets changing community needs, current trends and best practices.

Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.1 Demonstrate leadership through strategic partnerships, collaborations and exploring innovative and emerging economic practices and technical advancements.

Analysis

Rogers Communications is a federally regulated telecommunications carrier providing telecommunications services in Canada. Rogers Communications installs telecommunications infrastructure and equipment within the City of Richmond’s Service Corridors. Rogers

Communications must seek the City's consent to use the Service Corridors and this is typically accomplished through a MAA.

The City has MAA's with all telecommunications carriers who use the City's Service Corridors. The proposed Rogers Communications Municipal Access Agreement will protect the City's interests and establishes the roles and responsibilities of both parties. The proposed agreement with Rogers Communications will:

- Specify locations where the agreement will be applicable (i.e. the Service Corridors);
- Specify required consent for constructing, maintaining, operating, repairing and removing Rogers Communications' equipment, and define the scope of the City's consent;
- Require Rogers Communications to pay causal costs to the City to compensate the City for additional effort and materials spent working around a private utility installation while maintaining or constructing public infrastructure;
- Define the conditions which Rogers Communications may carry out work;
- Enable the City to have access to information about Rogers Communications equipment;
- Specify cost allocations for Rogers Communications equipment to be relocated as a result of any municipal and third party projects;
- Minimize the City's liability due to Rogers Communications' work or equipment;
- Permit shallow inlay fibre;
- Define fees (e.g. lost productivity costs, permitting and inspection costs, and pavement degradation) with annual increases to reflect CPI;
- Require Rogers Communications to assume environmental liability for any hazardous substances that they bring to or cause to be brought to the Service Corridors;
- Identify the insurance requirements Rogers Communications must maintain; and
- Include mutual indemnity clauses.

Changes from the existing agreement that will be pursued by the City through negotiations with Rogers Communications include:

- Permitting and specifying requirements around shallow inlay fibre. Shallow installations for telecommunications infrastructure would benefit the City by reducing public disruptions and maximizing corridor space for utilities.
- Updating the environmental responsibility and liability clause to require Rogers Communications to assume any environmental liability related with their works.
- Adding the City's district energy utility and Metro Vancouver infrastructure to the Relocation of Equipment clause, which would require Rogers Communications to relocate their equipment to accommodate if necessary and outline their cost responsibility.

Under the current legislative framework, if Rogers Communications wishes to install 5G small cell antennas on any City infrastructure (traffic lights, bus shelters, light standards, etc.) it will have to enter into a separate agreement with the City, in addition to the proposed Rogers Communications Municipal Access Agreement.

Financial Impact

None.

Conclusion

A Municipal Access Agreement between the City and Rogers Communications will allow the City to better manage and regulate the installation and presence of Rogers Communications equipment within the City's Service Corridors. The terms and conditions of the proposed agreement provide cost recovery for the City and protect the City's interests.



Jason Ho, P.Eng.
Manager, Engineering Planning
(604-244-1281)

JH:cjr



Carlos J. Rocha, ASCT
Supervisor - Design Services
(604-276-4025)

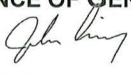



To: Public Works & Transportation Committee **Date:** January 5, 2021
From: Milton Chan, P.Eng.
Director, Engineering **File:** 10-6060-01/2020-Vol
01
Re: **Flood Protection Grant Funding Applications**

Staff Recommendation

1. That the Steveston Island Preliminary Dike Design submission to the National Disaster Mitigation Program (NDMP) for Mitigation Planning as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed;
2. That the Drainage Pump Station Backup Power Upgrade submission to the Investing in Canada Infrastructure Program (ICIP) for Adaptation, Resilience & Disaster Mitigation as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed, and that any associated project costs beyond the eligible grant funding be funded from the City’s Drainage Reserve;
3. That the Dike Operation & Maintenance Manual Update submission to the Union of BC Municipalities (UBCM) Community Emergency Preparedness Fund for Flood Planning as outlined in the staff report titled “Flood Protection Grant Funding Applications” dated January 5, 2021 from the Director, Engineering be endorsed; and
4. That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute the funding agreements with the Government of Canada, the Province of BC, or UBCM for the above mentioned projects should they be approved for funding and that the Consolidated 5 Year Financial Plan (2021-2025) be amended accordingly.

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

REPORT CONCURRENCE		
ROUTED TO: Intergovernmental Relations Finance Sewerage & Drainage Roads & Construction	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER  _____
SENIOR STAFF REPORT REVIEW	INITIALS: MO	APPROVED BY CAO  _____

Staff Report

Origin

In December 2020, a number of new and renewed provincial and federal grant opportunities were announced. This report responds to those announcements.

This report supports the following strategies within Council's Strategic Plan 2018-2022:

Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.1 Maintain a strong and robust financial position.

5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.

Analysis

As detailed in the City's Flood Protection Management Strategy, Richmond is situated approximately 1.0 m above sea level and flood protection is integral to protecting the health, safety, and economic viability of the City. Richmond is protected from flooding by infrastructure that includes 49 km of dikes, 585 km of drainage pipes, 61 km of culverts, 165 km of watercourses and 39 drainage pump stations.

The City's Flood Protection Management Strategy and Dike Master Plans are the guiding framework for continual upgrades and improvements to address climate change induced sea level rise.

National Disaster Mitigation Program (NDMP)

On December 9, 2020, Emergency Management BC (EMBC) announced a call for proposals from local governments for the National Disaster Mitigation Program (NDMP) sixth and final intake. This is an anticipatory intake and funding is not yet confirmed; however, Public Safety Canada has encouraged provinces to begin accepting applications.

Funding under the NDMP is intended to reduce or negate the effects of flood events. Funding is available for risk assessments, flood mapping, mitigation planning and investments in non-structural mitigation projects. EMBC will review and prioritize all submissions and forward their recommendations to the Government of Canada for funding consideration. Each project is eligible to receive up to 100% of eligible project costs.

The deadline for proposals was January 7, 2021. Given the short deadline, staff prepared and submitted a proposal for the Steveston Island Preliminary Dike Design. The Steveston Island Preliminary Dike Design includes, but is not limited to, the preliminary design of the Steveston Island dike and any related investigations to assist with securing the land and obtaining regulatory approvals. Related investigations potentially include further geotechnical investigation, environmental investigation and a hydraulic study to assess the impact of sedimentation patterns and water quality.

The Steveston Island Preliminary Dike Design project is the next step in the Council-endorsed work plan from Dike Master Plan Phase 1. The Steveston Island dike and sea gate project is a long-term initiative and has a multi-decade timeline for implementation. Advance planning and proactive engagement of stakeholders allows the City to strategically implement this upgrade through grants and partnerships, and accelerate the construction schedule should funding opportunities or changes in climate change science arise.

The application guidelines state that projects must be endorsed by Council to be considered for funding. Staff are requesting Council's endorsement on the submission to EMBC for the NDMP grant funding for up to 100% of the estimated project cost of approximately \$500,000. Should Council choose not to endorse this submission, staff will contact EMBC and withdraw the proposal.

