



**Public Works and Transportation Committee  
Electronic Meeting**

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

**Wednesday, October 16, 2024  
Immediately following the Closed Planning Committee meeting**

Pg. #      ITEM

MINUTES

PWT-5      *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on September 11, 2024.*



NEXT COMMITTEE MEETING DATE

November 20, 2024, (tentative date) at 4:00 p.m. in the Council Chambers.

ENGINEERING AND PUBLIC WORKS DIVISION

1. **GREEN AMBASSADORS PROGRAM UPDATE**  
(File Ref. No. 10-6370-01) (REDMS No. 7742682)

PWT-9

[See Page PWT-9 for full report](#)

*Designated Speaker: Kristina Nishi*

Pg. # ITEM

STAFF RECOMMENDATION

*That the staff report titled “Green Ambassadors Program Update” dated September 12, 2024 from the Director, Public Works Operations, be received for information.*



2. **PROPOSED AMENDMENTS TO TRAFFIC BYLAW 5870 FOR SPEED LIMIT REDUCTION IN STEVESTON**

(File Ref. No. 10-6450-15-01) (REDMS No. 7748450)

PWT-17

See Page PWT-17 for full report

*Designated Speaker: Sonali Hingorani*

STAFF RECOMMENDATION

- (1) *That Option 2 to reduce the posted speed limit on local roads in Steveston from 50 km/h to 30 km/h as described in the staff report titled “Proposed Amendments to Traffic Bylaw 5870 for Speed Limit Reduction in Steveston, dated September 17, 2024 from the Director, Transportation be endorsed; and*
- (2) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10607, to revise the posted speed limit be introduced and given first, second and third reading.*



3. **ARTERIAL ROADWAY IMPROVEMENT PROGRAM (2021), TOP 20 COLLISION PRONE INTERSECTIONS - IMPLEMENTATION OF MEDIUM/LONG-TERM IMPROVEMENTS (2021), AND TOP 20 COLLISION PRONE INTERSECTIONS - IMPLEMENTATION OF MEDIUM/LONG-TERM IMPROVEMENTS (2022) – PROJECT UPDATE**

(File Ref. No. 10-6500-01) (REDMS No. 7808550)

PWT-23

See Page PWT-23 for full report

*Designated Speakers: Eric Sparolin & Beata Ng*

STAFF RECOMMENDATION

- (1) *That Option 1 be approved as presented in the report “Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections -Implementation of Medium/Long-term Improvements (2022) – Project Update” dated September 18, 2024, from the Director, Engineering and Director, Transportation; and*
- (2) *That the budget increase of \$3,750,000 funded by Roads Development Cost Charges (DCC) and Capital Reserve (Revolving Fund) be included in the Consolidated 5 Year Financial Plan (2025-2029).*



4. **UBCM COMMUNITY EMERGENCY PREPAREDNESS FUND:  
2024/25 DISASTER RISK REDUCTION – CLIMATE ADAPTATION  
GRANT APPLICATIONS**

(File Ref. No. 10-6000-01) (REDMS No. 7776952)

PWT-31

[See Page PWT-31 for full report](#)

*Designated Speaker: Jason Ho*

STAFF RECOMMENDATION

- (1) *That the application(s) to the Community Emergency Preparedness Fund, Disaster Risk Reduction – Climate Adaptation funding stream, as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2024/25 Disaster Risk Reduction – Climate Adaptation Grant Applications” dated September 13, 2024 from the Director, Engineering, be endorsed;*
- (2) *That should the grant application(s) be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized to execute funding agreements with UBCM on behalf of the City for the Drainage Pump Station Condition Assessment, Flood Protection and Rain Gauge Monitoring Stations, and Blundell Road Canal Improvement projects; and*

Pg. #      ITEM

- (3) *That should the grant application(s) be successful, capital projects of \$150,000 for the Drainage Pump Station Condition Assessment, \$150,000 for Flood Protection and Rain Gauge Monitoring Stations, and \$5,000,000 for Blundell Road Canal Improvement be approved with 100% funding from the external grant, as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2024/25 Disaster Risk Reduction – Climate Adaptation Grant Applications” dated September 13, 2024 from the Director, Engineering, and be included in the Consolidated 5 Year Financial Plan (2025-2029) accordingly.*

5. **MANAGER’S REPORT**

**ADJOURNMENT**



## Public Works and Transportation Committee

Date: Wednesday, September 11, 2024

Place: Anderson Room  
Richmond City Hall

Present: Councillor Carol Day, Chair  
Councillor Michael Wolfe  
Councillor Chak Au  
Councillor Kash Heed  
Councillor Alexa Loo

Also Present: Councillor Andy Hobbs  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 5:24 p.m.

