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**Public Works & Transportation Committee**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Wednesday, January 23, 2013  
4:00 p.m.**

Pg. #      ITEM

**MINUTES**

**PWT-5**      *Motion to adopt the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 21, 2012.*



**NEXT COMMITTEE MEETING DATE**

Wednesday, February 20, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

**ENGINEERING AND PUBLIC WORKS DEPARTMENT**

- 1. WATERWORKS AND WATER RATES BYLAW AMENDMENT**  
(File Ref. No. 10-6060-00; 12-8060-20-5637/8909) (REDMS No. 3654517)

**PWT-11**

See Page **PWT-11** for full report

*Designated Speaker: Lloyd Bie*

**STAFF RECOMMENDATION**

*That Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8909 be introduced and given first, second and third readings.*



2.    **GREATER VANCOUVER REGIONAL DISTRICT BYLAW TO REPEAL THE MOSQUITO CONTROL ADMINISTRATION AND COORDINATION SERVICE (BYLAW NO. 1179, 2012)**

(File Ref. No. 10-6125-04-14) (REDMS No. 3742450)

**PWT-23**

See Page **PWT-23** for full report

*Designated Speaker: Suzanne Bycraft*

**STAFF RECOMMENDATION**

*The City of Richmond consents to the repeal of the Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005 and consents to the adoption of the Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012).*



**PLANNING AND DEVELOPMENT DEPARTMENT**

3.    **NO. 1 ROAD AND MONCTON STREET INTERSECTION – REPORT BACK ON "PEDESTRIAN SCRAMBLE" FEATURE**

(File Ref. No. 10-6450-07-03/2012) (REDMS No. 3718261)

**PWT-35**

See Page **PWT-35** for full report

*Designated Speaker: Donna Chan*

**STAFF RECOMMENDATION**

*That the report on the operation of the pedestrian scramble feature at the intersection of No. 1 Road and Moncton Street be received for information.*



4.    **STEVESTON VILLAGE PARKING STRATEGY – REPORT BACK ON TRIAL IMPLEMENTATION (JUNE-SEPTEMBER 2012)**

(File Ref. No. 10-6455-01/2012) (REDMS No. 3706046)

**PWT-41**

See Page **PWT-41** for full report

*Designated Speaker: Victor Wei*

STAFF RECOMMENDATION

*That the following proposed measures to improve City management of free on- and off-street public parking in the Steveston Village area, as described in the staff report dated January 9, 2013 from the Director, Transportation, be endorsed:*

- (1) *Community Bylaws provide regular patrols of the Village area as part of city-wide activities;*
- (2) *the time limit for free public parking spaces be increased from two to three hours;*
- (3) *operation of the lanes revert back to the status quo that was in effect prior to the trial; and*
- (4) *parking-related signage and pavement markings be improved prior to the start of the peak summer period in 2013.*



5. **METRO VANCOUVER BOARD REQUEST – PROJECTS ELIGIBLE FOR FEDERAL STRATEGIC PRIORITIES FUND**

(File Ref. No. 01-0157-00) (REDMS No. 3718056)

PWT-57

See Page PWT-57 for full report

*Designated Speaker: Victor Wei*

STAFF RECOMMENDATION

*That a letter be sent to all Richmond Members of Parliament, with a copy to the Metro Vancouver Board, seeking the designation of cycling infrastructure as an eligible project under the federal Strategic Priorities Fund.*



6. **MANAGER'S REPORT**

**ADJOURNMENT**







## Public Works & Transportation Committee

Date: Wednesday, November 21, 2012

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda Barnes, Chair  
Councillor Chak Au  
Councillor Derek Dang  
Councillor Linda McPhail  
Councillor Harold Steves (entered at 4:06 p.m.)

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 & Transportation Committee held on Wednesday, October 17, 2012, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Wednesday, December 19, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

## PLANNING AND DEVELOPMENT DEPARTMENT

1. **TRANSLINK 2013 CAPITAL PROGRAM COST-SHARING SUBMISSIONS – MAJOR ROAD NETWORK AND BIKE, BICYCLE INFRASTRUCTURE CAPITAL COST-SHARING REGIONAL NEEDS AND TRANSIT-RELATED ROAD INFRASTRUCTURE PROGRAMS**  
(File Ref. No. 01-0154-04/2012) (REDMS No. 3655384 v.2)

In reply to queries from Committee, Victor Wei, Director, Transportation, commented on the Railway Avenue Corridor Greenway, noting that a detailed staff report is forthcoming from the Parks department. Mr. Wei stated that staff anticipates hearing back from TransLink on the proposed submissions by the end of 2012.

*Councillor Steves entered the meeting (4:06 p.m.).*

Discussion ensued regarding and the Chair requested that an update on the use of the City's elevated cycling paths be provided in Spring 2013 when presenting the Richmond Community Cycling Committee's annual report.

In response to a question from Committee, Mr. Wei advised that the widening of Westminster Highway (Nelson Road to McMillan Way) will allow for physical separation between vehicular traffic and cyclists.

It was moved and seconded

(1) *That the submission of:*

- (a) *road improvement project for cost-sharing as part of the TransLink 2013 Major Road Network & Bike (MRNB) Upgrade Program;*
- (b) *bicycle facility improvement project for cost-sharing as part of the TransLink 2013 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program; and*
- (c) *transit facility improvements for cost-sharing as part of the TransLink 2013 Transit-Related Road Infrastructure Program;*

*as described in the staff report dated October 24, 2012 from the Director, Transportation, be endorsed; and*

- (2) *That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2013 Capital Plan and the 5-Year Financial Plan (2013-2017) be updated accordingly dependant on the timing of the budget process.*

**CARRIED**

2.

## ENGINEERING AND PUBLIC WORKS DEPARTMENT

### 2. 2012 CORPORATE ENERGY MANAGEMENT UPDATE

(File Ref. No.) (REDMS No. 3650284 v.14)

Levi Higgs, Corporate Energy Manager, spoke of achievements of the 2011 Energy Management Program, noting that the City was recognized by BC Hydro as being a Power Smart Leader by awarding the City the 2012 Leadership Excellence Award.

In response to a comment made by Committee, Mr. Higgs spoke of various energy conservation initiatives, highlighting that staff anticipate launching an initiative called the Twelve Days of Energy Conservation.

The Chair stated that a summary of the staff report titled 2012 Corporate Energy Management Update would be valuable information to share at an upcoming Council meeting.

It was moved and seconded

*That the staff report titled 2012 Corporate Energy Management Program Update from the Interim Director, Sustainability and District Energy, dated October 29, 2012 be received for information.*

**CARRIED**

### 3. CARBON NEUTRAL PROGRESS UPDATE

(File Ref. No. 01-0370-01) (REDMS No. 3695216 v.4)

Margot Daykin, Manager, Sustainability, highlighted key achievements of the City's 'Towards Carbon Neutrality' report, noting that in 2011 Richmond City Council adopted the City's Carbon Responsible Strategy, which focuses on managing greenhouse gas emissions effectively and outlines key principles for ensuring a sustainable approach. Also, due to combined local government efforts, there has been a change in Provincial policy to reinvest funds generated by the purchase of external offsets.

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

- staff identify projects that would have the potential for compensation action, such as the City's organics initiatives; and
- in comparison to other local governments throughout British Columbia and across Canada, the City of Richmond is well ahead in its efforts to achieve carbon neutrality.

**Public Works & Transportation Committee**  
**Wednesday, November 21, 2012**

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Discussion ensued regarding the potential to utilize the Garden City Lands bog to sequester greenhouse gas emissions. In reply to a query from the Chair, Dave Semple, General Manager, Community Services, advised that the interdepartmental team for the Garden City Lands project includes staff from the City's Sustainability division.

In reply to a comment made by Committee, Ms. Daykin advised that although there are no financial implications associated with the staff report recommendation, there are significant financial savings through the City's actions towards carbon neutrality. The Chair requested that as the City's carbon neutrality initiatives move forward, that staff make an effort to highlight the financial savings aspect.

It was moved and seconded

- (1) *That the City pursue the "Making Progress" option for meeting the terms of the Climate Action Charter for 2012; and*
- (2) *That the 'Towards Carbon Neutrality – Progress Report 2012' (Attachment 1) be made accessible to the community through the City's website and in limited hard-copy supply at City Hall and key community centres.*

**CARRIED**

**4. PROPOSED CLIMATE SMART PROGRAM – FACILITATING CLIMATE ACTION BY RICHMOND BUSINESSES**

(File Ref. No. 01-0370-01/2012) (REDMS No. 3702578 v.2)

Ms. Daykin provided background information regarding the Climate Smart Program, noting that on average, participating businesses have reduced carbon emissions by 780 tonnes per business.

In reply to queries from Committee, Ms. Daykin and Neonila Lilova, Manager, Economic Development, provided the following information regarding the proposed Climate Smart Program:

- business recruitment would be conducted based on collaborative efforts between the City and Climate Smart;
- staff are distributing surveys to local businesses inquiring about actions they have taken to make their business more environmentally friendly;
- staff anticipate gathering the data from the surveys to recognize local businesses that have initiated environmentally practices; and
- staff will communicate with various stakeholders regarding the proposed Climate Smart Program, including the Richmond Chamber of Commerce;
- should the proposed Climate Smart Program be approved, staff anticipate reporting back on its activities next year.

4.



**Public Works & Transportation Committee**  
**Wednesday, November 21, 2012**

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It was moved and seconded

*That the City supports the delivery of the Climate Smart Program as presented in the staff report dated November 6, 2012 titled Proposed Climate Smart Program – Facilitating Climate Action by Richmond Businesses.*

**CARRIED**

**5. UPDATE ON 2012/2013 SNOW AND ICE RESPONSE PREPARATIONS**  
(File Ref. No.) (REDMS No. 3698671)

Ben Dias, Manager, Roads and Construction Services, advised that the City's snow and ice response preparations are well underway.

Discussion ensued regarding the City's Ice and Snow Removal Policy in relation to priority routes. The Chair requested that staff re-circulate information regarding the City's Ice and Snow Removal Policy to Council prior to the next Council meeting.

It was moved and seconded

*That the staff report titled Update on 2012/2013 Snow and Ice Response Preparations, dated October 31, 2012, be received for information.*

**CARRIED**

**6. MANAGER'S REPORT**

**(i) Job Shadowing Pilot**

Tom Stewart, Director, Public Works, stated that the City has partnered with the Richmond School District to offer a job shadowing pilot program next year for secondary students.

**(ii) Dike Master Plan Phase 1 – Public Consultation**

John Irving, Director, Engineering, referenced a memorandum dated November 14, 2012 regarding the first phase of public consultation for the Dike Master Plan (copy on file, City Clerk's Office).