Investing in Canada Infrastructure Program (ICIP)

On December 1, 2020, Infrastructure Canada and the Province of British Columbia announced the Investing in Canada Infrastructure Program (ICIP) – COVID-19 Resilience Infrastructure Stream, which includes support for disaster mitigation and adaptation infrastructure. EMBC is administering this funding through a program titled the Adaptation, Resilience & Disaster Mitigation (ARDM).

Under this program, cost sharing for infrastructure projects will be up to 80% federal funds and 20% provincial funds. Eligible projects must begin construction before September 30, 2021 and be completed by December 31, 2021.

The deadline for proposals was January 11, 2021. Given the short deadline, staff prepared and submitted a proposal for the Drainage Pump Station Backup Power Upgrade that includes the installation of five generators at various locations. These projects were chosen as they are shovel ready and can be completed within the timeline required by the program.

This project corresponds with the City's Flood Protection Management Strategy, which identifies that some or all stations should be able to provide post-disaster service, including standby power as a top priority.

This submission will include the Miller Road Drainage Pump Station generator upgrade, which was previously approved by Council as part of the 2020 Drainage Pump Station Rehabilitation and Generator Upgrade capital account (\$250,000). Any associated project costs beyond eligible grant funding is proposed to be funded from the City's Drainage Reserve. Staff are reviewing other potential pump stations and will include up to four more locations in the \$1,250,000 grant submission. Should the City be successful for the ICIP grant, any unused funds allocated for the generator upgrade through the 2020 Drainage Pump Station Rehabilitation and Generator Upgrade capital account will be returned to the original funding source and the 5 Year Financial Plan will be amended accordingly.

The application guidelines state that projects must be endorsed by Council to be considered for funding. Staff are requesting Council's endorsement on the submission to EMBC for the ICIP grant funding for up to 100% of the estimated project cost of approximately \$1,250,000. Any associated projects costs beyond the eligible grant funding is proposed to be funded from the City's Drainage Reserve. Should Council choose not to endorse this submission, staff will contact EMBC and withdraw the proposal.

Union of BC Municipalities (UBCM)

On May 29, 2019, the Province announced \$31 million in grant allocation for the Community Emergency Preparedness Fund (CEPF). UBCM administers the CEPF to provide grant funding for partners to plan and implement flood protection projects in British Columbia.

There are a number of different funding streams in this program. Under the 2021 Flood Risk Assessment, Mapping & Mitigation Planning category, staff are preparing an application for the Dike Operation & Maintenance Manual Update. Strategies to mitigate and prepare for flood risk are eligible for funding.

The deadline for proposals is February 26, 2021. The submission to UBCM for the Dike Operation & Maintenance Manual Update includes a consolidated manual organized by dike master plan locations to provide a thorough record of dike design drawings, inspection reports, maintenance work and miscellaneous activity along the dike.

This project corresponds with the City's Flood Protection Management Strategy, which identifies that a consolidated Dike Operation & Maintenance Manual be created as a top priority.

The UBCM CEPF can contribute up to 100% of the project costs, to a maximum of \$150,000. The estimate cost to complete the Dike Operation & Maintenance Manual Update is approximately \$200,000. Should the City be successful for the UBCM grant, remaining project costs will be funded through the Council-approved 2020 Drainage Minor Capital account.

The application guidelines state that projects must be endorsed by Council to be considered for funding. Staff are requesting Council's endorsement for this project submission to the UBCM CEPF.

Financial Impact

None. Should the City be successful with the grant application, the remaining project cost will be accommodated within existing approved capital projects and the Consolidated 5 Year Financial Plan (2021-2025) will be amended accordingly.

Conclusion

National Disaster Mitigation Program (NDMP), Investing in Canada Infrastructure Program (ICIP) and the Union of BC Municipalities (UBCM) have requested funding applications from local governments for flood mitigation activities to reduce flood risk. Staff recommend that Council endorse the Steveston Island Preliminary Dike Design, Drainage Pump Station Backup Power Upgrade and the Dike Operation & Maintenance Manual Update for grant funding in accordance with grant program guidelines. Staff are also seeking Council authority for the negotiation and execution of funding agreements should the City's application be successful.



Jason Ho, P. Eng.
Manager, Engineering Planning
(604-244-1281)



Corrine Haer, P. Eng.
Project Manager, Engineering Planning
(604-276-4026)

JH:ch



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 5, 2021
From: Jatinder Johal **File:** 10-6405-12-01/2020-
Acting Director, Public Works Operations Vol 01
Re: Award of Contract 6577P – On Call Collection of Hazardous Materials

Staff Recommendation

1. That Contract 6577P – On Call Collection of Hazardous Materials be awarded at the unit rates quoted for a three-year term, commencing February 1, 2021 as follows:
 - a) GFL Environmental Inc. at an estimated total contract value of \$450,000; and
 - b) Tervita Corporation at an estimated total contract value of \$200,000; and
2. That staff report to Council for extensions beyond the initial three-year term, up to the maximum identified eight-year term under the provisions of Contract 6577P – On Call Collection of Hazardous Materials.

Jatinder Johal
Acting Director, Public Works Operations
(604-233-3301)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Purchasing Finance Department	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: Mo	APPROVED BY CAO

Staff Report

Origin

To ensure the safe disposal and recycling of hazardous waste materials generated from various public works related operational activities, the City retains the services of a contractor that specializes in the collection, transportation and disposal of hazardous waste materials.

The general scope of this contract requires a contractor to provide a range of collection and disposal services depending on the nature of the hazardous material to be collected and where response time can be critical. The City's contractor is required to respond to:

- Illegal dumps of asbestos-containing drywall or other hazardous wastes.
- Abandoned materials, including unknown substances.
- Hazardous waste materials accumulated at the Richmond Recycling Depot or City's Operations Yard.
- Road spills from vehicle accidents/incidents.
- Clean-up of spills of potentially unknown substances from City watercourses or ditches.

To engage a qualified service provider, a procurement process was undertaken via request for proposals 6577P – On Call Collection of Hazardous Materials.

This report presents the results of this request for proposals and recommends a split award to GFL Environmental Inc. and Tervita Corporation.

This report supports Council's Strategic Plan 2018-2022 Strategy #5 Sound Financial Management:

Accountable, transparent, and responsible financial management that supports the needs of the community into the future.

5.3 Decision-making focuses on sustainability and considers circular economic principles.

Analysis

Request for Proposals 6577P – On Call Collection of Hazardous Materials

The above referenced request for proposals was posted to BC Bid on April 16, 2020 and closed on May 27, 2020.

The RFP required proponents to provide fixed costs for specific base services, anticipated disposal costs and other fees they expected to incur. Base services include an annual estimated number of hours for staff, vehicle costs, documentation and reporting. Disposal costs are based on estimated volumes for both asbestos-containing drywall and other hazardous waste materials. Additional fees include other recovery fees, energy and insurance surcharges or annual member fees to receive discounts rates.