### MINUTES

It was moved and seconded  
*That the minutes of the meeting of the Public Works and Transportation Committee held on July 17, 2024, be adopted as circulated.*

**CARRIED**

### AGENDA ADDITIONS

It was moved and seconded

- (1) *That Steveston Area Parking Study – Project Plan be added to the agenda as Item No. 3A;*
- (2) *That Traffic Calming on Westminster Highway in Hamilton be added to the agenda as Item No. 3B; and*
- (3) *That City Requirements for the Use of Bollards be added to the agenda as Item No. 3C.*

**CARRIED**

**ENGINEERING AND PUBLIC WORKS DIVISION**

**1. BICYCLE PARKING REVIEW**

(File Ref. No. 10-6490-00) (REDMS No. 7751326)

In response to queries from Committee, staff advised that there is an outstanding referral for staff to investigate secure public bicycle parking, and recommendations will be brought forward as part of the 2025 Capital budget process.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10576, to update on-site bicycle parking requirements, be introduced and given first reading.*

**CARRIED**

**2. RESCINDMENT OF HIGHWAY RAIL USE BY-LAW (C.P.R. RELOCATION) BYLAW NO. 2636**

(File Ref. No. 10-6510-03-01) (REDMS No. 7695021)

It was moved and seconded

*That the Highway Rail Use By-law (C.P.R. Relocation) Bylaw No. 2636 be rescinded.*

**CARRIED**

**3. LOCAL GOVERNMENT CLIMATE ACTION PROGRAM (LGCAP) YEAR 3 SURVEY REPORT AND 2023 CORPORATE EMISSION INVENTORY**

(File Ref. No. 10-6125-01) (REDMS No. 7756343)

Discussion ensued regarding groups that are most vulnerable to the impacts of climate hazards and impacts as identified in reports by Vancouver Coastal Health and Fraser Health.

It was moved and seconded

*That as described in the report titled 'Local Government Climate Action Program (LGCAP) Year 3 Survey Report and 2023 Corporate Emission Inventory' from the Acting Director, Climate and Environment, dated August 22, 2024, the LGCAP Year 3 Survey Report and Attestation Form be endorsed and posted on the City's website for public information, in accordance with Provincial requirements.*

**CARRIED**

**Public Works & Transportation Committee**  
**Wednesday, September 11, 2024**

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3A. **STEVESTON AREA PARKING STUDY – PROJECT PLAN**  
(File Ref. No. ) (REDMS No. )

Staff provided a brief overview of the Steveston area parking study as outlined in the staff memorandum dated August 23, 2024, highlighting that (i) there are approximately 2000 spaces located within the study area and (ii) the scope of the study will be to examine the inventory, operation and utilization of the public parking spaces and identify any parking surplus or deficiencies.

Staff advised that public engagement regarding recommended long-term streetscape visions for Steveston is underway and a report is forthcoming.

3B. **TRAFFIC CALMING ON WESTMINSTER HIGHWAY IN HAMILTON**  
(File Ref. No. ) (REDMS No. )

Discussion ensued regarding (i) traffic calming measures on Westminster Highway in Hamilton and potential consequences if implemented, (ii) automated enforcement through ICBC's Intersection Safety Camera program, and (iii) bicycle lanes and variable speeds for large vehicles and buses.

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

It was moved and seconded

*That staff provide options for traffic calming measures on Westminster Highway in Hamilton, including financial impacts, and report back.*

**CARRIED**

3C. **CITY REQUIREMENTS FOR THE USE OF BOLLARDS**  
(File Ref. No. ) (REDMS No. )

Discussion ensued regarding (i) parking lots on private property and the financial impacts of requiring the installation of bollards and (ii) possible restrictions for permanent structures in parking lots due to fire and police access issues.

4. **MANAGER'S REPORT**

(i) *Odour in West Richmond*

Staff noted that they are working with Metro Vancouver to investigate possible causes of a foul odour reported in Richmond. Metro Vancouver air quality regulation staff have not yet identified the source and will continue to assess the situation.