**(iii) George Massey Tunnel Phase 1 – Public Consultation**

Mr. Wei stated the Ministry of Transportation and Infrastructure's recently announced that it would commence the first phase of the consultation process to replace the George Massey Tunnel. Mr. Wei advised that staff would be attending two public open houses and would provide Council with regular updates as the projects proceeds.

**(iv) Bottled-Water-Free Zones**

Discussion ensued regarding the *I'd Tap That* group's request to create bottled-water-free zones in Richmond (copy on file, City Clerk's Office).

5.

## Public Works & Transportation Committee

Wednesday, November 21, 2012

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The Chair requested that staff provide Council with a memorandum updating them of the City's various initiatives related to promoting the use of municipal tap water.

*(v) Richmond Animal Protection Society*

Discussion ensued regarding correspondence (copy on file, City Clerk's Office) received by a local veterinarian regarding the Richmond Animal Protection Society's position on the type of care provided to animals adopted from the shelter. Mr. Semple advised that staff have responded to this matter and a copy of staff's response will be circulated to Council for information.

*(vi) Consolidation of Richmond Islands*

Councillor Steves provided background information regarding a request from the Corporation of Delta to the Steveston Harbour Authority to dredge an easterly channel in line with Canoe Pass to allow for better water flow. It was suggested that staff investigate the possibility of allowing the area to fill in and encourage it to create a new habitat and barge. Over time, the small southern islands would consolidate and form one large new habitat. As a result of the discussion, the following referral was introduced:

It was moved and seconded

*That staff consider an option to consolidate the islands with marsh habitat and upland habitat by gradually dredging the channels between the islands and report back.*

**CARRIED**

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (5:04 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, November 21, 2012.

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Councillor Linda Barnes  
Chair

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Hanieh Berg  
Committee Clerk



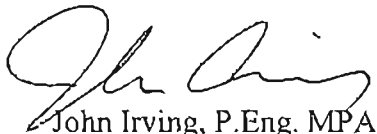
# City of Richmond

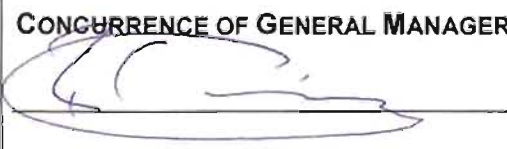


## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** John Irving, P.Eng. MPA  
Director, Engineering  
**Date:** January 3, 2013  
**File:** 10-6060-00/Vol 01  
**Re:** **Waterworks and Water Rates Bylaw Amendment**

### Staff Recommendation

That Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8909 be introduced and given first, second and third readings.

  
John Irving, P.Eng. MPA  
Director, Engineering  
(604-276-4140)  
Att. 3

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Water Services	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Building Approvals	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## **Staff Report**

### **Origin**

The Waterworks and Water Rates Bylaw No. 5637 (the “Existing Bylaw”) governs use of and access to the City’s water distribution system. Updates to the bylaw are required from time to time that adapt the bylaw to new or emerging issues.

### **Analysis**

The following is a description of the recommended changes to the Existing Bylaw as proposed with the Amendment Bylaw 8909 (Attachment 3).

### **Farm Definition**

The current definition of Farm is based on livestock and does not include crop based farms like cranberry farms and blueberry farms. The updated definition includes any property that has farm classification as determined by the Assessment Act.

### **Water Meters for Ornamental Water Features**

Ornamental water features have potential to use considerable amounts of water. This amendment to the bylaw requires properties with ornamental water features to be metered and pay for water on a per unit basis.

### **Extended Design Services**

The Engineering Department offers design services for small water connections for a fee. This service provides an appropriately priced alternative to hiring an engineering consultant to those developing single family lots. As this initiative has been well received by the development community, the amendment extends the design services offered to include all water services.

### **Exemption From Requiring a New Water Service Connection**

The City currently requires anyone performing over \$75,000 of improvements on a single family or two family dwelling where the existing water connection is smaller than 25 mm and the improvements increase the number of plumbing fixtures in the dwelling to have new service connection installed. In a small number of cases this clause requires replacement of relatively new services that are adequate despite being smaller than 25 mm in diameter. Generally, these exceptions are smaller homes with one bathroom. Proposed Bylaw 8909 allows an exemption from the requirement to install a new water connection in those cases where it can be demonstrated to the satisfaction of the General Manager, Engineering and Public Works that the existing service is adequately sized and that low flow water fixtures are utilized in the dwelling.

### **Backflow Preventers**

The current bylaw requires all single and two-family dwellings that are served by a metered connection to have a backflow preventer. In practice, older homes that were built before backflow preventers were required often have plumbing that cannot accommodate the thermal

expansion of water caused by hot water heaters. Proposed Bylaw 8909 allows older dwellings to maintain a water service connection that does not include a backflow preventer at the discretion of the General Manager, Engineering and Public Works.

### **Toilet Size for Toilet Rebate Program**

The proposed Bylaw 8909 updates the replacement toilet size that will be considered by the Toilet Rebate Program from “6 litre or less” to “4.8 litre or less or 4.1 litre/6 litre dual flush” to match current plumbing code requirements.

### **Proposed Water Meter Base Rate Structure**

Beyond the unit rate for water paid by metered customers, they are also required to pay a fixed rate for the rental of the water meter and a minimum water usage charge. The existing water utility rate structure has a large number of meter classes that can be simplified with marginal financial impact to the customer and the City while greatly improving clarity and administration. The following addresses the structure of the meter rental charge and the minimum water usage charge.

The metered industrial, commercial and institutional (ICI) rate structure includes 18 different meter rental classes. Several of these classes apply to very small numbers of customers and have very little impact on the overall equity of the rate system. Staff proposes collapsing the current 18 meter rental categories into the 6 base rate classes represented Table 1 (Attachment 1). Farms will be charged based on the ICI base rate system.

The proposed residential metered rate structure is collapsed in a manner similar to the ICI structure and most of the base rates will be similar to the ICI structure. The proposed residential base rate structure is presented in Table 2 (Attachment 2).

The ICI rate structure will continue to include a minimum charge due to the high level of variability in ICI water use and the larger infrastructure required to support the higher fire flows required by ICI zone properties. The minimum charges for all residential and farm uses will be removed from the rate structure.


### **Financial Impact**

None.

### **Conclusion**

Proposed Bylaw 8909 is an amendment bylaw for the Waterworks and Water Rates Bylaw No. 5637. Adopting Bylaw 8909 will allow staff flexibility with respect to requirements for new single family service connections and back flow prevention for existing dwellings. Adoption would also promote water conservation by requiring water metering for properties that have ornamental water features. It also updates the size of replacement toilets that will be considered in the toilet rebate program to match the current plumbing code. Lastly, the amendments extend the design services offered by the City.

The water rate structure for metered water customers has a large number of categories, some of which have very few customers and very little impact to the water utility bottom line. The large number of categories can be confusing to the customer and generates additional work for staff. Bylaw 8909 updates the base rate structure as per Tables 1 and 2 (Attachments 1 and 2), simplifying the base rate charges for meters with marginal impact to customers. The Bylaw also eliminates the minimum water use charges for both farms and residential customers.



Lloyd Bie  
Manager, Engineering Planning  
(604-276-4075)

LB:lb

## Attachment 1

Table 1 – Existing and Proposed Quarterly ICI Meter Base Rates

Meter Size	Existing Meter Rent	Number of Customers	Proposed Base Rate
16 mm Positive Displacement	\$11.50	356	\$15
20 mm Positive Displacement	\$14.65	716	
25 mm Positive Displacement	\$16.20	831	
32 mm Positive Displacement	\$28.25	0	\$30
40 mm Positive Displacement	\$28.25	529	
50 mm Positive Displacement	\$32.00	765	
50 mm Turbine	\$63.50	0	
75 mm Compound	\$108.00	195	\$110
75 mm Turbine	\$81.50	40	
100 mm Compound	\$165.00	50	\$150
100 mm Turbine	\$118.00	34	
100 mm Fire Line	\$283.75	0	
150 mm Compound	\$275.00	11	\$300
150 mm Turbine	\$225.50	10	
150 mm Fire Line	\$383.00	2	
200 mm Turbine	\$293.00	2	\$500
200 mm Fire Line	\$497.25	13	
250 mm Fire Line	\$662.00	5	

## Attachment 2

Table 2 – Existing and Proposed Quarterly Residential Meter Base Rates

Meter Size	Existing Meter Rent	Number of Customers	Proposed Base Rate
16 mm Single Family	\$10	6	\$12
16 mm Positive Displacement MF	\$11.50	0	
20 mm Single Family	\$10	15,385	
20 mm Positive Displacement MF	\$14.65	1	
25 mm Single Family	\$10	3,802	
25 mm Positive Displacement MF	\$16.20	21	
32 mm Positive Displacement MF	\$28.25	0	\$14
40 mm Single Family	\$10	14	
40 mm Positive Displacement MF	\$28.25	23	
50 mm Single Family	\$10	13	
50 mm Positive Displacement MF	\$32.00	50	
50 mm Turbine MF	\$63.50	0	
75 mm Compound MF	\$108.00	49	\$110
75 mm Turbine MF	\$81.50	0	\$150
100 mm Compound MF	\$165.00	37	
100 mm Turbine MF	\$118.00	0	
100 mm Fire Line MF	\$283.75	0	\$300
150 mm Compound MF	\$275.00	8	
150 mm Turbine MF	\$225.50	0	
150 mm Fire Line MF	\$383.00	15	\$500
200 mm Turbine MF	\$293.00	0	
200 mm Fire Line MF	\$497.25	19	
250 mm Fire Line MF	\$662.00	0	





# City of Richmond

## Bylaw 8909

### Waterworks and Water Rates Bylaw No. 5637 Amendment Bylaw No. 8909

The Council of the City of Richmond enacts as follows:

1. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended:
  - (a) by deleting the definition of **FARM** in Section 1 and substituting the following:  
*"FARM means any property classified as a farm under the Assessment Act."*
  - (b) by deleting subsection 2(d) and substituting the following:  
*"(d) At the request of the property owner, a design plan or drawing referred to in subsection 2(a)(iii) may be prepared by the City for the fee specified in Section 2 of Schedule D."*
  - (c) by adding the following after subsection 4(b):  
*"(c) Notwithstanding clause (b) of Section 4, the property owner may not be required to install a new water connection if the General Manager, Engineering & Public Works is satisfied that the number of fixtures in the dwelling are below the average number required for similar sized dwellings and that low flow fixtures have been utilized throughout the dwelling."*
  - (d) by amending each of Sections 7, 13(c)(i), 22(b)(iii), 25B(a), 25B(c), 37(c) and 37.1(c) with the following:
    - a. deleting phrase *"Schedule B"*  
 and replacing with phrase: *"Schedule B or C, as applicable"*
  - (e) by adding the following after Section 20:  
*"20A. Services to Ornamental Fountains"*  
  