Seven proposals were received by the closing date from the following proponents:

- GFL Environmental Inc.
- Nucor Environmental Solutions Ltd.
- Tervita Corporation
- QM Environmental
- Sumas Environmental Services
- Clean Harbours Canada Inc.
- Enviro-Vac

Review Process

Staff undertook independent reviews of the proposal responses. Proposals were scored and evaluated against pre-determined criteria that included:

- Corporate profile and capacity
- Approach and methodology
- Demonstrated experience and references
- Financial proposal
- Corporate sustainability practices

Table 1 provides a summary of the financial proposals received in response to the RFP. Staff note that due to the variable and specialty nature of the work involved, not all vendors could quote on the full suite of services required. This resulted in significantly varying pricing models for the work. The review of the financial proposals received was based on a like-for-like comparison of estimated quantities.

Table 1- Summary of Financial Proposals Received

Bidder	Base Services	Estimated Supplies/ Consumables	Estimated Disposal	Estimated Additional Fees	Estimated Annual Total	Ranking (after evaluation)
Complete Responses to All Contract Items						
GFL Environmental Inc.	\$91,500.00	\$10,175.00	\$46,285.00	n/a	\$147,960.00	1
Tervita Corporation	\$80,000.00	\$9,080.00	\$62,761.00	\$13,513.85	\$165,354.85	3
QM Environmental	\$98,300.00	\$13,575.00	\$60,664.07	\$13,803.13	\$186,342.20	4
Partial Responses to Select Contract Items Only						
Nucor Environmental Solutions Ltd.	\$98,875.00	Not incl.	\$3,850.00	Unidentified Member fee	\$102,725.00	2
Sumas Environmental Services	\$71,250.00	\$7,375.00	\$42,310.00	n/a	\$120,935.00	5
Clean Harbours Canada Inc.	\$86,100.00	\$8,935.00	\$18,917.50	\$5,697.63	\$119,650.13	6
Enviro-Vac	\$100,075.00	\$247.50	\$119,331.50	n/a	\$219,654.00	7

Interviews were held with representatives of the three highest scoring proponents to confirm their ability to meet the City's service and operational requirements. To further validate submissions, staff inspected GFL Environmental, Nucor and Tervita's facilities to confirm appropriate handling practices, each vendor's capacity to provide the full suite of services described in the request for proposal and their compliance with all legislative requirements.

Based on staff's evaluation of the proposals received, interviews and site visits, GFL Environmental Inc. and Tervita Corporation were determined to have the greatest ability to meet the scope and variable nature of the work, including emergency response capability. To provide best value while ensuring the most robust capability and capacity to address the City's needs, staff recommend splitting the award. Due to the more favourable pricing provided by GFL Environmental Inc. in relation to material disposal, it is recommended to award on the basis of two-thirds of the work being allocated to GFL, with the balance to Tervita Corporation.

Contract Terms

The key terms of the service contract will include:

1. *Services:* Collection, transportation and disposal services on an "as, if and when needed" basis for response to illegal dumps of asbestos-containing drywall or other hazardous wastes, abandoned materials (including unknown substances), collection of hazardous waste materials accumulated at the Richmond Recycling Depot or City Operations Yard, emergency response for road spills from vehicle accidents/incidents and clean-up of spills of potentially unknown substances from City watercourses, ditches or sloughs.
2. *Term:* The term of the contract is three years, renewable for a further three-year term and then a final two-year term, for a total recommended term of eight years. The initial term is recommended for three years. Should it be considered best value to extend the contract beyond the initial term, staff will report to Council for extension approvals.
3. *Unit price contract:* Costs are based on a per unit amount as tendered for collection, transportation and disposal services of hazardous waste materials. Total value will vary based on the total number of responses required as well as the type and quantity of hazardous waste materials to be covered under this contract.
4. *Escalation:* Firm for the first three years, with escalation factors in subsequent years.
5. *Reporting:* Contractor to provide waste tracking reports at regular intervals as determined by the City.

Financial Impact

The total value of this contract over the recommended three-year term is estimated at \$650,000, inclusive of \$450,000 estimated for services to be provided by GFL Environmental Inc. and \$200,000 for Tervita Corporation. This is a unit price contract that is dependent on the total number of incidents requiring response in addition to the varying types and quantities of hazardous materials collected and disposed, and therefore amounts will vary.

January 5, 2021

- 5 -

Required funding amounts for the services under this contract are included in the annual Sanitation and Recycling Utility and other Public Works Operations budgets.

Conclusion

This report presents the results of a competitive procurement under 6577P – On Call Collection of Hazardous Materials. It is recommended that the contract be awarded to GFL Environmental Inc. and Tervita Corporation at the unit rates quoted for an initial three-year term, with extension options up to a maximum eight-year term commencing, February 1, 2021 based on the key terms as outlined.



Suzanne Bycraft
Manager, Fleet and Environmental Programs
(604-233-3338)



To: Public Works and Transportation Committee

Date: December 10, 2020

From: Peter Russell, MCIP RPP
Director, Sustainability and District Energy

File: 10-6125-30-011/Vol 01

Re: **Global Container Terminals Deltaport Expansion – Berth Four Project**

Staff Recommendation

That the comments outlined in the staff report titled "Global Container Terminals Deltaport Expansion – Berth Four Project ", dated December 10, 2020, from the Director, Sustainability and District Energy, be endorsed and submitted to the BC Environmental Assessment Office and the Impact Assessment Agency of Canada in response to the provincial and federal environmental assessments.

Peter Russell, MCIP RPP
Director, Sustainability and District Energy
(604-276-4130)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Economic Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Corporate Programs	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>Mo</i>	APPROVED BY CAO

Staff Report

Origin

This report introduces the Global Container Terminals Deltaport Expansion – Berth Four Project and summarizes the provincial and federal environmental assessment processes currently underway. This report also recommends that comments regarding this project be endorsed and submitted to the BC Environmental Assessment Office and the Impact Assessment Agency of Canada in response to the provincial and federal environmental assessment phases.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

This report supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.1 Continued leadership in addressing climate change and promoting circular economic principles.

Analysis

Project and Site Description

Global Container Terminals Canada Limited Partnership (“GCT”) is owned, in part, by the Ontario Teacher’s Pension Plan, IFM Investors and BC Investment. The company has been operating on the West Coast since 1907. GCT’s proposed Deltaport Expansion – Berth Four Project (“DP4”) involves: expanding the existing terminal’s container storage and handling area; adding a fourth berth on the southeast side of the Roberts Bank Causeway; expanding the existing rail yard; and, relocating several buildings and related services (Attachment 1). DP4 will require additional dredging to provide safe access for ships and to relocate the existing tug basin.

The existing Deltaport Terminal is located on federal land, managed by the Vancouver Fraser Port Authority (“the Port”) and adjacent to the Port’s Roberts Bank Terminal 2 Project (“RBT2”), proposed at the Westshore Terminal. Primary land use in the adjacent areas includes a mix of urban, residential and agriculture, primarily located within the provincial Agricultural Land Reserve. Roberts Bank supports numerous species of fish, ecologically important eelgrass beds and contains mudflats that sustain significant communities of birds on the Pacific Flyway. Upland wildlife habitat in the area includes farm fields, old-fields, shrub land, hedgerows, and channelized watercourses. The Fraser River Estuary (encompassing Roberts Bank, Sturgeon Bank, and Boundary Bay) supports large numbers of resident, migrating, and/or wintering birds and the Strait of Georgia supports several marine mammal species. The area is important in

terms of its environmental attributes, and as a key transportation corridor for the movement of goods and people.