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***(ii) Installation of Speed Humps***

Staff advised that speed humps have recently been installed on Second Avenue in Steveston and in front of Choice School, Bridge Elementary School, and McKinney Elementary School.

***(iii) Steveston Highway Projects Updates***

Staff advised that the Steveston Highway Multi-Use Pathway project and Metro Vancouver's Gilbert Road Sewer Upgrade project are on schedule to be completed by the end of 2024.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (5:58 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, September 11, 2024.

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Councillor Carol Day  
Chair

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Shannon Unrau  
Legislative Services Associate





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** September 12 2024

**From:** Kristina Nishi  
Manager, Recycling and Waste Recovery

**File:** 10-6370-01/2024-Vol  
01

**Re:** Green Ambassadors Program Update

### Staff Recommendation

That the staff report titled “Green Ambassadors Program Update” dated September 12, 2024 from the Director, Public Works Operations, be received for information.

Suzanne Bycraft  
Director, Public Works Operations  
(604-233-3338)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Climate and Environment	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	INITIALS: 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

As a part of the City's ongoing commitment to sustainable waste management, circular principles and youth recognition, the Green Ambassadors Program (the Program) has developed into a youth-led initiative that spans topics across environmental stewardship.

The purpose of this report is to provide Council an update on the Green Ambassadors Program.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

*1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.*

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

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

*5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.*

*5.3 Encourage waste reduction and sustainable choices in the City and community.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

*6.3 Foster intercultural harmony, community belonging, and social connections.*

### Analysis

#### Green Ambassadors Program History

The Green Ambassadors (GA) Program is a City of Richmond youth volunteer program comprised mainly of secondary school students (ages 13 to 18) that was created to provide waste education and recycling support for the Richmond O-Zone during the 2010 Olympic Winter Games as part of the City's *I Can Help* volunteer legacy project. After the conclusion of the 2010 Olympic Winter Games, interest from the youth community around environmental stewardship initiatives remained strong with youth volunteers particularly enthusiastic about the hands-on nature of the Program. GAs were not only learning about sustainable waste management

practices, but applied those learnings through direct actions operating event recycling stations and educating the community on how to recycle correctly. GAs were also able to experience tangible benefits from their involvement by measuring their waste diversion performance at each event. Their enthusiasm and desire to continue led to the Program being maintained.

The Program continues to operate, with a yearly intake of Richmond secondary school students who are often members or executives of secondary school's "Green Teams" or clubs. Since 2016, 931 Richmond students have participated in the program, contributing 19,375 volunteer hours.

### Green Ambassadors Program Foundation and Benefits

Rooted in volunteerism, the Program includes benefits to both the GAs and the City through the following four main pillars:

1. Youth volunteer opportunity
2. Waste diversion
3. Sustainable waste management education
4. Youth engagement

#### *1. Youth Volunteer Opportunity:*

GAs are a reliable and welcome presence at City public events such as the Steveston Salmon Festival, Maritime Festival, Children's Art Festival, and the Cherry Blossom Festival. The GAs team up in pairs and oversee the garbage and recycling stations throughout the events, providing immediate guidance and education to the public about how to properly recycle their items at the event. This face-to-face interaction not only gives the GAs an opportunity to develop their communication skills while engaging and educating the public, but also insight into how City events take place and the importance of representing the City positively. GAs also support general community events as much as possible – events such as Breakfast with Santa and the Grand Prix of Art. GAs not only benefit from learning and experience, but are able to apply the various volunteer opportunities available through the Program to accumulate volunteer hours which contribute to a student's secondary school Career Life Connection (CLC) volunteer hour credit requirement for graduation.

The Program offers an avenue to inspire Richmond youth to engage with municipal operations and find personal benefit in volunteering with the City. This introduction to volunteerism is encouraged to continue upon graduation from the Program through the City's ICanHelp volunteer program, Partners for Beautification Program and more generally with other Richmond organizations within the community.

#### *2. Waste Diversion*

While fulfilling their volunteer hours, GAs also provide a key benefit of waste diversion to the City and the events they support. Richmond has long been a leader in sustainable event practices and the presence of GAs at City events reinforces a commitment to responsible waste management. Stationed throughout event sites in their signature green t-shirts, GAs engage with the public, answering questions and providing best practices for sorting recycling and garbage correctly at waste stations. By showing rather than telling, GAs provide meaningful information for Richmond residents at the exact point of recycling which Richmond residents can then

incorporate into their home recycling routine. This integral role of educating the public on sustainable waste management has resulted in the City having a consistently high waste diversion rate for City events. In 2023 on average 89% diversion was achieved. A breakdown of kilograms diverted and diversion rate per event in 2023 can be found in Table 1 below.