*Where any customer has installed an ornamental water fountain, the property owner must have a water meter installed, if one does not exist, for the purpose of determining the quantity of water delivered to such fountain, and pay the water meter installation fee set-out in Schedule "D".*
  - (f) by amending subsection 22B(a) with the following:

- a. deleting phrase: "*six litre or less*"  
and replacing with phrase: "*4.8 litre or less or 4.1 litre/6 litre dual flush*"
- b. deleting subsection (iii) and substituting the following:  
"*(iii) the replacement toilet is approved by the Canadian Standards Association (CSA), the Warnock Hersey (WH) Mark or the Canadian Uniform Plumbing Code; and*"

(g) by deleting subsection 25B(b) and substituting the following:

*"(b) If the amount recorded by the water meter for the billing period in which the leak was discovered is greater than the average amount, or if the amount recorded by the water meter for the previous billing period is greater than the average amount, the customer will pay, for both the billing period in which the leak was discovered and the previous billing period:*

*(i) the regular rate per cubic metre (in Schedule B or C, as applicable) for all amounts recorded up to the average amount; and*

*(ii) the undetected/underground leak rate per cubic metre (in Schedule B or C, as applicable) for all amounts recorded above the average amount."*

(h) by deleting subsection 29(b) and substituting the following:

*"(b) All metered water service connections must be equipped with a backflow preventer. Notwithstanding the foregoing, in the case of an existing one-family dwelling or two-family dwelling, the General Manager, Engineering & Public Works may, if satisfied that existing plumbing infrastructure for such dwelling may not permit the installation of a backflow preventer or that adequate provision is made to prevent backflow into the City's water system, permit the water service connection without a backflow preventer."*

(i) by deleting subsection 29(d)(ii) and substituting the following:

*"(ii) give notice to the customer to correct the fault within 96 hours, or a specified lesser period, and if the customer fails to comply with such notice, the General Manager, Engineering & Public Works shall proceed in accordance with Subsection (i) of this Section. Without prejudicing the aforesaid, the General Manager, Engineering & Public Works may allow cross-connection control devices to be installed on the service pipe on City property. The device and installation is to be approved by the General Manager, Engineering & Public Works and installed "at cost", in accordance with Section 38 hereof."*

(j) by amending section 33(a) with the following:

- a. deleting phrase: *"that no such a service shall be turned off"*  
and replacing with phrase: *"that no such service shall be turned off"*
- b. deleting phrase: *"shall be sent by certified mail to such person or persons in accordance with Section 466 of the Municipal Act."*  
and replacing with phrase: *"shall be sent by registered mail to such person or persons, or by a method of delivery that provides proof of delivery, to the person's actual or last known address."*

(k) by amending section 36 with the following:

- a. deleting the semi-colon punctuation at the end of subsection (iv) and replacing with a period.
- b. deleting subsection (v) including the punctuation.

(l) by adding the following at the end of subsection 37(a):

- a. *"The unauthorized use of a City fire hydrant is prohibited."*

(m) by adding the following at the end of subsection 37.1(a):

- a. *"The unauthorized use of a private fire hydrant is prohibited."*

(n) by amending section A of Schedule "A" with the following:

- a. deleting the phrase *"See Metered Rates - Schedule B"*  
and replacing with phrase: *"See Metered Rates - Schedule B or C, as applicable"*

(o) by deleting Schedule "B", Page 1 of 2 (Metered Rates - Metered Commercial, Industrial and Institutional Properties and Multiple-Family and Strata Titled Properties) and Page 2 of 2 (Metered Rates - Metered Residential Properties) and substituting Schedule "B" attached hereto;

(p) by deleting Schedule "C" (Metered Rates - Farms) and substituting Schedule "C" attached hereto:

(q) by deleting section 2 of Schedule "D" and substituting the following:

***"DESIGN PLAN PREPARED BY CITY"***

*Design plan prepared by City for one-family dwelling or two-family dwelling each*      *\$1000*

*Design plan for all other buildings*      *\$2,000"*

2. This Bylaw is cited as "Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8909".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating dept. JS
APPROVED for legality by Solicitor D

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

**SCHEDULE "B" TO BYLAW NO. 5637  
BYLAW YEAR 2012  
METERED RATES**

**METERED COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL PROPERTIES  
METERED MULTIPLE-FAMILY AND STRATA TITLED PROPERTIES  
METERED FARMS**

**1. RATES**

All consumption per cubic metre:	\$1.1175
Minimum charge in any 3 month period (not applicable to Farms)	\$103.00
Undetected leak rate per cubic meter (per section 25B of this bylaw)	\$0.6644

**2. RATES FOR EACH METER**

Rent per **water meter** for each 3-month period:

Meter Size	Base Rate
16 mm to 25 mm (inclusive)	\$15
32 mm to 50 mm (inclusive)	\$30
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500

**SCHEDULE "C" TO BYLAW NO. 5637  
BYLAW YEAR 2012  
METERED RATES**

**METERED RESIDENTIAL PROPERTIES**

**1. RATES**

All consumption per cubic metre:	\$1.1175
Undetected leak rate per cubic meter (per section 25B of this bylaw)	\$0.6644

**2. RATES FOR EACH METER**

Rent per **water meter** for each 3-month period:

<u>Meter Size</u>	<u>Base Rate</u>
16 mm to 25 mm (inclusive)	\$12
32 mm to 50 mm (inclusive)	\$14
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 7, 2013

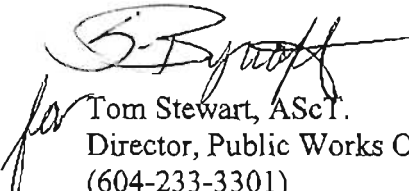
**From:** Tom Stewart, AScT.  
Director, Public Works Operations

**File:** 10-6125-04-14/2013-  
Vol 01




**Re:** **Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control  
Administration and Coordination Service (Bylaw No. 1179, 2012)**

### Staff Recommendation

The City of Richmond consents to the repeal of the Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005 and consents to the adoption of the Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012).

  
for Tom Stewart, AScT.  
Director, Public Works Operations  
(604-233-3301)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

## Staff Report

### Origin

Correspondence dated December 21, 2012 was received from Metro Vancouver requesting the City of Richmond's consent to discontinue the region's role in mosquito control administration and coordination through repeal of Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, **Attachment 1**.

This report summarizes Metro Vancouver's request and recommends that the City consent to repeal of the applicable regional bylaw.

### Analysis

#### *Background*

In 2005, Metro Vancouver enacted Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034 to aid in:

1. The coordination of West Nile virus mitigation activities conducted by member municipalities, including risk communication and data management, and
2. Coordinate securing provincial funding earmarked for West Nile virus mitigation activities.

Last year, medical health officers in Vancouver Coastal and Fraser Health authorities recommended that West Nile Virus mitigation activities cease since the threat of the virus is better understood and no longer warrants these programs, **Attachment 2**. As a result, provincial funding for West Nile Virus control activities was discontinued. In light of this, Metro Vancouver is seeking consent of at least two thirds of participants in the service to repeal Bylaw 1034. Adoption of Regional Bylaw 1179, 2012 (Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service) will discontinue the mosquito control administration and coordination service. Repeal of this bylaw does not impact nuisance mosquito control activities administered by Metro Vancouver or the City of Richmond.

#### *Impact to Richmond*

The City of Richmond participated on the regional working group via our mosquito control service provider, Vancouver Coastal Health. Discontinuing the regional coordination role will eliminate the regional data management and risk communication coordination functions, but will otherwise result in no impact to Richmond. This is because the BC Government no longer funds West Nile virus mitigation activities, therefore, there would be no loss of grant funding. Any future mitigation strategies would be established through direct liaison with Vancouver Coastal Health.

The City undertook an annual program to minimize the human health risk associated with the potential spread of West Nile Virus from 2003 – 2008 and received provincial funding in each year to offset the costs of delivering the program. The program was discontinued in 2009 at the



recommendation of the Medical Health Officer due to minimal West Nile virus activity in British Columbia.

As a result of public complaints regarding nuisance mosquitoes during the summer, 2009 season, a new service item was added to Richmond's public health services agreement with Vancouver Coastal Health to undertake mosquito control in City ditches in 2010 for nuisance purposes. This service has been undertaken annually since that time. The City received provincial funding in 2010 and 2011 as the BC Government reinstated Richmond's funding for West Nile Virus risk reduction activities in those years as a result of one case of West Nile virus in a horse in late 2009 in Aldergrove. There has been no further West Nile Virus activity since that time and the BC Centre for Disease Control considers this region to be at the very edge of the reach of the virus. As such, there may be only sporadic low levels of activity in the future. Therefore, provincial funding was discontinued in 2012.

Under the City's current public health service agreement with Vancouver Coastal Health, the City will continue to provide mosquito nuisance control for Sturgeon Banks and in City ditches. Should future additional mitigation activities be warranted in light of new developments relating to West Nile Virus, the City will be alerted by the Medical Health Officer and staff would report to Council accordingly.

### **Financial Impact**

The region collected a municipal levy of approximately \$76,000 to fund this program annually. Richmond's portion of the levy was approximately \$8,000 in 2012. The funding is discontinued with the repeal of the regional role, therefore, the City of Richmond will not be assessed any regional fees in 2013 and onwards associated with this service. This will be reflected in the portion of the property tax levy that is collected by the City on behalf of Metro Vancouver.

### **Conclusion**

The BC Government discontinued provincial funding for local governments in 2012. In addition, the Fraser Health Authority and Vancouver Coastal Health have recommended that no West Nile virus surveillance or pre-emptive larviciding be carried out in 2012. This, coupled with the low risk assessment by the BC Center for Disease for future West Nile Virus activity, results in the recommendation by Metro Vancouver to discontinue their mosquito control administration and coordination service for 2013 and beyond. Staff consider this is administratively prudent and will result in no negative impact to Richmond. Therefore, staff recommend consent of Greater Vancouver Regional District Bylaw 1179 to repeal this regional coordination service.



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

SJB:

## Attachment 1

**metrovancover**

SERVICES AND SOLUTIONS FOR A LIVABLE REGION 4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6100 www.metrovancover.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

Office of the Chair

Tel. 604 432-6215 Fax 604 451-6614

DEC 21 2012

File: CR-04-00

Ref: 6877404

Mayor Malcolm Brodie  
City of Richmond  
6911 No 3 Rd  
Richmond, BC V6Y 2C1

Dear Mayor Brodie:

**Re: Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)**

The Metro Vancouver Board of Directors introduced and gave three readings to the *Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)* at its November 30, 2012 meeting. The Bylaw and its terms were approved unanimously by the Regional Administrators Advisory Committee. The purpose of the Bylaw is to repeal the *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005*.