DP4's proposed dredging and shipping activities triggers a review under BC's *Environmental Assessment Act* and the federal *Impact Assessment Act* to determine if environmental certificates are required. GCT prepared an Initial Project Description that was accepted by the BC Environmental Assessment Office and Impact Assessment Agency of Canada in October 2020 to initiate the provincial Early Engagement phase and federal planning phase of the environmental assessment processes. The agencies are currently coordinating these processes together. The purpose of these early phases is to identify key issues, concerns and omissions to better inform a plan for resolution during the assessments, should DP4 proceed. Illustrations of the provincial and federal environmental assessment timelines are included in Attachment 2. A decision on whether DP4 will proceed to environmental assessment will be made by the provincial and federal governments at the Readiness Decision Stages.

Deltaport Expansion Relationship with the Proposed Port Expansion on Roberts Bank

The Port assumed responsibility for managing the Deltaport Terminal and Westshore Terminal in 1983 when the *Canada Port Corporation Act* was enacted. Since then, the terminals have been gradually expanded to meet the region's increasing shipping and transportation demand. The Port is currently proposing to construct a new, three-berth marine container terminal adjacent to its existing location on Robert's Bank (Attachment 1). RBT2 has been undergoing federal and provincial environmental assessments under the 2012 *Canadian Environmental Assessment Act* and the 2002 *BC Environmental Assessment Act* since 2013. Approximately 117 hectares of the Project is proposed to be constructed on federal land and approximately 52 hectares of the project is proposed to be constructed on submerged lands that will be required to widen the causeway and construct an overpass. This project's total area would be 182.5 hectares and would be situated on newly acquired and built federal land managed by the Port. A federal and provincial decision on this project is expected in 2021. Staff are participating in both processes to ensure that Richmond's interests are considered; however, it is the responsibility of the federal and provincial governments to approve or reject each project.

GCT is proposing a 44 hectare terminal expansion, a 560 metre berth extension, 12 hectare rail yard expansion, and a new barge berth (with short-sea shipping considerations). If approved, the application notes that DP4 would be constructed through a phased approach over 4 years, while adding similar shipping capacity to the proposed RBT2. GCT estimates that the construction of DP4 will create 4,700 full-time equivalent jobs in BC (directly) and projects that the existing workforce at Deltaport will also expand by 1,000 additional permanent jobs when at capacity. The project aims to add two million 20-foot equivalent units per year on a new land-based container storage and handling facility. GCT is currently operating on federal land managed by the Port. Should DP4 be approved by the federal and provincial assessment agencies, GCT will also require regulatory approvals from the Port. It is unclear if an independent assessment of total cargo/berthing needs has been completed. Additional comparisons between the proposed DP4 and RBT2 projects are tabulated below.

Table 1.

	Roberts Bank Terminal 2	Deltaport Berth Four
Federal Impact Assessment Act Trigger	Proposed marine terminal designed to handle vessels larger than 25,000 DWT	Proposed marine terminal designed to handle vessels larger than 25,000 DWT
Provincial Environmental Assessment Act Trigger	Proposed dredging and filling of more than 2 hectare (ha) of submerged land	Proposed dredging and filling of more than 2 ha of submerged land
Projected Container Increase	2.4 million containers per year	2 million containers per year
Major Project Components	A new three-berth marine container terminal	New marine berth (4 th berth): 560 m berth extension
	A widened causeway to accommodate additional road and rail infrastructure	Improvement of existing causeway and rail infrastructure
	Expanding existing tug basin	A new expanded tug basin
Total Impact Size	164 ha of infill	54 ha of infill
	20 ha of dredge area	14 ha dredge area
	184 ha total impact	68 ha total impact
Construction duration	6 years	4.5 years
Estimated shipping traffic when completed	An estimated 468 container ship calls by 2030	Information not available in GCT's Initial Project description.

Both the DP4 and RBT2 projects will require authorization under the federal *Fisheries Act* for infilling activities that are anticipated to permanently alter existing fish habitat on Roberts Bank.

Summary of Early Engagement and Staff Comments

The BC Environmental Assessment Office and the federal Impact Assessment Agency are leading a coordinated approach to obtain comments from the public and stakeholders regarding DP4. A 45-day public comment period, held jointly between the two agencies, opened on October 13, 2020 and closed on November 27, 2020. Comments were accepted on the BC Environmental Assessment Office and the federal Impact Assessment Agency websites. Virtual information sessions for the public were held on November 5, 2020 and November 10, 2020 to collect the community's early concerns related to GCT's Initial Project Description. Advertising

for the information sessions were included in all of the major newspapers including the Richmond News. A total of 74 people attended the virtual open houses including staff.

Staff have reviewed the information outlined in GCT's Initial Project Description. Although the project is not located in Richmond, project components (similar to the proposed RBT2) related to construction and operations including traffic, land use and shipping may impact the community and should be further evaluated. Staff recommend that the following comments be forwarded to the BC Environmental Assessment Office and the Impact Assessment Agency of Canada:

1. There are currently a number of major projects (proposed and/or approved), at or near the Fraser River estuary including the RBT2, the Delta Grinding Facility Project, the Vancouver Airport Fuel Delivery Project and the George Massey Tunnel Replacement Project (Attachment 3). The City relies on the ecosystem functions of the Fraser River estuary to reduce the impacts of flooding and improve the community's quality of life. Recent updates under *BC's Environmental Assessment Act* and federal *Impact Assessment Act* have not been tested and have the potential to inadequately mitigate the long-term cumulative effects of climate change caused by DP4 and others. If the project proceeds Richmond expects GCT to fully assess the cumulative effects of DP4 in the context of all the major projects proposed in the Fraser River;
2. The local and regional areas evaluated during the RBT2 assessment did not extend into the municipal limits of the City of Richmond for various components including traffic. The City of Richmond expects that if DP4 proceeds to environmental assessment, the City of Richmond will be included in the assessment of valued components, as appropriate, to better understand how impacts including traffic, noise, light, air and visual quality, wave effects, accidents and malfunctions will be managed by GCT and mitigated to reduce possible impacts to the community;
3. The wake, from increased marine traffic, needs to be assessed for wave energy, amplitude and cumulative effects as related to the City's flood protection infrastructure. Future analysis should also include a scenario whereby both RBT2 and DP4 are fully operational;
4. The need for increased containerized cargo volumes is driven by the growth in the regional population, trade and economic development. This will generate increased demand for industrial lands in Metro Vancouver, including large trade-oriented parcels, as well as land supporting general light industrial activities that are part of the international and inter-provincial trade and logistics supply-chain sector, such as local manufacturers, warehouse/distribution, transshipment, and brokers. The City seeks to understand how additional container cargo capacity may impact existing Metro Vancouver projections for the absorption of industrial land in the region;
5. An independent assessment of total cargo/berthing needs to confirm the GCT's assessment. Future analysis should also include a scenario whereby both RBT2 and DP4 are fully operational;
6. GCT's proposed project should align with Metro Vancouver's 2040 Regional Growth Strategy;
7. It is unclear if the City's road network will be impacted from increased truck movements as a result of DP4. If the project proceeds, impacts to regional roadways is required to be assessed including a Traffic Impact Assessment and a Transportation Management Plan are

required for the City's review to determine if possible transportation improvements and/or mitigation are needed, should DP4 proceed. Given the forecasted increase in vehicle movements, the project should not proceed until the long-term improvements to the George Massey Crossing are complete;