Table 1: Waste Diversion Rate by Event 2023

<b>Event</b>	<b>Diverted from Landfill (kg)</b>	<b>Diversion Rate (%)</b>
Steveston Salmon Festival	854	85.91
Richmond Garlic Festival	147	90.76
Richmond Maritime Festival	315	91.20
Total	1,316	

GAs take information gleaned on how to recycle correctly and sustainable waste management tips and lead by example, sharing their learnings at home and with their schools through the Green Teams. For example, one Green Team has implemented flexible plastic recycling in their classrooms, which they then bring to the Richmond Recycling Depot, and another started a campaign to reduce their schools use of single-use utensils.

### *3. Sustainable Waste Management Education:*

In addition to their role as ambassadors at City and community events, the GAs also attend monthly symposiums hosted by City staff at Richmond City Hall. The symposiums offer an opportunity for each schools Green Team to research and present on sustainable and/or environmentally related topics that interest them. The Green Teams lead the presentation accompanied by a slide deck, and encourage discussion and conversation on the topic. This offers the opportunity to develop and refine presentation and facilitation skills, as well as more soft skills such as communication, teamwork and problem solving.

The symposiums also provide an opportunity for networking between schools, and access to School District and City staff. Both the School District and the City provide monthly updates to the students on current events and sustainable focused programming geared towards youth and have used the opportunity to present to students on a number of topics including the single-use plastic ban, electric vehicles, renewable energy, flood protection and public speaking.

### *4. Youth Engagement:*

Prior to the COVID-19 pandemic, the Program supported initiatives and events related to the City's Ecological Network Management Strategy; including fish habitat health through storm drain marking, organized shoreline clean-ups, removal of invasive species and the former, youth-led Richmond Earth Day Youth Summit (REaDY Summit). In-person event support was suspended amidst the COVID-19 pandemic but the symposiums were able to shift to an online platform which allowed the students to continue to meet monthly and maintain their connections. Most pre-pandemic initiatives including shoreline clean-ups, in-person symposiums and invasive species removal resumed in January 2023, with a GA class of 144 students contributing 1,606 volunteer hours.

Youth Strategy 2022-2032 Alignment

The Program provides many benefits for youth in the community and further supports the City’s *Youth Strategy 2022-2032* (the Strategy). The Strategy has a vision that “all youth in Richmond are safe, valued, respected and have the supports, opportunities, and resources to live rich and fulfilling lives.” The Program aligns with and supports several aspects within the Strategy which are highlighted in Attachment 1.

Current State Assessment

The coordination of the Program is assigned to a Waste Reduction and Recycling Coordinator with support from auxiliary staff members. The administration of the Program is currently managed within existing staffing levels as time permits with additional auxiliary support. City staff manage and lead the program through a number of activities including:

- GA recruitment in partnership with the Richmond School District, teacher sponsors and school Green Teams.
- GA performance statistics to track volunteer hours, training hours and symposium attendance.
- Facilitation of monthly symposiums and continuous communication with GAs through social media platforms.
- GA education and training on environmental initiatives and sustainable waste management principles such as proper waste diversion and sorting, as well as, skills such as presenting, facilitating, communication and further soft skill development.
- Event and scheduling organization.
- Recognition and overall student engagement.

Since implementation in 2010, City staff have maintained the Program and a summary of the Program’s events and volunteer hours from 2016 to 2023 is summarized in Table 1 below.

Table 1: Summary of GA Events from 2016 to 2023

<b>Year</b>	<b>GA Supported Events</b>	<b>GA Meetings, Training &amp; Planning Sessions</b>	<b>Total Volunteer Hours</b>
2016	19	10	2,660
2017	23	12	3,520
2018	24	10	3,210
2019	20	11	4,167
2020	4	10	1,137
2021	6	10	1,731
2022	12	14	1,344
2023	12	14	1,606
<b>Total</b>	<b>120 events</b>	<b>91 sessions</b>	<b>19,375 hours</b>

Further detail on the current state of the GA program is provided in Attachment 2.