Please note that the repeal of the Mosquito Control Administration and Coordination Service Establishment Bylaw will impact West Nile virus-related services only. This will have no impact on *Greater Vancouver Regional District Mosquito Control Service Bylaw No. 1164, 2012* which continues to provide the Nuisance Mosquito control service administered by Metro Vancouver for Coquitlam, Maple Ridge, Pitt Meadows, Surrey and the Township of Langley. Metro Vancouver will also continue to control nuisance mosquitoes on its own lands.

The Board has directed staff to obtain the consent of at least two thirds of participants in the Mosquito Control Administration and Coordination Service to repeal *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005* by adopting *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012* (for the West Nile Virus). We request that Council consent on behalf of the electors to the adoption of the Bylaw.

In 2005, *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034* was adopted in order to secure funding from the Province for West Nile virus management initiatives. These initiatives were developed and implemented in part through the municipal levy set out in Bylaw No. 1034.

The Board decided to repeal Bylaw No. 1034 because provincial funding for local governments was discontinued in 2012. In addition, both the Fraser Health Authority and Vancouver Coastal Health recommended that no West Nile virus surveillance or pre-emptive larviciding be carried out in 2012 in the Metro Vancouver municipalities they oversee. These decisions are based on the minimal West Nile virus activity observed in the Pacific Northwest and British Columbia.

## Attachment 1 (Cont'd)

**Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)**

Page 2 of 2

The Board considers that the geographic distribution of West Nile virus risks across the region is uneven and sub-regional responsibilities are divided among two health authorities. As such, directions issued to municipalities about West Nile virus should rest with health authorities rather than with Metro Vancouver. Funding for health issues should rest with the Province. The Board has resolved to request that the Fraser Health Authority and Vancouver Coastal Health communicate directly with municipalities within their jurisdictions about West Nile virus risks and actions as necessary.

A sample Council resolution is set out below for your convenience:

"That the Council of \_\_\_\_\_ consents to the repeal of the *Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005* and consents to the adoption of the *Greater Vancouver Regional District Bylaw to Repeal the Mosquito Control Administration and Coordination Service (Bylaw No. 1179, 2012)*."

We respectfully request that you include this item on the agenda of your next Council meeting. Following receipt of two-thirds of members' consents, the *Bylaw* must be forwarded to the inspector of Municipalities for approval before it is sent back to the Metro Vancouver Board for final adoption at a meeting in early 2013. Your approval by January 30, 2013, would be greatly appreciated in order to meet these timelines.

All council consents should be forwarded to Paulette Vetleson, Corporate Secretary, at [Paulette.Vetleson@metrovancover.org](mailto:Paulette.Vetleson@metrovancover.org) or via facsimile to 604-451-6686.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/PV/gj/hm/bb

cc: CAOs/City Managers, Metro Vancouver members  
Municipal Clerks, Metro Vancouver members

**Attachments:**

1. *"Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012"*
2. *"Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005"*

**GREATER VANCOUVER REGIONAL DISTRICT**

**BYLAW NO. 1179, 2012**

**A Bylaw to Repeal the Mosquito Control Administration and Coordination Service**

**WHEREAS:**

- A. The Board of Directors of the Greater Vancouver Regional District (the Board) has adopted "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" pursuant to the provisions of the *Local Government Act* for establishing a service;
- B. The Board considers that the "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" was adopted in order to secure funding from the Province for West Nile virus management initiatives, to provide for the development and implementation of a regionally coordinated West Nile virus mosquito management program and a regionally coordinated risk communication and West Nile virus data management program. These programs were developed and implemented in part through the municipal levy set out in Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005.
- C. The Board considers that provincial funding for local governments in the Fraser Health and Vancouver Coastal Health authority jurisdictions to conduct mosquito management as part of the Provincial West Nile virus Strategy has been discontinued in 2012. In addition, both the Fraser Health Authority and Vancouver Coastal Health have recommended that no West Nile virus surveillance or pre-emptive larviciding be carried out in 2012 in the Metro Vancouver municipalities they oversee. These decisions are based on the minimal West Nile virus activity observed in the Pacific Northwest and British Columbia.
- D. The Board considers that the geographic distribution of West Nile virus risks across the region is uneven and sub-regional responsibilities are divided among two health authorities. As such, directions issued to municipalities about West Nile virus should rest with health authorities rather than with Metro Vancouver and funding for health issues should rest with the Province.
- E. The Board wishes to repeal "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" pursuant to the provisions of the *Local Government Act* for repealing an establishing bylaw;

NOW THEREFORE the Board in open meeting assembled enacts as follows:

1. "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005" is hereby repealed.
2. This bylaw shall be cited as "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Repealing Bylaw No. 1179, 2012".

Attachment 1 (Cont'd)

3. This bylaw shall be effective January 1<sup>st</sup>, 2013.

READ A FIRST, SECOND AND THIRD TIME this 30<sup>th</sup> day of November, 2012.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this \_\_\_\_ day of \_\_\_\_\_, 2012.

RECONSIDERED, PASSED AND FINALLY ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Greg Moore, Chair

\_\_\_\_\_  
Paulette A. Vetleson, Secretary

**GREATER VANCOUVER REGIONAL DISTRICT**

**BYLAW NO. 1034, 2005**

**A Bylaw to Establish the Service of Mosquito Control Administration and Coordination**

**WHEREAS:**

A. A regional district may, under section 796(1) of the *Local Government Act*, operate any service that the board considers necessary or desirable for all or part of the regional district subject to certain limitations and conditions;

B. Under section 800(1) of the *Local Government Act*, in order to operate a service, the board of a regional district must first adopt an establishing bylaw for the service;

C. The board of the Greater Vancouver Regional District (the "Board") wishes to establish the service of administration and coordination of mosquito control activities;

D. The Board has obtained participating area approval pursuant to subsections 801(2)(b) and (c) of the *Local Government Act* to establish the service of mosquito control administration and coordination;

NOW THEREFORE the Board in open meeting assembled enacts as follows:

**Service**

1. The service of coordination and administration of mosquito control activities, including, without limiting the foregoing, the development of preparedness and communication plans for mosquito control, (the "Service"), is hereby established.

**Participating Areas**

2. The participating areas for the Service consist of Electoral Area 'A', Village of Anmore, Village of Belcarra, Bowen Island Municipality, City of Burnaby, City of Coquitlam, Corporation of Delta, City of Langley, Township of Langley, District of Maple Ridge, City of New Westminster, City of North Vancouver, District of North Vancouver, District of Pitt Meadows, City of Port Coquitlam, City of Port Moody, City of Richmond, City of Surrey, City of Vancouver, District of West Vancouver and City of White Rock (the "Participating Areas").

**Service Area**

3. The service area for the Service is the area within the boundaries of the Participating Areas (the "Service Area").

Attachment 1 (Cont'd)

**Cost Recovery**

4. The annual costs for the Service shall be recovered by:
- (a) the imposition of fees and other charges that may be fixed by a separate bylaw;
  - (b) property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*;
  - (c) revenues raised by other means authorized under the *Local Government Act* or another Act; or
  - (d) revenues received by way of agreement, enterprise, gift, grant or otherwise.

**Cost Apportionment**

5. The costs of the Service after deducting the revenues (if any) raised or received under subsections 4(a),(c) and (d) above, shall be apportioned among all of the Participating Areas on the basis of the converted value of land and improvements in the Service Area.

**Maximum Requisition**

6. The maximum amount that may be requisitioned for the Service is nine hundred and fifty thousand (\$950,000) dollars.

**Citation**

7. This Bylaw may be cited as the "Greater Vancouver Regional District Mosquito Control Administration and Coordination Service Establishment Bylaw No. 1034, 2005".

READ A FIRST TIME this 29 day of July, 2005.

READ A SECOND TIME this 29 day of July, 2005.

READ A THIRD TIME this 29 day of July, 2005.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this 19 day of August, 2005.

RECONSIDERED, PASSED AND FINALLY ADOPTED by an affirmative vote this 24 day of March, ~~2005~~ 2006.

P. A. Veeber  
SECRETARY

[Signature]  
CHAIR

Attachment 2



Health Protection  
Environmental Health

#325 - 8100 Granville Avenue  
Richmond, BC V6Y 3T6  
Tel: (604) 233-3147 Fax: (604) 233-3176

April 24, 2012

Suzanne Bycraft, Manager  
Fleet and Environmental Programs  
City of Richmond  
5599 Lynas Lane  
Richmond, BC V7C 5B2

Dear Ms Bycraft:

Re: West Nile Virus Response for 2012

As the Medical Health Officer for Richmond, I recommend that the City of Richmond discontinue its West Nile virus (WNV) surveillance and pre-emptive mosquito larvaciding program for 2012.

Since 2003, the City has had a WNV program. This work was carried out under the recommendation of the Medical Health Officer. It was considered prudent to have the program to minimize human health risk, given the rapid spread of the WNV across North America and the experiences of affected communities.

We now have observed WNV activities in North America for close to 12 years. The spread of the virus has slowed down considerably in the Pacific Northwest. To date, surveillance and monitoring have identified minimal WNV activity in British Columbia. This activity has been limited to the Okanagan area with the exception of a positive horse case reported in Fraser Health in 2009.

British Columbia Center for Disease Control (BCCDC) and Health Authorities meet regularly to re-evaluate the WNV threat as new information becomes available. As we learn from other jurisdictions, we will continue to refine our approach to WNV in British Columbia.

Richmond Health Protection Staff will however still be conducting the City's nuisance mosquito control program this summer as it has historically done for the last approximately 30 years. This program will consist of pre-emptive mosquito larvaciding along the Sturgeon Bank salt marsh and throughout the City's surface water storm drainage ditch system. This program will be carried out under Richmond Public Health's approved Mosquito Pest Management Plan (RPH - Mos - PMP 2009/2014)

I thank the City for its leadership and proactive approach in coordinating a comprehensive WNV management plan over the past number of years. If you have any questions regarding this recommendation, please contact Mr. Dalton Cross at 604.233.3102.

E0112036.doc



January 7, 2013

- 11 -

Attachment 2 (Cont'd)

- 2 -

Yours truly,

  
James D. Li, MD, MHSc  
Medical Health Officer, Richmond  
Vancouver Coastal Health

cc: Dalton Cross, Senior Environmental Health Officer, VCH

JLU:rl





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** December 4, 2012

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

**File:** 10-6450-07-03/2012-  
Vol 01

**Re:** NO. 1 ROAD AND MONCTON STREET INTERSECTION - REPORT BACK ON  
"PEDESTRIAN SCRAMBLE" FEATURE

### Staff Recommendation

That the report on the operation of the pedestrian scramble feature at the intersection of No. 1 Road and Moncton Street be received for information.