8. The City understands that GCT is currently considering short-sea shipping as a project component. The City is interested in understanding how short-sea shipping can be implemented, through further analysis, to reduce regional truck movements;
9. DP4 is proposed in an ecologically sensitive area. The City seeks to understand how adverse impacts to the marine environment, species at risk, critical habitat, birds, marine animals can be avoided during the construction and operations stage should the DP4 proceed;
10. The site is currently located on land in the City of Delta that is designated for industrial uses. If the project proceeds, land outside of the proposed project footprint and within the provincial Agricultural Land Reserve should not be developed to support construction or staging activities;
11. More information is required to ensure that induced tanker traffic will not pose a risk to the community and Fraser River in terms of spills, accidents, malfunctions and potential security breaches; and
12. More information is required regarding proposed low-carbon technologies including grid electricity, green hydrogen, and biodiesel, which also support broader policy and regulatory direction in Canada (and BC) regarding transition from fossil fuels.

Next Steps

If endorsed, the comments above will be submitted to the BC Environmental Assessment Office and the federal Impact Assessment Agency to inform a Joint Summary of Issues and Engagement that will be prepared for GCT's consideration. GCT then has up to one year to consider these concerns and prepare a Detailed Project Description to inform a provincial regulatory readiness decision, expected in late-2021. The agencies will have numerous options at that time including requesting revisions to the Detailed Project Description, terminating the project from the assessment process, issuing an exemption, and proceeding with environmental assessments. Should the project proceed to environmental assessment, staff intend to take GCT's technical submission documents to the City's Advisory Committee on the Environment for their review and comment.

Notice of a future readiness decision will be posted publicly and staff will provide updates to Council accordingly.

Financial Impact

None.

Conclusion

Staff are seeking Council's endorsement for comments detailed in this report in response to Global Container Terminals Initial Project Description. Staff will remain engaged during these early stages and will participate on the Technical Advisory Committee, should the proposed Deltaport Expansion – Berth Four Project proceed to provincial and federal environmental assessments.



Chad Paulin M.Sc., P.Ag.
Manager, Environment
(604-247-4672)

- Att. 1: Site Location Plan
- 2: Provincial and Federal Environmental Assessment Timelines
- 3: Locations of Projects and Transportation Corridors

Site Location Plan



Strait of Georgia

Delta

Tsawwassen First Nations

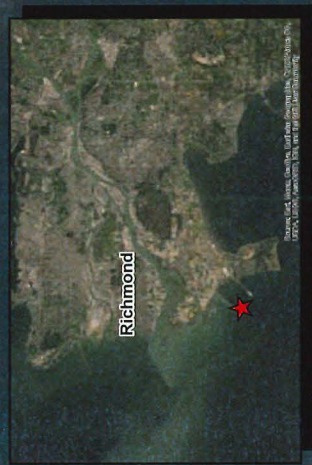
BC Ferries Terminal

Legend

- Proposed Deltaport Expansion Berth Four Project
- Proposed Roberts Bank Terminal 2 Project



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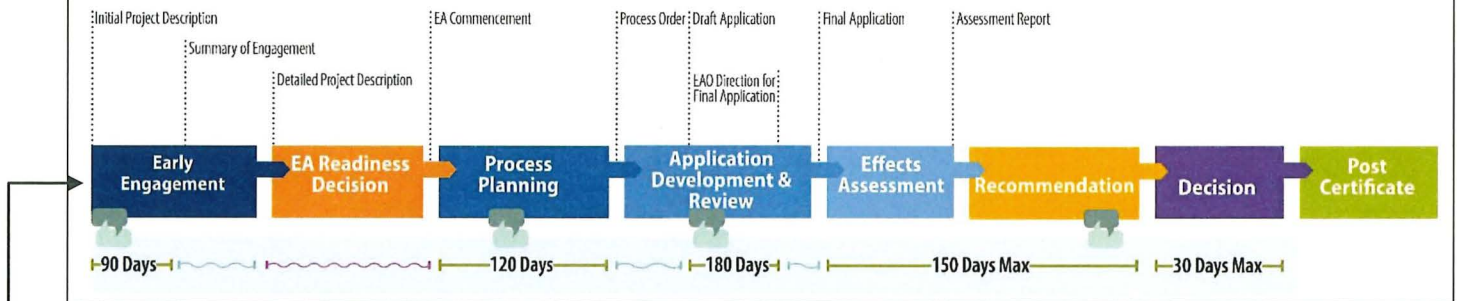


Richmond

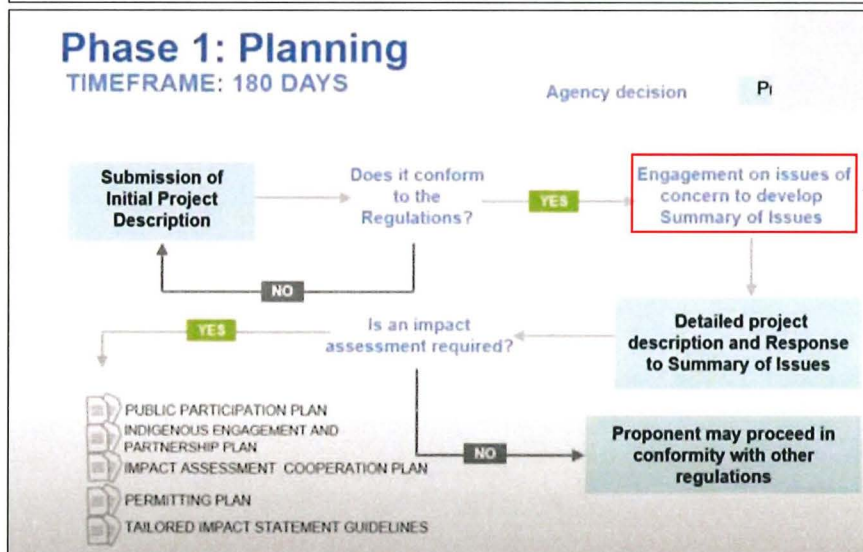
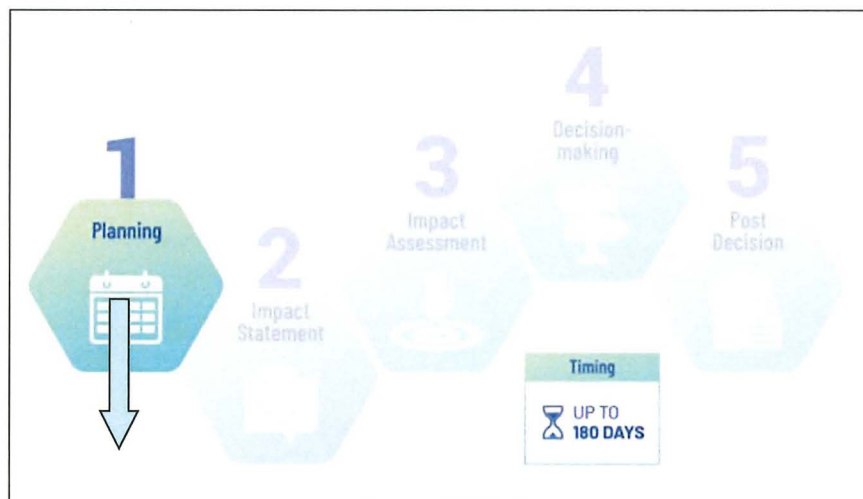
Attachment 2: Provincial and Federal Environmental Assessment Timelines