### Future Opportunities

While reviewing the current program and engaging the current GAs, alumni, and key stakeholders, staff identified reoccurring comments and feedback on how to improve and build upon the already successful Program. Staff will explore this feedback as potential future opportunities:

- Cross organizational alignment to enable GA support beyond waste diversion outreach and education.
- Linking skill building and career development by providing access to City staff and other professionals in “green” careers.
- Exploring opportunities to refresh and relaunch the former youth REaDY Summit incorporating feedback from GAs and other stakeholders.
- Exploring collaboration between elementary school and secondary school Green Teams to foster a mentorship and environmental stewardship connection.
- Collaborating with School District No. 38 and Metro Vancouver to gain a better understanding of existing curriculum materials and how the City can support sustainable messaging, education and volunteerism in the classroom.
- Introducing GAs to reuse, repair and repurpose initiatives to support a circular economy including the general reduction of community emissions as defined in the City Community Energy Emissions Plan.

These opportunities will be integrated, as appropriate, as part of keeping the Green Ambassador Program interesting and dynamic for GAs, while also transitioning toward the City’s circular economy objectives.

### **Financial Impact**

None.

### **Conclusion**

Developed out of the desire to showcase the City as a leader in sustainable event waste management practices during the 2010 Vancouver Winter Olympics, the Green Ambassador Program has flourished into a coveted youth-led, volunteer program that invests in our Richmond youth, encouraging them to lead Richmond residents in more sustainable practices. The Program builds a strong base of future community advocates and ambassadors for responsible waste management and sustainability practices, while building youth skills and supporting volunteer hours required for youth graduation requirements.



Kristina Nishi  
Manager, Recycling and Waste Recovery  
(604-244-1280)

## Youth Strategy 2022 - 2032 - Strategic Priorities

<b>Strategic Priority</b>	<b>Explanation</b>	<b>Program Alignment</b>
Strategic Priority 1: Foundation	<p><i>1.1 Continue to foster positive and meaningful connections between youth and safe, supportive adults in community.</i></p> <p><i>1.2 Increase opportunities for youth to connect with peers and develop supportive positive relationships and a sense of belonging including youth from equity deserving groups.</i></p>	Event volunteering, symposiums, clean-up events
Strategic Priority 2: Voice	<p><i>2.3 Increase public awareness and education of the positive contributions youth make in the community.</i></p> <p><i>2.4 Continue to provide and enhance formal opportunities for recognition and celebration of youth in Richmond (e.g. through events and communication campaigns) including specific youth identified from equity-deserving groups.</i></p>	Event volunteering, networking, symposiums, Green Ambassador Graduation
Strategic Priority 4: Opportunity	<p><i>4.1 Ensure a range of programs and services that prioritize wellness, learning and skill development are available for youth.</i></p> <p><i>4.4 Develop additional volunteer and paid opportunities for personal growth and development and for youth to gain job readiness skills, training and employment.</i></p> <p><i>4.9 Expand opportunities for youth to learn about and engage with local government.</i></p> <p><i>4.10 Involve youth in advancing City initiatives such as sustainability and climate-action projects.</i></p>	Symposiums, event volunteering, networking, sustainable waste management

## Green Ambassador Program: Current State Details

**GA Recruitment:** Currently, GAs are recruited through their respective secondary school Green Teams which are school clubs that focus on environmental initiatives. These are legacy relationships, graduating Green Team members introduce the incoming executive to the GA Program and current GA members promote the GA program within the school. City staff support succession planning and techniques for actively recruiting new members through “Club Days” at schools. School Green Teams provide sustainable initiatives and events within their schools including leading school yard clean-ups, bottle/can drives, campaigns for the reductions of single-use plastic and pollinator gardens. School Green Teams operate independently from the Program, but membership often overlaps. City staff support Green Team initiatives by providing access to resources such as recycling carts, clean-up tools and a forum to discuss current campaigns and provide guidance.

**GA Program Performance Statistics for 2023:** GAs sign-up to volunteer on behalf of the City on an event-by-event basis. In the 2023/2024 school year, the Program had 150 active GA’s including current students from seven out of ten Richmond secondary schools and returning alumni. These 150 students supported eight events including large-scale City events such as the Steveston Salmon Festival, Richmond Garlic Fest and Richmond Maritime Festival, diverting 1,315.95 kilograms of waste from the landfill, and played an integral role in community events like Breakfast with Santa and the Grand Prix of Art. The 2023/2024 GAs also attended eight symposiums and one workshop at Richmond City Hall, presenting on a variety of student-selected topics including fast fashion, plastic waste pollution, pollinators and wild fires.