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

Att. 1

REPORT CONCURRENCE			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Finance.....		<input checked="" type="checkbox"/>	
Engineering.....		<input checked="" type="checkbox"/>	
RCMP.....		<input checked="" type="checkbox"/>	
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>
			<b>INITIALS:</b> 

## Staff Report

### Origin

At its May 24, 2011 meeting, Council endorsed the implementation of a pilot “pedestrian scramble” feature as part of the new signalization of the No. 1 Road and Moncton Street intersection and directed:

*That staff monitor the effectiveness of the above pilot “pedestrian scramble” feature at No. 1 Road/Moncton Street intersection and report back to Council after one year of implementation.*

This report summarizes the operation of and the feedback received on the changes to the intersection and proposes an enhancement to further improve its operation.

### Analysis

#### 1. Signalization and Pedestrian Scramble Feature

The traffic signals at No. 1 Road and Moncton Street began operation on December 15, 2011. The associated improvements included raising the intersection, providing pedestrian priority via a “pedestrian scramble” signal phase (the first in BC to be re-introduced), and installing distinct pavement textures and markings to better define the pedestrian precinct. The pedestrian scramble phase gives pedestrians priority as it prohibits all vehicular movements while allowing pedestrians to cross in any direction including diagonally. This special traffic signal feature was implemented to accommodate the high pedestrian volumes in Steveston Village and place a higher priority on pedestrian movements thereby further promoting walking as the primary mode of choice within the Village core. The project supports the theme of the new Official Community Plan, “*Towards a Sustainable Community*,” and is consistent with the City’s long-term goal to improve walkability throughout the city.

#### 2. Feedback Received

The City has received much positive feedback from the public and stakeholders in support of the improvements at the intersection and many comments have specifically supported the scramble phase as an enhancement for pedestrians.

- General Public: overall, the majority of comments received from the public were supportive of the enhancements. However, some concerns were cited regarding the perceived negative impact to motorists of the no right-turn-on-red restriction during all phases, particularly for the westbound to northbound right-turn movement that has relatively larger traffic volumes. These individuals suggest that pedestrian movements be restricted and only vehicle movements allowed during the non-scramble phases (i.e., for both the east-west and north-south phases). In addition, one resident living in close proximity to the intersection identified concerns regarding the illumination and noise arising from the operation of the accessible pedestrian signal (APS) features; staff were able to address this resident’s concerns to the satisfaction of both the resident and a representative of the visually impaired community shortly after the traffic signals began operation.

- **Local Municipalities:** the City of Vancouver is now looking at the feasibility of installing a pedestrian scramble phase at a Robson Street intersection and the Corporation of Delta is also considering a similar application in Ladner Village.
- **Transportation Industry:** much interest was generated in the industry as the project was recognized by the Association of Consulting Engineering Companies – British Columbia at its 2012 Gala Event in March 2012 as a nominee for its 2012 Awards for Engineering Excellence (see Attachment 1 for an illustration of the display board). Staff have also been invited by the Institute of Transportation Engineers to present this initiative to the local chapter.

### 3. Operation of the Intersection and Proposed Enhancement

In the first few months following implementation of the intersection improvements, some violations of the no right-turn-on-red restriction were observed and thus additional signage was installed to increase motorist awareness of this feature.

The table below summarizes the crash data prior to and up to eight months following the implementation of the intersection signalization and associated improvements. There is no discernible difference in the average annual crash rates between the two periods.

Category	Before Improvements					After Improvements
	2007	2008	2009	2010	1-Jan-11 to 14-Dec-11	15-Dec-11 to 31-Aug-12
Injury	2	2	0	0	0	1
Property Damage Only	1	3	7	3	1	3
Total	3	5	7	3	1	4
Annual Average	3.83					2.83

With respect to the feedback received suggesting that pedestrian movements be restricted to the scramble phase only, staff do not recommend this action as such an operation would have a negative impact on people with visual impairments as they rely on either APS features (i.e., “cuckoo” and “chirp” sounds) or traffic movements as cues to cross parallel and perpendicular to the streets; they cannot cross diagonally. This is especially apparent if they use guide dogs as the dogs are not able to distinguish which intersections have a pedestrian scramble feature and which do not.

As staff recognize that the no right-turn-on-red restriction can unduly delay turning motorists and cyclists and generate vehicle queuing, staff intend to remove this restriction for all four turning movements. The existing signs (Figure 1) would be removed and replaced with shoulder-mounted warning signs (Figure 2). Following implementation, staff would continue to monitor the intersection and undertake any further adjustments as necessary to optimize its operation.



Figure 1



Figure 2

A potential future adjustment, which staff will be investigating, is the installation of dynamic no right-turn-on-red illuminated signs that flash only when the pedestrian scramble phase is active. During the standard north-south and east-west phases, these signs would be blank. Figure 3 shows a sample illuminated no right-turn-on-red sign in California.

### Financial Impact

The cost of removing the existing signage and placing new signage has an estimated cost of \$1,500, which can be accommodated within 2011 Minor Capital - Traffic.

### Conclusion

The signalization of the intersection of No. 1 Road and Moncton Street including the “pedestrian scramble” phase and other associated improvements has been well received by the public and stakeholders since its implementation on December 15, 2011. Therefore, staff recommend that the feature be maintained and a further adjustment to optimize the operation of this intersection be undertaken following which staff will continue to monitor the intersection and make added adjustments, if necessary.



Figure 3



Donna Chan, P. Eng., PTOE  
Manager, Transportation Planning  
(604-276-4126)

DC:dc



Joan Caravan  
Transportation Planner  
(604-276-4035)



Display Board Prepared for Submission of Project to  
the Association of Consulting Engineering Companies of British Columbia

## No. 1 Road & Moncton Street Intersection



### Making Pedestrians the Priority

The No. 1 Road and Moncton Street Intersection is a gateway to Steveston Village. The four-way stop-controlled intersection had significant vehicle, pedestrian and cyclist volumes, resulting in right-of-way confusion for all users. The City of Richmond undertook the project to improve the safety and efficiency of the intersection, with a focus on making pedestrians the priority. The signal operations include a pedestrian only "scramble" phase, allowing pedestrians to cross in any direction, including diagonally. This places a higher priority on pedestrian movements and further promotes walking as the primary mode for movement within the village core.



**3D Visualization**

The visualization shows the proposed intersection design, including the new paving, landscaping, and signalization. It highlights the improved pedestrian crossings and the overall aesthetic enhancement of the intersection.



**Safety & Accessibility**

The project includes several safety and accessibility improvements, such as the installation of bollards, tactile paving, and enhanced crosswalks. These measures are designed to protect pedestrians and cyclists and ensure a safer, more accessible environment for all users.



**A Landmark Intersection**

The project is a landmark intersection, as it is a key gateway to Steveston Village. The new design, including the paving and landscaping, will create a more attractive and functional intersection that serves as a landmark for the community.

**Objectives**

The final design of the traffic signal and intersection will be based on the following objectives:

- Improve the safety of the intersection for pedestrians by installing pedestrian crossings and signalization.
- Improve the safety of the intersection for cyclists by installing bicycle lanes and signalization.
- Improve the safety of the intersection for vehicles by installing bollards and signalization.
- Improve the safety of the intersection for all users by installing tactile paving and signalization.



**City of Richmond**

Owner, Traffic Circulation, Construction Supervision, Binnie Functional and Detailed Design, Traffic Engineering, Survey

**BINNIE**

DMB & Associates, Electrical Design, Imperial Paving, Construction Contractor







# City of Richmond

## Report to Committee

**To:** Public Works & Transportation Committee  
**From:** Victor Wei, P. Eng.  
Director, Transportation  
**Date:** January 9, 2013  
**File:** 10-6455-01/2012-Vol  
01  
**Re:** **STEVESTON VILLAGE PARKING STRATEGY - REPORT BACK ON TRIAL  
IMPLEMENTATION (JUNE-SEPTEMBER 2012)**

### Staff Recommendation

That the following proposed measures to improve City management of free on- and off-street public parking in the Steveston Village area, as further described in the report, be endorsed:

- (1) Community Bylaws provide regular patrols of the Village area as part of city-wide activities;
- (2) the time limit for free public parking spaces be increased from two to three hours;
- (3) operation of the lanes revert back to the status quo that was in effect prior to the trial; and
- (4) parking-related signage and pavement markings be improved prior to the start of the peak summer period in 2013.

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

Att. 4

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Finance Division	<input checked="" type="checkbox"/>		
Recreation Services	<input checked="" type="checkbox"/>		
Community Bylaws	<input checked="" type="checkbox"/>		
Fire Rescue	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b> 

## Staff Report

### Origin

At its May 28, 2012 meeting, Council endorsed the trial implementation of a parking strategy to manage City-owned public parking spaces in the Steveston Village area during the upcoming peak summer period (June-September 2012) and directed staff to report back on the effectiveness of the strategy after the end of the trial period. This report summarizes the results of the trial and provides recommendations for the future management of City-owned public parking spaces in the Steveston Village area. At the same Council meeting, staff were also directed to develop short- and long-term streetscape visions for Bayview Street and Chatham Street that may identify potential options for additional public parking; this topic will be the subject of a separate report to be presented in early 2013.

### Analysis

#### 1. Results of Trial Parking Strategy

The trial parking strategy was implemented from June 11, 2012 through September 30, 2012. The outcomes for each major element of the strategy are summarized below.

##### 1.1 Increased Enforcement

A full-time Community Bylaws officer was dedicated daily to the Village to ensure adherence to the existing two-hour time limit (in effect between 9:00 am and 6:00 pm daily) and thus generate sufficient turnover. Approximately 2,500 violations were issued during the trial period with 570 tickets (23%) related to time limit violations in the Village area (see Table 1). Total revenue from enforcement is estimated at \$68,750 for an average recovery amount of \$27.50 per violation. Overall enforcement costs amounted to \$34,150 (i.e., labour, overhead and vehicle costs based on a full-time shift each day of the trial period).

**Table 1: Total Tickets Issued**

Category	# of Tickets	
Safety	870	35%
No Permit	700	28%
Time Limit	570	23%
Invalid Insurance/ Licence	230	9%
Miscellaneous	130	5%
<b>Total</b>	<b>2,500</b>	<b>100%</b>

##### 1.2 Permit Parking in Lanes

The entrances to each of the three north-south lanes were signed for monthly permit parking only with spaces available only to adjacent businesses on a first-come, first-serve basis at a market rate of \$50 per month per permit with the exception of owners who had contributed to the *Steveston Off-Street Parking Reserve*; these owners paid a one-time fee of \$50 for the entire period. A total of 60 permits were processed, which coincides with the maximum number of vehicles that can be accommodated within the lanes (i.e., 100% of applicants received the requested number of permits).

In response to feedback from motorists during the trial, in mid-July blue "Note New Parking Regulations" tabs were added back to the laneway signage to improve their visibility and two additional signs (one in each direction) were added at the mid-point of each lane (see Figure 1).

Notwithstanding, the relatively high number of violations issued for no permit (700 tickets or 28% of all tickets) indicates that visual communication of the parking regulation would need to be significantly improved should the permit system become permanent.