Environmental Assessment (2018) Timeline

Timeline
 - EAO Time
 - Proponent Time
 - Public Engagement & comment Period

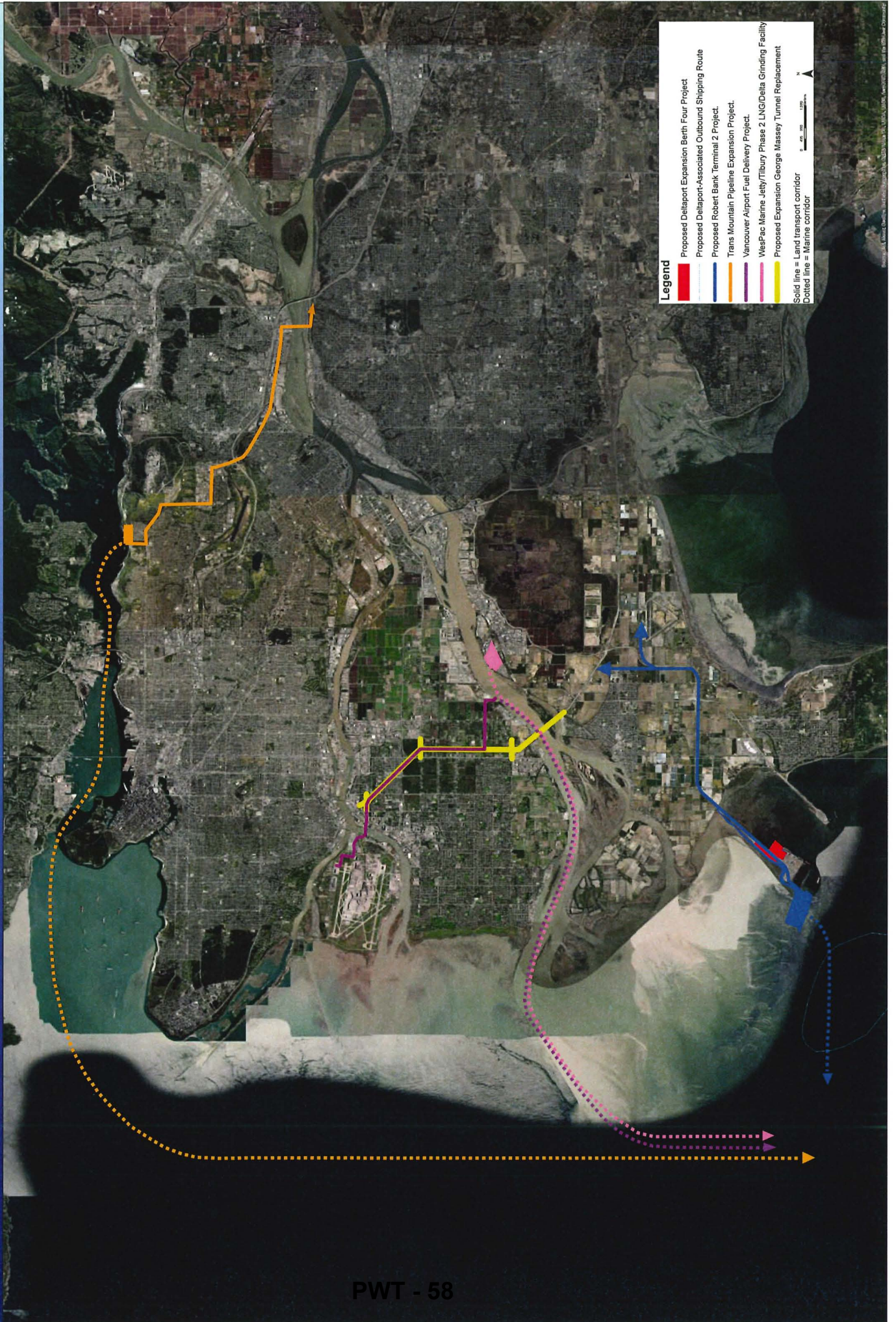


We Are Here



We Are Here

Locations of Projects and Transportation Corridors







To: Public Works and Transportation Committee **Date:** December 10, 2020
From: Peter Russell **File:** 10-6160-06/2020-Vol
Director, Sustainability and District Energy 01
Re: **Banning Rodenticides on City-owned Property in Richmond**

Staff Recommendation

1. That the City discontinue the use of rodenticides on city-owned property for one year, as described in the staff report titled “Banning Rodenticides on City-owned property in Richmond,” dated December 10, 2020 from the Director, Sustainability and District Energy;
2. That staff assess the outcomes of the one-year ban on city-owned property and report the findings to Council;
3. That staff be directed to develop an integrated rodent management program, as described in the staff report titled “Banning Rodenticides on City-owned property in Richmond,” dated December 10, 2020 from the Director, Sustainability and District Energy;
4. That staff be directed to write a letter to the provincial Ministry of Environment, requesting that a review of the province’s existing policies that allow for the retail sale of rodenticides be conducted; and
5. That the 2021 rodent management transition program be endorsed with funding in the amount of \$67,000, from the Sanitation and Recycling Provision, and be included in the Consolidated 5 Year Financial Plan (2021-2025).

Peter Russell
Director, Sustainability and District Energy
(604-276-4130)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	 <hr/>
Parks Services	<input checked="" type="checkbox"/>	
Facility Services	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Environmental Programs	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>Mo</i>	APPROVED BY GAO  <hr/>

Staff Report

Origin

At the July 20, 2020 General Purposes Committee meeting, staff received the following referral:

“That the matter of banning the use of anticoagulant rodenticides be referred back to staff conduct an analysis and report back on:

- a) Rodent management practices in Richmond;*
- b) Jurisdictional limits;*
- c) Partnering opportunities with Richmond School Board and Vancouver Coastal Health; and,*
- d) Consequences and associated cost.”*

Council also received the memorandum “Vancouver Coastal Health - Termination of Service Agreement”, dated November 30, 2020, informing of Vancouver Coastal Health’s notice of intention to terminate an existing Service Agreement effective March 30, 2021 (Attachment 1).