**GA Education and Training:** Green Ambassador leaders, generally executive members of their respective school’s Green Teams, also take part in skill-building including strategizing campaigns with other members. By facilitating monthly gatherings, City staff are able to maintain ongoing contact with Green Ambassadors, provide key messages about City initiatives which can be shared at school or at home and promote sustainable programs and services available to GAs throughout the Lower Mainland. This provides built-in recruitment opportunities for upcoming City events, and open invitation for potential GAs to engage with the City and other organizations.

**Recognition:** At the end of each school year, staff organize the Green Ambassador Graduation Ceremony which takes place in Council Chambers where students are recognized by staff and the Mayor for their hard work and volunteer contributions.





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** September 17, 2024  
**From:** Lloyd Bie, P.Eng.  
 Director, Transportation      **File:** 10-6450-15-01/2024-  
 Vol 01  
**Re:** **Proposed Amendments to Traffic Bylaw 5870 for Speed Limit Reduction in Steveston**

### Staff Recommendations

1. That Option 2 to reduce the posted speed limit on local roads in Steveston from 50 km/h to 30 km/h as described in the staff report titled "Proposed Amendments to Traffic Bylaw 5870 for Speed Limit Reduction in Steveston, dated September 17, 2024 from the Director, Transportation be endorsed; and
2. That Traffic Bylaw No. 5870, Amendment Bylaw No. 10607, to revise the posted speed limit be introduced and given first, second and third reading.

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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Public Works RCMP Law	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	INITIALS: 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the April 22, 2024 Council meeting, the following referral motion was moved and seconded:

*To examine reducing the speed limit in the residential township of Steveston and look to see if any other calming measures are required.*

This report responds to this referral.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

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

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

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

### Analysis

To assess the need and support for speed mitigation measures in the Steveston Village neighbourhood, staff undertook the following:

- Speed studies;
- Reviewed collision data; and
- Conducted a public engagement process to receive feedback from the neighbourhood.

### Existing Traffic Conditions

#### *Study Area*

The Steveston Village neighbourhood is bounded by Steveston Highway, No. 1 Road, Chatham Street and Seventh Avenue (Figure 1). The roads within this study area are classified as local roads. The default speed limit in the neighbourhood is 50 km/h which is the typical speed limit throughout Richmond.



Figure 1: Steveston Neighbourhood

In April 2024, Council approved the implementation of a 30 km/h speed limit and installation of two speed humps on the section of Second Avenue between Steveston Highway and Chatham Street. All the streets to the south of the neighbourhood in Steveston Village also have a 30 km/h posted speed limit. Streets already signed with a 30 km/h speed limit were not included in the study area.

#### *Speed Study and Collision History*

Speed Study: Seventeen speed studies were conducted in July 2024 for the roads within the study area. The results indicated:

- Speeding was identified on one street. Fourth Avenue recorded 85 percent of traffic travelling at or below 59 km/h.
- No speeding issues were identified on any other roads with 85 percent of vehicles in the neighbourhood travelling at or below 46 km/h.

Collision History: The most recent five-year ICBC collision data (2019-2023) recorded 23 vehicle collisions in the study area with no incidents involving a pedestrian or cyclist. None of the collisions were related to speeding.

### Neighbourhood Survey and Results

Residents were surveyed from May 13 to June 9, 2024 to seek feedback on speed limit reduction and interest in potential traffic calming measures.

The engagement process included a Let's Talk Richmond online survey and a letter mail out to 1,352 discrete addresses in the study area. A total of 578 responses (452 by mail and 126 online) were received for a 43% response rate. Results of the resident survey are summarized in Table 1.