### 1.3 Mitigation of Potential Spill-Over Parking

Signage advising of the existing three-hour maximum parking time limit<sup>1</sup> was installed at entrances to the residential neighbourhood north of Chatham Street and west of No. 1 Road. Residents of the area bounded by Steveston Highway, No. 1 Road, Chatham Street, and 7<sup>th</sup> Avenue were mailed a notice advising that parking enforcement would be provided on a complaint basis only and public notices were published in two June 2012 editions of the *Richmond Review*. While only seven phone calls were received by Community Bylaws resulting in two violations being issued, feedback from residents in this area indicates that parking intrusion was notable (see Attachment 4).

With respect to the Steveston Community Centre (SCC), staff and the Steveston Community Society (SCS) jointly developed and implemented a plan to address the potential of intrusion into the parking lots that serve the community centre that comprised the following elements:

- installation of signage in the parking lots advising of a two-hour time limit between 10:00 am and 6:00 pm daily (except during special events);
- creation of temporary passes to permit parking for longer than two hours for distribution to SCC staff, SCS Board members and clients whose programs run longer than two hours;
- request that all SCC staff and SCS Board members use the parking lot accessed via Easthope Avenue in order to leave the main parking lot and that adjacent to the lacrosse box free for customers and patrons; and
- notice placed at the SCC front desk/reception area advising of the parking changes (i.e., indicating increased enforcement in the parking lots).

A total of 112 tickets were issued for violations in the SCC main lot and the lot adjacent to the lacrosse box with the majority (over 80%) for time limit violations. SCC staff and SCS Board members advise that the two-hour time limit was effective in deterring all day parking and managing turnover.

### 1.4 Provision of Designated Employee Parking

The Steveston Harbour Authority (SHA) offered monthly pay parking for employees at its lot on Chatham Street but SHA staff advise that only one merchant utilized the lot during the trial period. Conversely, Steveston Merchants Association (SMA) representatives advise that the underground parking lot on Bayview Street east of No. 1 Road was well-utilized by employees, which may reflect its lower monthly rate of \$25 vis-à-vis \$50 per month for the SHA lot.



**Figure 1:  
Laneway Signage**

<sup>1</sup> Section 12.4(1) of Traffic Bylaw No. 5870 states that a three-hour maximum parking time limit is in effect between 8:00 am and 6:00 pm on streets abutting any residential or commercial premise, unless the parked vehicle belongs to the owner of such premise.

## 2. Feedback from Residents and Merchants on the Trial Parking Strategy

During the trial period, Community Bylaws and Transportation staff received a number of comments regarding the parking strategy. Generally, members of the public and some merchants registered concern that enforcement was overly aggressive and, as a result, created an unwelcoming atmosphere in the Village. Insufficient and poor visibility of signage indicating permit only parking in the lanes was also cited. The feedback also indicated that a misunderstanding that the City implemented pay parking (rather than the SHA) continues to persist amongst the public. Some merchants cited concerns that loading/unloading activities were unduly impacted by the enforcement.

To obtain comprehensive feedback from those stakeholders who directly experienced the trial project, staff mailed surveys to all merchants (see Attachment 1) within the Village and those residents (see Attachment 2) living immediately north of the Village following the end of the trial period (see Attachment 3 for the boundaries of the survey areas). Staff also met directly with representatives of the SMA and attended a meeting of the Steveston 20/20, which is an umbrella group of various non-profit community organizations in the area. Attachment 4 provides details of the survey responses. These responses and the resulting recommended measure are summarized below in Sections 2.1 through 2.6.

**Table 2: Survey Response Rates**

Category	Residents	Merchants
# of Surveys Mailed	429	235
# of Surveys Returned	44	50
Response Rate	10%	21%

### 2.1 Effectiveness of Increased Enforcement of Parking Regulations

An equal number of residents believe that either the increased enforcement was ineffective at achieving greater turnover or they were unsure as to its effectiveness (39% each) whereas a slight majority of merchants (52%) believe that the increased enforcement was ineffective at achieving greater turnover.

Overall, however, the trial strategy can be considered as having achieved its primary goal of increasing turnover of parking spaces as the feedback did not indicate that there was a lack of free public parking (i.e., there was thus sufficient turnover of spaces). Based on respondent comments, the increased enforcement was perceived as ineffective possibly due to the negative experience for visitors created by the increased level of enforcement and the resulting potential impacts to the future attractiveness of the Village as a destination.

**Recommended Measure:** Continue to enforce parking time limits to ensure adequate turnover at a level comparable to other areas to address concerns of overly aggressive enforcement. A Community Bylaws officer would provide regular patrols of the Village area as part of city-wide activities and within the approved divisional operating budget, rather than being assigned full-time to only the Village. The patrols would focus on safety and liability violations and be more frequent during the peak summer period (June to September).

### 2.2 Free Public Parking Time Limit

Residents did not express a clear preference for a change to the existing two-hour time limit in effect on streets within the Village core with an equal number each expressing that the time limit should either increase to three hours or stay at two hours (27% each). Relatively more merchants

(42%) prefer a longer time limit of three hours on streets within the Village core, citing that typical visitor activities of dining, shopping and sightseeing take longer than two hours. The SMA also supports a three-hour time limit for free public parking within the Village.

While a longer time limit of three hours will slightly decrease turnover and may encourage employees in the Village to occupy the spaces (e.g., employees would only have to move their vehicles once or twice per day as opposed to more frequently with a two-hour limit), these potential disadvantages are likely to be more than off-set by the increased convenience for visitors to this regional destination.

*Recommended Measure:* Increase the time limit from two to three hours to provide sufficient time for visitors to have a more leisurely stay and to establish consistency across all on-street and off-street parking spaces managed by the City. As the SCS Board prefers that the time limit for the SCC lots be consistent with whatever time limit is effective for on- and off-street free public parking spaces, this three-hour limit would also apply to the parking lots that serve the SCC and Steveston Park with passes to permit parking for longer than three hours available for SCC staff, SCS Board members and program clients as needed.

### 2.3 Provision of Short-Term Public Parking Spaces

As the SMA indicated a desire for short-term (15-minute only) parking spaces located strategically throughout the Village, staff included a question on this topic for merchants. Of those who responded, only 16% thought such spaces could be beneficial and suggested locations near ATMs, the post office and coffee shops. There are currently two 15-minute on-street parking spaces located on the west side of 2<sup>nd</sup> Avenue adjacent to the Steveston Museum and Post Office.

*Recommended Measure:* Keep existing 15-minute short-term on-street parking spaces as status quo at this time due to a lack of demonstrated need or desire to expand these spaces. Staff would continue to monitor the need for short-term parking and address this concern as demand arises.

### 2.4 Permit Only Parking in Lanes

Overall, merchants did not indicate support for the permit parking system for the lanes. Nearly one-third (32%) think that the permit system was not helpful and roughly the same number (34%) believes the system should not be made permanent. The SMA does not support a permit system for the lanes and prefers that visitors be allowed to park in the lanes subject to a time limit of three hours.

*Recommended Measure:* Given the lack of support for continuing a permit parking system in the lanes from both individual merchants and the SMA, staff do not recommend that the trial system be made permanent. Thus, the use and operation of the lanes would revert back to the status quo that was in effect prior to the trial with enforcement provided for safety and liability violations as well as in response to complaints.

### 2.5 Long-Term Employee Parking

Few merchants indicate that they or their employees use monthly pay parking sites (12%) or the free all day parking on Chatham Street west of 6<sup>th</sup> Avenue (4%). Based on comments provided,

it appears that a number of employees chose to park in the residential area north of Chatham Street, free private lots of other businesses, or on-street spaces and continually moved their vehicles throughout the day. The SMA suggests that the City subsidize additional free parking by leasing the SHA lot on Chatham Street and providing this parking for free year-round.

*Recommended Measure:* Staff do not recommend that the City subsidize additional employee parking by leasing the SHA lot on Chatham Street as the City does not provide similar financial subsidies for private employee parking anywhere else in the city. Staff will forward the survey results and comments (particularly on pay parking) to the SHA for its information and consideration and encourage the SMA to pursue this initiative directly with the SHA. Staff would continue to monitor opportunities and will report further to Council upon completion of the Bayview Street-Chatham Street Streetscape Study, which may identify potential additional public parking.

## 2.6 Other Comments on the Trial Strategy and Future Management of Free Public Parking

Community Bylaws staff identified the following potential minor enhancements that, if implemented, would provide better guidance to motorists and thus reduce violations as well as improve traffic and pedestrian safety:

- identify all on-street areas where parking is prohibited with yellow curbs and/or signage;
- identify on-street loading zones with improved signage where necessary; and
- establish a crosswalk on Bayview Street at 1<sup>st</sup> Avenue.

*Recommended Measure:* Staff would undertake the identified signage and pavement marking improvements prior to the start of the peak summer period in 2013.

## 3. Summary of Recommended Measures

The following proposed actions summarize the elements of a refined parking strategy for Steveston Village:

- *Level of Enforcement:* Community Bylaws officer to provide regular patrols of the Village area as part of city-wide activities with the patrols to focus on safety and liability violations;
- *Time Limit for Free Public Parking:* increase the time limit from two to three hours for both on- and off-street parking spaces;
- *Parking in Lanes:* revert back to status quo that was in effect prior to the trial with enforcement provided for safety and liability violations as well as in response to complaints;
- *Employee Parking:* forward the survey results and comments (particularly on pay parking) to the SHA for its information and consideration and encourage the SMA to pursue the provision of free public parking in the SHA lot on Chatham Street directly with the SHA; and
- *Improve Signage and Markings:* undertake improvements to signage and pavement markings prior to the start of the peak summer period in 2013.



**Financial Impact**

The provision of regular enforcement in the Steveston Village area would be accommodated within Community Bylaw's existing operational budget, which may require the re-allocation of service hours city-wide to ensure adequate coverage.

The proposed improvements to existing signage and pavement markings have an estimated total cost of \$3,000 and would be funded from the 2013 Neighbourhood Traffic Safety Program, which is part of the 2013 Capital Budget previously approved by Council.

**Conclusion**

The proposed adjusted measures to continue to improve the management of free on- and off-street public parking in the Steveston Village area respond to and address the key concerns cited by both residents and merchants arising from the trial implementation of a parking strategy for the area from June to September 2012. While these measures may not meet the full expectations of all stakeholders, they are considered at this time to be the most effective approach to striking a balance between providing a reasonable amount of time for visitors who drive to the Steveston area to enjoy its amenities and an appropriate level of enforcement to ensure adequate turnover of free public parking spaces.



Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:lce

**Steveston Village Summer Parking Trial (Ended September 2012):  
Request for Merchants' Feedback**

In June 2012, the City commenced a Summer parking trial in the Steveston Village area with the objective of improving the availability of free public parking through increased turnover. The trial was implemented from June 11 to September 30, 2012 and featured increased enforcement of existing 2-hour parking time limits and the designation of permit parking only in the lanes. **City staff are now seeking feedback from local merchants prior to reporting back to Council on the effectiveness of the parking trial.**

Name: \_\_\_\_\_ Phone/ E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

**1. Increased Enforcement of Parking Regulations**

During the trial period, parking enforcement was increased in the Village. Of the citations issued, approximately 85% were due to safety violations (e.g., parking too close to a fire hydrant) and 15% were due to time limit violations.

Was the increased enforcement effective in achieving greater turnover of free public parking spaces? Yes ☐ No ☐ Don't know/Unsure ☐

Comments (please add more paper as required):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**2. Free Public Parking Time Limit**

The current time limits for free on- and off-street parking are: 2 hours (9:00 am and 6:00 pm) in the Village core; 3 hours (9:00 am and 6:00 pm) on Chatham St east of 3<sup>rd</sup> Ave; and no time limit on Chatham St west of 3<sup>rd</sup> Ave.

For each street, please indicate if the time limit for free public parking should be changed.

Potential Change to Time Limit	Chatham St – West (No Limit)	Chatham St – East (3 hrs)	Moncton St (2 hrs)	Bayview St (2 hrs)	No. 1 Road (2 hrs)	1 <sup>st</sup> Ave (2 hrs)	2 <sup>nd</sup> Ave (2 hrs)	3 <sup>rd</sup> Ave (2 hrs)
Increase Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Decrease Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Stay the Same	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't Know / Unsure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**3. Short-Term (15-minute only) Public Parking Spaces**

Selected on-street parking spaces could be converted to a 15-minute only time limit to serve quick stop-over visitors.

Is there a need for 15-minute only public parking spaces? Yes ☐ No ☐ Don't know/Unsure ☐

If so, where specifically? \_\_\_\_\_

Comments (please add more paper as required):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



**Steveston Village Summer Parking Trial (Ended September 2012):**  
**Request for Merchants' Feedback**

**4. Permit Only Parking in Lanes**

To minimize parking intrusion into the lanes during the trial period, parking in the lanes was allowed by monthly permits available only to adjacent businesses on a first-come, first-serve basis at a standard cost of \$50 per month.

	Yes	No	Don't know/ Unsure
Was "Permit Only" parking in the lanes helpful for merchants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should "Permit Only" parking in the lanes be made permanent?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

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**5. Long-Term Employee Parking**

All-day monthly pay parking is available for employees in the Village area (e.g., gravel lot on Chatham Street, underground parking on Bayview Street) and all-day free parking is available on Chatham Street west of 3<sup>rd</sup> Avenue.

	Yes	No	Don't know/ Unsure
Do you or your employees use any monthly pay parking sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you or your employees use Chatham Street (west of 3 <sup>rd</sup> Avenue) for long stay parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments (please add more paper as required):

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**6. Do you have other comments regarding the trial implementation of the parking strategy?**

Comments (please add more paper as required):

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**7. Do you have other comments or suggestions regarding the future management of free public parking in Steveston Village?**

Comments (please add more paper as required):

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Please return the completed survey to the City by **October 31, 2012** via:

- enclosed postage paid self-addressed envelope
- e-mail: [transportation@richmond.ca](mailto:transportation@richmond.ca)
- fax: 604-276-4132



Thank you for your participation in this survey.

**PWT - 49**

Joan Caravan, Transportation Planner  
 Transportation Division / City of Richmond  
 tel: 604-276-4035 / e-mail: [jcaravan@richmond.ca](mailto:jcaravan@richmond.ca)

**Steveston Village Summer Parking Trial (Ended September 2012):**  
**Request for Residents' Feedback**

In June 2012, the City commenced a Summer parking trial in the Steveston Village area with the objective of improving the availability of free public parking through increased turnover. The trial was implemented from June 11 to September 30, 2012 and featured increased enforcement of existing 2-hour parking time limits and the designation of permit parking only in the lanes. **City staff are now seeking feedback from local residents prior to reporting back to Council on the effectiveness of the parking trial.**

Name: \_\_\_\_\_ Phone/ E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

**1. Increased Enforcement of Parking Regulations**

During the trial period, parking enforcement was increased in the Village. Of the parking tickets issued, approximately 85% were related to safety violations (e.g., parking too close to a fire hydrant) and 15% were due to time limit violations (e.g., parking longer than 2 hours between 9:00 am and 6:00 pm).

During the trial period, did you experience any problems due to increased parking by visitors/workers from Steveston Village in your residential area?

Yes

No

Don't know/  
Unsure☐☐☐

If so, please tell us exactly what problems you experienced.

Comments:

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Do you think the increased enforcement was effective in achieving increased turnover of free public parking spaces in Steveston Village?

Yes

No

Don't know/  
Unsure☐☐☐

Comments:

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**Steveston Village Summer Parking Trial (Ended September 2012):  
Request for Residents' Feedback**

**2. Free Public Parking Time Limit**

The current time limits for free on- and off-street parking are: 2 hours (9:00 am and 6:00 pm) in the Village core; 3 hours (9:00 am and 6:00 pm) on Chatham St east of 3<sup>rd</sup> Ave; and no time limit on Chatham St west of 3<sup>rd</sup> Ave.

For each street, please indicate if the current time limit should be changed.

Potential Change to Time Limit	Chatham St – West (No Limit)	Chatham St – East (3 hrs)	Moncton St (2 hrs)	Bayview St (2 hrs)	No. 1 Road (2 hrs)	1 <sup>st</sup> Ave (2 hrs)	2 <sup>nd</sup> Ave (2 hrs)	3 <sup>rd</sup> Ave (2 hrs)
Increase Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Decrease Time Limit to _____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs	_____ hrs
Stay the Same	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't Know / Unsure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

**3. Do you have other comments regarding the trial implementation of the parking strategy?**

Comments:

**4. Do you have any other comments or suggestions regarding the future management of free public parking in Steveston Village?**

Comments:

Please return the completed survey to the City by **October 31, 2012** via:  
enclosed postage-paid self-addressed envelope

- e-mail: [transportation@richmond.ca](mailto:transportation@richmond.ca)
- fax: 604-276-4132

Joan Caravan, Transportation Planner  
Transportation Division / City of Richmond  
tel: 604-276-4035 / e-mail: [jcaravan@richmond.ca](mailto:jcaravan@richmond.ca)

Thank you for your participation in this survey.



Merchant and Resident Survey Distribution Areas





## Merchant and Resident Survey Results

### 1. Effectiveness of Increased Enforcement of Parking Regulations

Forty-eight percent of residents responding indicated that they experienced problems due to increased parking in their residential area although almost an equal number (41%) reported that they did not. Of those who indicated problems, concerns commonly cited included:

- a lack of available parking in front of their residence for their own vehicles or for visitors;
- vehicles parked too close to driveways thereby impeding sightlines; and
- speeding vehicles.

An equal number of residents believe that either the increased enforcement was ineffective at achieving greater turnover or they were unsure as to its effectiveness (39% each) whereas a slight majority of merchants (52%) believe that the increased enforcement was ineffective at achieving greater turnover and 24% are unsure as to its effectiveness.

Increased Enforcement of Parking Regulations	Residents (44 responses)				Merchants (50 responses)			
	Yes	No	Don't Know	Did Not Answer	Yes	No	Don't Know	Did Not Answer
Did you experience any problems due to increased parking in your residential area?	21 (48%)	18 (41%)	3 (7%)	2 (5%)	Question Not Included in Survey			
Was the increased enforcement effective in achieving greater turnover of free public parking spaces?	6 (14%)	17 (39%)	17 (39%)	4 (9%)	10 (20%)	26 (52%)	12 (24%)	2 (4%)

With respect to the survey comments regarding speeding vehicles, staff will conduct traffic volume and speed studies on the identified roadways (i.e., Chatham Street and Broadway Street) to establish the extent of the concerns and, if required, develop and implement measures to address any identified issues in consultation with the local residents.

### 2. Free Public Parking Time Limit

A majority (61%) of residents prefer that the existing unrestricted time limit remain on Chatham Street west of 3<sup>rd</sup> Avenue while one-half (50%) prefer that the existing three-hour time limit on Chatham Street east of 3<sup>rd</sup> Avenue (which was implemented in June 2012 at the start of the trial) remain. Responses from merchants were similar with slightly more preferring that the existing no limit west of 3<sup>rd</sup> Avenue and the three-hour limit east of 3<sup>rd</sup> Avenue remain (72% and 54% respectively). Just under one-quarter (24%) of merchants preferred a longer time limit (typically four hours) for Chatham Street east of 3<sup>rd</sup> Avenue.

Potential Change to Time Limit	Residents (44 responses)	Merchants (47 responses)
Chatham Street west of 3 <sup>rd</sup> Ave	<ul style="list-style-type: none"> <li>• Stay at no time limit: 61%</li> <li>• Did not answer: 34%</li> </ul>	<ul style="list-style-type: none"> <li>• Stay at no time limit: 72%</li> <li>• Did not answer: 18%</li> </ul>
Chatham Street east of 3 <sup>rd</sup> Ave	<ul style="list-style-type: none"> <li>• Stay at 3 hours: 50%</li> <li>• Did not answer: 27%</li> </ul>	<ul style="list-style-type: none"> <li>• Stay at 3 hours: 54%</li> <li>• Increase to &gt;3 hours: 24%</li> </ul>
Moncton St-Bayview St-No. 1 Road 1 <sup>st</sup> Ave-2 <sup>nd</sup> Ave-3 <sup>rd</sup> Ave	<ul style="list-style-type: none"> <li>• Increase to 3 hours: 27%</li> <li>• Stay at 2 hours: 27%</li> <li>• Did not answer: 26%</li> </ul>	<ul style="list-style-type: none"> <li>• Increase to 3 hours: 42%</li> <li>• Stay at 2 hours: 21%</li> <li>• Increase to &gt;3 hours: 14%</li> </ul>

## Merchant and Resident Survey Results

Residents did not express a clear preference for a change to the existing two-hour time limit in effect on streets within the Village core with an equal number each expressing that the time limit should either increase to three hours or stay at two hours (27% each), with a further 26% not providing an answer. Relatively more merchants (42%) prefer a longer time limit of three hours on streets within the Village core, citing that typical visitor activities of dining, shopping and sightseeing take longer than two hours, while 21% prefer that the existing two-hour time limit remain.

### 3. Provision of Short-Term Public Parking Spaces

Just over one-half (52%) of merchants provided an answer regarding the need for short-term (15-minute only) parking spaces. Of those who responded, 26% indicated there was not a need for short-term parking while 16% thought such spaces could be beneficial and suggested locations near ATMs, the post office and coffee shops.