This report responds to the referral on the matter of banning the use of anticoagulant rodenticides in Richmond by outlining the current regulatory framework related to rodenticide in BC, describing the City’s existing rodent management control efforts, and assessing a rodenticide ban on City-owned property in Richmond. A report is forthcoming to address the Vancouver Coastal Health’s notice of intention to terminate the existing Service Agreement, including potential budget impacts associated with this matter.

This report supports Council’s Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.2 Future-proof and maintain city infrastructure to keep the community safe.

This report also supports Council’s Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

Analysis

There is currently limited information regarding the distribution of rodents in Richmond. Infestations are known to more likely occur in urban areas as opposed to rural areas. Provincial guidelines, established for managing general rodent populations, focus on controlling food and water sources, limiting denning areas and using exclusion techniques as primary management

methods. Provincial guidelines state that anticoagulant rodenticides (anticoagulants) are to be administered when all of the pesticide-free methods have been deemed unsuccessful at managing infestations. Anticoagulants are typically administered in bait, presented to rodents in bait stations. Bait stations are placed in high-volume traffic areas such as building perimeters to allow rodents to enter the station and consume the bait. The anticoagulant is mixed with a palatable substance that attracts rodents and while the bait stations are designed with exclusion chambers for other wildlife, these chambers have not proven to be completely effective.

When used improperly, anticoagulants can enter the food chain and are also known to poison non-target animals such as insects, birds, squirrels and raccoons that ingest the bait, and secondary animals such as coyotes, bobcats and raptors that prey on the contaminated rodents. Anticoagulants cause internal bleeding when ingested, which does not kill the animal instantly. The affected animal has the ability to move about for many days before eventually becoming lethargic and/or erratic, which allows for easier predation. Anticoagulants maintain some of its toxicity within the host animal's body and predators that consume multiple affected prey can, over time, accumulate to lethal levels. A 2009¹ study conducted in BC and the Yukon examined 164 owl livers and found that 70% had residues of at least one anticoagulant, and of these, 41% had more than one anticoagulant detected. Anticoagulants are a hazardous material that must be disposed of at licenced facilities. The improper disposal of anticoagulants can result in the contamination of local soil, surface and groundwater conditions.

Regulatory Context

Health Canada is responsible for registering anticoagulant products for use under the federal *Pest Control Products Act*. Health Canada is also responsible for continuously evaluating product safety. Anticoagulants were last reviewed by Health Canada in 2010 and are scheduled for re-evaluation in 2025. The Province is responsible for regulating the sale, use, storage, transportation and disposal of anticoagulants in BC under the *Integrated Pest Management Act*.

The City's Enhanced Pesticide Management Program was adopted in 2009 to reduce the community's exposure to unnecessary pesticides by restricting use of pesticides for cosmetic purposes, and empowering community members to follow pesticide-free practices with supportive resources. Vancouver Coast Health ("VCH") currently provides rodent control services on city-owned properties and private properties per the requirements of the City's *Public Health Protection Bylaw No. 6989*. The City is responsible for ensuring that attractants such as garbage is properly managed on private property through the *Solid Waste and Recycling Regulation Bylaw No. 6803* and the *Unsanitary Premises Regulation Bylaw No. 7162* to reduce the likelihood of rodent activity. Cosmetic pesticide use is restricted in Richmond through the City's *Pesticide Use Control Bylaw No. 8415*. Part 3 of Bylaw No. 8415 includes an exemption for pests that transmit a human or animal disease. Rodents are defined under the Bylaw No. 6989 as having the potential to transmit a communicable disease.

¹ Albert CA, Wilson LK, Mineau P, Trudeau S, Elliott JE. Anticoagulant rodenticides in three owl species from Western Canada, 1988-2003. *Arch Environ Contam Toxicol*. 2010 Feb;58(2):451-9. doi: 10.1007/s00244-009-9402-z. Epub 2009 Oct 14. PMID: 19826750.

Existing Rodent Control Practices in Richmond

The City currently retains VCH and a private contractor to control rodents on city-owned land and facilities. Current practices from each provider include primary exclusion techniques, mechanical and trapping methods and administering anticoagulants. The City has enjoyed a long-standing contract with VCH for rodent management on city-owned lands, as well as, responding to private inquiries and complaints and bylaw enforcement under the Richmond's *Public Health Protection Bylaw No. 6989*. VCH currently provides regular rodent services at 12 city-owned properties (Attachment 2) and it is estimated that they maintain approximately 250 bait stations. The private contractor provides rodent management services, as needed, at approximately 22 city locations (primarily facilities). This service also includes deploying mechanical traps and administering anticoagulants. It is estimated that the private contractor deploys and maintains approximately 950 bait stations at these sites annually.

The City has a long-standing joint use relationship with the Richmond School District (No. 38), which has resulted in co-operation in co-locating schools, parks, and shared-use facilities (eg. playgrounds). There are currently six jointly-owned parks and an additional 14 City parks that contain shared-use playgrounds. The Richmond School District currently employs a permanent pest control technician, licenced to manage rodents, including administering anticoagulants in bait stations. Approximately 100 bait stations are present in the entire Richmond School District.

Existing VCH Contract

The City was recently notified by VCH that the existing service contract, including rodent control services noted above, will not be extended after March 31, 2021 (Attachment 1). It is anticipated that the City will assume some of these responsibilities, which may require additional resources not considered in this report. Staff are not able to maintain VCH's current level of rodent management service on private property after March 31, 2021 as a provincial licence is required to deploy and maintain rodent control devices. Additional staff time and budget would also be required to maintain this level of service. Staff intend on responding to general inquiries related to rodents and promoting pesticide-free management measures prior to deploying anticoagulants. Staff are working with VCH to better understand the impacts that this service level disruption will have on existing staff resources and are preparing a separate report for Council's consideration.

Current Challenges

There is very limited information regarding the effectiveness of anticoagulants in managing general rodent populations nor the distribution of rodents in Richmond. Local information on the efficacy of anticoagulants is beginning to emerge as many local governments in Metro Vancouver have begun to assess their existing rodent management practices. Staff reviewed the data collected in neighboring municipalities and the records provided by VCH and the private contractor. Staff also retained a private pest control service to evaluate 12 city properties managed by VCH. Overall sites were found to support low-medium mice and rat populations. It is not possible to determine if the low-medium rodent populations noted during the study is attributed to anticoagulants.

The City's existing rodent management program is centered on administering anticoagulants, which is inexpensive and requires little staff oversight. Conversations with pest control specialists suggest that if installed properly, anticoagulants are effective for managing large, localized rodent infestations and can exclude non-target species. Effects from anticoagulants on local wildlife including raptors are widely noted, which suggests that these substances are entering Richmond's animal food chain regularly. Some instances of accidental human poisoning due to the improper maintenance of bait stations on private property was also noted by staff. A departure from using anticoagulants will have cost implications and will require additional staff support time. Monthly service calls will be increased to weekly and/or biweekly, which will diminish resources to respond to other building related matters. Residual cost implications including increased fuel consumption and vehicle maintenance are also expected.