**Table 1: Steveston Area – Resident Survey Feedback**

Topic	Survey Results
30 km/h Speed Limit	<ul style="list-style-type: none"> <li>• 76% of respondents (33% of total surveys) supported reducing the existing 50 km/h posted speed limit to 30 km/h on the roads in the neighbourhood.</li> <li>• The responses in support of speed limit reduction were distributed throughout the neighbourhood.</li> <li>• Respondents expressed concerns for speeding and felt the speed limit reduction would have a positive impact. In particular, residents noted the benefit for pedestrians, especially for seniors and children walking to school as there is no sidewalk in most of the neighbourhood.</li> </ul>
Physical Traffic Calming Measures	<ul style="list-style-type: none"> <li>• 56% of respondents (24% of total surveys) supported traffic calming measures in the neighbourhood.</li> <li>• There was no majority of support for traffic calming measures by residents of any street.</li> <li>• Some respondents opposed to traffic calming were specifically opposed to the use of speed humps with concerns regarding its noise and impact to the bus route on Fourth Avenue.</li> </ul>
Additional Traffic-related Feedback	<ul style="list-style-type: none"> <li>• 17% of respondents were not in favour of any traffic calming intervention in the neighbourhood.</li> </ul>

### Speed Management Options

#### *Speed Limit Reduction*

##### *Option 1: Status Quo*

The traffic study and collision data support no operational changes to the roads in the Steveston neighbourhood. As there is a demonstrated desire of respondents (76%) to reduce vehicle speeds, staff do not recommend this option.

*Option 2: 30 km/h Speed Limit (Recommended)*

This option responds to the level of support (76% of respondents) for a lower speed limit in the neighbourhood. Comments received indicated support for slower vehicle speeds to improve safety for people walking and cycling.

Based on resident feedback in support of speed reduction (76 percent of respondents), staff recommend a 30 km/h posted speed limit for the entire neighbourhood. Establishing an enforceable 30 km/h speed limit requires Council approval to amend Traffic Bylaw No. 5870.

Physical Traffic Calming Measures

As no speeding issues were identified on the majority of roads in the neighbourhood, no physical traffic calming measures are recommended. The results of the neighbourhood survey indicate less support for physical traffic calming measures (56% of respondents and 24% of surveys) than the 30 km/h speed reduction. As well, there was no street in the study area that had a majority of support by respondents for traffic calming measures. The narrow roads in the neighbourhood support the recommended 30 km/h speed limit without additional measures.

**Financial Impact**

None. Costs associated with signage installation are approximately \$9,000 and will be accommodated within the Council approved 2024 Traffic Calming Program.

**Conclusion**

Staff assessed speeding and engaged with local residents on potential speed mitigation measures in the Steveston Village neighbourhood. A traffic study indicated that no operational changes are required for the streets within the neighbourhood; however, 76% of survey respondents support reducing the posted speed limit to 30 km/h. Staff recommend amendments to Traffic Bylaw No. 5870 and the installation of 30 km/h speed limit signs in the Steveston neighbourhood.

Vision Zero, TransLink's Transport 2050 plan and the BC Community Road Safety Toolkit support speed limit reductions on local roads. Research on vehicle speeds and road safety show strong correlations between lower speeds and improved safety. Speed limit reductions are also effective in reducing actual speeds for local roads.



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Manager, Transportation Planning and New Mobility  
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SH:ck



Traffic Bylaw No. 5870
Amendment Bylaw No. 10607

The Council of the City of Richmond enacts as follows:

- 1. Traffic Bylaw No. 5870, as amended, is further amended by adding the following to Schedule B to Traffic Bylaw No. 5870:

“15. All roads within the Steveston neighbourhood, bounded by the west property line of Seventh Avenue, the south property line of Steveston Highway, the west property line of No. 1 Road, and north property line of Chatham Street.”

This Bylaw is cited as “Traffic Bylaw No. 5870, Amendment Bylaw No. 10607”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signature or date entry.

CITY OF RICHMOND
APPROVED for content by originating dept.
[Signature]
APPROVED for legality by Solicitor LB

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** September 18, 2024


**From:** Lloyd Bie, P. Eng      **File:** 10-6050-01/2024-Vol 01  
 Director, Transportation


Milton Chan, P. Eng  
 Director, Engineering



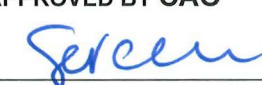
**Re:** **Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) – Project Update**

### Staff Recommendations

1. That Option 1 be approved as presented in the staff report titled “Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) – Project Update” dated September 18, 2024, from the Director, Engineering and Director, Transportation; and
2. That the budget increase of \$3,750,000 funded by Roads Development Cost Charges (DCC) and Capital Reserve (Revolving Fund), as described in Table 4 of the attached report “Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) – Project Update” dated September 18, 2024, from the