Short-Term Public Parking Spaces	Yes	No	Don't Know	Did Not Answer
Is there a need for 15-minute only public parking spaces?	8 (16%)	13 (26%)	5 (10%)	24 (48%)

There are currently two 15-minute on-street parking spaces located on the west side of 2<sup>nd</sup> Avenue adjacent to the Steveston Museum and Post Office.

### 4. Permit Only Parking in Lanes

Overall, merchants did not indicate support for the permit parking system for the lanes. Nearly one-third (32%) think that the permit system was not helpful and roughly the same number (34%) believes the system should not be made permanent.

Permit Only Parking in Lanes	Yes	No	Don't Know	Did Not Answer
Was "Permit Only" parking in the lanes helpful for merchants?	3 (6%)	16 (32%)	12 (24%)	19 (38%)
Should "Permit Only" parking in the lanes be made permanent?	6 (12%)	17 (34%)	6 (12%)	21 (42%)

Comments regarding the permit system include a desire to revert back to the previous conditions, maintain customer use of the lanes for quick pickups and concerns that the cost of \$50 per month was too high (would prefer \$25 per month). The SMA does not support a permit system for the lanes and prefers that visitors be allowed to park in the lanes subject to a time limit of three hours (i.e., consistent with the preferred time limit for on- and off-street free public parking spaces).

### 5. Long-Term Employee Parking

Few merchants indicate that they or their employees use monthly pay parking sites (12%) or the free all day parking on Chatham Street west of 3<sup>rd</sup> Avenue (4%). Some merchants cited that the relevant section of Chatham Street was too far away or that they were unaware of its availability.

## Merchant and Resident Survey Results

Long-Term Employee Parking	Yes	No	Don't Know	Did Not Answer
Do you or your employees use any monthly pay parking sites?	6 (12%)	21 (42%)	1 (2%)	22 (44%)
Do you or your employees use Chatham Street (west of 3 <sup>rd</sup> Avenue) for long stay parking?	2 (4%)	23 (46%)	2 (4%)	23 (46%)

Some merchants as well as residents cited the need for a free/subsidized parking lot designated for employees. In particular, the SMA suggests that the City subsidize additional free parking by leasing the SHA lot on Chatham Street and providing this parking for free year-round.

### 6. Other Comments on the Trial Strategy and Future Management of Free Public Parking

Of those residents who provided additional comments, the most common observations were that free parking should be maintained and that the existing pay parking lots should revert back to free parking. Comments from merchants echoed that:

- continued free parking is necessary to ensure the economic health of the Village;
- enforcement was too aggressive and at times interfered with deliveries; and
- overall, the trial strategy created a negative experience for visitors who, as a result, may not return.







# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee  
**From:** Victor Wei, P. Eng.  
Director, Transportation  
**Date:** December 4, 2012  
**File:** 01-0157-00/Vol 01  
**Re:** **METRO VANCOUVER BOARD REQUEST - PROJECTS ELIGIBLE FOR  
FEDERAL STRATEGIC PRIORITIES FUND**

### Staff Recommendation

That a letter be sent to all Richmond Members of Parliament, with a copy to the Metro Vancouver Board, seeking the designation of cycling infrastructure as an eligible project under the federal Strategic Priorities Fund.

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

Att. 1

REPORT CONCURRENCE			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations & Protocol Unit.....		<input checked="" type="checkbox"/>	
<b>REVIEWED BY SMT SUBCOMMITTEE</b>		<b>INITIALS:</b> 	<b>REVIEWED BY CAO</b> 
			<b>INITIALS:</b> 

## Staff Report

### Origin

On November 2, 2012, the City received a letter (see **Attachment 1**) from the Chair of the Metro Vancouver Board advising of and requesting the City's action on its resolution that member municipalities be encouraged to write to their Members of Parliament (MP) to request that projects eligible for the Strategic Priorities Fund (the Fund) include cycling infrastructure. This report responds to that request and proposes that a letter be sent to local MPs seeking the designation of cycling infrastructure as an eligible project under the Fund.

### Analysis

#### 1. Federal Strategic Priorities Fund

The federal Gas Tax Fund is an initiative of the federal government started in the 2005/06 fiscal year to provide predictable, long-term funding via the transfer of federal gas tax revenues for Canadian municipalities to support new and revitalized public infrastructure that contributes to cleaner air and water, and reducing greenhouse gas emissions.

Within BC, the distribution of the funds was divided into two components, the Strategic Priorities Fund (SPF) and the Community Works Fund; additional funding was also provided for an Innovations Fund. In addition, BC communities were divided into three tiers based on differing characteristics including population density, degree of urbanization and adjacency to urbanized areas. The Metro Vancouver region is collectively classified as a Tier 3 community.

Per the transfer agreement between the federal and provincial governments and the Union of BC Municipalities (UBCM) signed in September 2005, Metro Vancouver chose to direct 100 per cent of its allocation to the Strategic Priorities Fund for transportation investments which, for Tier 3 communities, is limited primarily to the development or improvement of public transit. Under a three-part agreement between Metro Vancouver, TransLink and UBCM, the funds are administered by UBCM through the Gas Tax Fund Management Committee.

Over the past seven years of the Fund, TransLink has used the funds primarily to purchase new transit vehicles (bus, HandyDART, SkyTrain, and SeaBus) as well support infrastructure improvements as shown in Table 1 below.

**Table 1: TransLink Vehicles and Infrastructure Supported by the SPF**

Year	Conventional Bus	Community Shuttle	HandyDART	SkyTrain	SeaBus	Supporting Infrastructure
2006	119	-	-	-	-	-
2007	139	-	-	-	-	-
2008	199	-	-	-	-	-
2009	108	19	55	-	-	SkyTrain Maintenance Facility Expansion
2010	32	-	81	14	-	SkyTrain Yard Expansion Expo Line Propulsion Power System Upgrade
2011	41	13	-	114 (refurbish)	1	Compass Card Equipment for Buses
2012	91	69	-	-	-	Hamilton Transit Centre
<b>Total</b>	<b>729</b>	<b>101</b>	<b>136</b>	<b>128</b>	<b>1</b>	

## 2. Eligible Projects for Tier 3 Communities

As shown in Table 2 below, cycling infrastructure independent of the public transit system is not an eligible project for Tier 3 communities within the category of transportation projects.

**Table 2: Eligible Transportation Projects for Tier 3 Communities**

<b>Eligible Sub-Categories within Transportation</b>	<b>Tier 1</b>	<b>Tier 2</b>	<b>Tier 3</b>
Develop or improve public transit system (rapid transit, buses, bus ways, sea-buses, commuter rail, ferries, street cars, cycling and pedestrian infrastructure, etc)	✓	✓	✓
Road system improvements that encourage a reduction in car dependency (express bus lanes, HOV lanes, park and ride, bike paths, queue, etc)	✓	✓	
Implement innovative technologies that support environmental sustainability	✓	✓	✓
Rehabilitation of roads and bridges that enhance sustainability outcomes	✓	✓	
Paths and trails	✓	✓	

## 3. Staff Comments

Staff support the Metro Vancouver Board request as the inclusion of cycling infrastructure as an eligible project could enable TransLink to increase funding levels for its Bicycle Infrastructure Capital Cost-Share (BICCS) Program, which provides up to 50-50 cost-share funding with local municipalities towards cycling facilities. Funding levels for the BICCS program have ranged around \$2.55 million over the past several years but the program is typically over-subscribed and, for 2013, has been reduced to \$1.55 million. Staff recently confirmed with TransLink staff that TransLink is supportive in principle of Metro Vancouver Board's request to include cycling infrastructure improvements as eligible projects.


The City has consistently maximized its grant funding from TransLink towards the implementation of cycling facilities and increased opportunities for external cost-share grants would enable the City to not only undertake more cycling improvements than it could alone but also to expedite some of these projects. The provision of increased cycling infrastructure throughout the city would strongly support progress towards achieving the vision, goals and objectives of the recently approved Official Community Plan.

## Financial Impact

None.

## Conclusion

A letter from the City to all Richmond Members of Parliament requesting the designation of cycling infrastructure as an eligible transportation project for Tier 3 communities under the federal Strategic Priorities Fund would be a first step towards the ultimate goal of revising the terms of the agreement on the transfer of federal gas tax revenues that specifies the eligible projects. In turn, increased opportunities for external cost-share grants for cycling infrastructure would enable the City to make greater progress towards achieving the goals of the recently approved Official Community Plan.

  
For: Joan Caravan  
Transportation Planner  
(604-276-4035)



metrovanancouver

Greater Vancouver Regional District • Greater Vancouver Water District  
Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICEpc: Director, Transportation  
for appropriate action  
for GM, Planning & Dev

Office of the Chair

Tel. 604 432-6215 Fax 604 451-6614

OCT 24, 2012

File: CP-15-03-015

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No 3 Rd  
Richmond, BC V6Y 2C1

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	KY	
	DR	

Dear Mayor Brodie and Council:

**Re: Metro Vancouver Board Decisions Relating to the Strategic Priorities Fund**

I am pleased to share with you that at its meeting of October 12, 2012, the Board endorsed the 2012 list of projects that TransLink intends to forward to the Strategic Priorities Fund Management Committee for approval under the Strategic Priorities Fund agreement. Since 2005, Metro Vancouver's Board has endorsed that 100 percent of Federal gas tax funds allocated to the region through the Strategic Priorities Fund be directed to TransLink.

The Board also approved a resolution encouraging municipalities and other local government authorities to write to their local Members of Parliament to include cycling infrastructure as an eligible project under the Strategic Priorities Fund. Currently, funding for local roads, bridges, tunnels, bicycling lanes, walking paths, and sidewalks are not eligible transportation projects under the Strategic Priorities Fund. Cycling is a rapidly growing transportation mode in the region and new infrastructure is required to support it. Encouraging cycling is consistent with reducing greenhouse gas emissions, and therefore should be eligible for Federal gas tax funding.

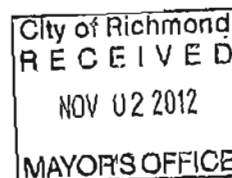
The Board also directed staff to investigate the future use of Federal gas tax funding for transit operating expenditures, as opposed to capital expenditures only, and to identify the process to make the necessary amendments to the Strategic Priorities Fund agreement between the Union of British Columbia Municipalities, Metro Vancouver, and TransLink and the overarching tri-partite agreement between the Federal government, Province of British Columbia, and the Union of British Columbia Municipalities.

We encourage your municipality to write to your local Members of Parliament to include bike lane funding as an eligible project under the SPF. We look forward to your support.

Yours truly,

Greg Moore  
Chair, Metro Vancouver Board

GM/GR/k



Encl: Report - dated October 5, 2012, "2012 Board Approval of TransLink Strategic Priorities Fund Application" (orbit # 6613646)

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SUSTAINABLE REGIONAL INITIATIVE