Recommendations

Staff recommend that the City stop using anticoagulant rodenticide on city-owned property for one year to better assess its effectiveness for managing rodents as well as its related impact on local wildlife. If endorsed, only non-pesticide practices such as traditional snap-traps will be employed to manage rodents and staff will monitor city-owned properties during this time of transition. Should large infestations of rodents result from this transition, anticoagulants may be required to manage an outbreak. If an infestation is determined to occur, either by a sharp increase in complaints or rodent sightings, these products will only be deployed as needed and under the supervision of staff for compliance under the provincial regulations. If endorsed, staff will also implement a field monitoring program to assess the outcomes of the transition from anticoagulants and will report the findings to Council within one year.

The City's contract with VCH is slated to end on March 31, 2021. To prepare for a significant increase in rodent inquiries on private property after this date, the City should have supportive resources available for distribution to the public. The City will also be required to develop an integrated rodent management program under provincial legislation. Staff recommend developing an integrated rodent management program, consistent with the City's Enhanced Pesticide Management Program that includes informative material for distribution to local residents and businesses regarding rodent management. If endorsed, material will be designed to highlight key preventative measures that can reduce rodent activity and the benefits of using pesticide free techniques. Staff intend on working closely with the Richmond School District, whom have expressed interest in collaborating.

Provincial regulations currently allow for the retail sale and distribution of anticoagulants, which encourages the private use of these products with minimal training or education. Staff recommend that a letter be sent to the provincial Minister of Environment requesting that the province review its current policies relating to the sale of anticoagulants and consider future provisions that restrict its accessibility in the marketplace.

Financial Impact

The City pays VCH \$40,000 annually for rodent control service on city-owned and private property, which is reflected in annual approved utility budgets and rates. VCH has notified the City that they will not be extending this contract passed March 31, 2021. The City will be charged a prorated

amount of \$10,000 by VCH for the period between January 1, 2021 and March 31, 2021. The remaining \$30,000, approved in the 2021 utility budgets and rates, will be allocated to fund a portion of the cost required to maintain rodent management service on city-owned land following March 31, 2021.

Staff are requesting a net \$67,000 in new funding to implement this rodent management transition program in 2021. If approved, the \$67,000 can be funded from the Sanitation and Recycling Provision and be included in the Consolidated 5 Year Financial Plan (2021-2025). Details on this proposed cost is tabulated below.

Table 1. Proposed Costing for Rodent Transition Program

Private contractor	\$60,000	Pesticide free rodent management services at 34 city-owned sites
Rodent monitoring program	\$15,000	Field monitoring for rodent activities at 34 city-owned sites
Staff time	\$22,000	Additional staff time required to support service calls at city facilities.
2021 budget	(\$30,000)	Rodenticide program related to VCH
	\$67,000	

Conclusion

The City currently retains Vancouver Coastal Health and a private contractor to manage rodents at 34 city-owned sites, which includes deploying anticoagulants. Results of the evaluation indicate that products containing anticoagulants are entering the City’s food chain and affecting local wildlife. Some questions also remain on the level of effectiveness that anticoagulants have on controlling general rodent populations.

Staff is recommending that the City stop using anticoagulants for one-year, while additional information and monitoring take place. If endorsed, \$67,000 in funding will be used to transition to pesticide-free practices and monitor the results for one year. Staff will also develop an integrated pest management approach consistent with the City’s’ Enhanced Pesticide Management Program, request that the provincial Ministry of Environment review existing policies related to the retail sale of anticoagulants and report back to Council in one year.



Chad Paulin M.Sc., P.Ag.
 Manager, Environment
 (604-247-4672)

- Att. 1: City Memorandum: Vancouver Coastal Health - Termination of Service Agreement
- Att. 2: Rodent Management Assessment: Site Locations



City of Richmond

Memorandum Engineering and Public Works Fleet and Environmental Programs

To: Mayor and Councillors
From: Carli Williams, P.Eng.
 Manager, Business Licence and Bylaws
 Chad Paulin, P.Ag.
 Manager, Environment
 Suzanne Bycraft
 Manager, Fleet and Environmental Programs
Date: November 30, 2020
File: 10-6125-01/2020-Vol 01
Re: **Vancouver Coastal Health - Termination of Service Agreement**

The City has had a long-standing and unique agreement with Vancouver Coastal Health authority (VCH) to undertake bylaw enforcement services on our behalf. Recently, due to resource demands placed on them by the current pandemic situation, VCH served notice of their intention to terminate effective March 30, 2021 (Attachment 1). The Service Agreement is dated January 1, 2010 between VCH and the City, with termination provisions of the agreement providing for six months written notice by either party.

Key services provided by VCH to the City under this agreement principally relate to enforcement of various aspects of City bylaws and include:

- Mosquito control (respond to public complaints, provide education advice, undertake mosquito control on City property – Sturgeon Banks, City ditches, and other City properties);
- Rodent control (activities similar to that of mosquito control, including exterior rodent elimination at single-family residential dwellings);
- Smoking control provisions of City bylaws;
- Noise control; and
- Bylaw enforcement regarding general health issues.

The current value of the contract is \$247,700 annually, with annual inflationary increments.

VCH has advised that the current pandemic situation requires their health inspection resources to be allocated exclusively to address pandemic-related matters now and into the foreseeable future. As such, they will no longer be able to deliver the services under the agreement.

November 30, 2020

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As noted, the service agreement model between the City and VCH is unique. A scan of models in other jurisdictions confirms that no other city has this type of arrangement. Early findings indicate these services are managed by cities, including contracted resources, and to varying service levels.

Staff are in the process of analyzing the implications and options available and will report to Council with recommendations.



Carli Williams, P.Eng.
Manager, Business Licence and Bylaws



Chad Paulin, P.Ag.
Manager, Environment



Suzanne Bycraft
Manager, Fleet and Environmental Programs

SJB:sb

Att. 1

pc: SMT

Dave Richards, Acting Director, Public Works Operations
Peter Russell, Director, Sustainability and District Energy

November 30, 2020

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VCH – Richmond Environmental Health

325-8100 Granville Avenue

Richmond, BC V6Y 3T6

Tel: 604 233 3147 Fax: 604 233 3175

September 29, 2020

DELIVERED BY COURIER

City of Richmond
Environmental Programs
5599 Lynas Lane
Richmond, BC V7C 5B2

Attention: Suzanne Bycraft, Manager of Fleet & Environmental Programs

Dear Ms. Bycraft,

Re: Termination of Service Agreement

Pursuant to our teleconference on September 22, 2020, Vancouver Coastal Health Authority ("VCH") is providing the City of Richmond with notice to terminate the Service Agreement between VCH and the City of Richmond, dated January 1, 2010 (the "Agreement"). Pursuant to section 12.1 of the Agreement, the termination shall be effective March 30, 2021 (the "End Date").

Any outstanding payments will be calculated in accordance with section 12.1 of the Agreement. VCH will arrange for further discussion regarding outstanding payments prior to the Effective Date.

Yours truly,

Vancouver Coastal Health Authority

Per:

A handwritten signature in black ink that reads "C. Kurzac".

Claudia Kurzac

Manager, Environmental Health
Vancouver Coastal Health

office 604 233 3172

e-mail claudja.kurzac@vch.ca

Rodent Management Assessment: Site Locations

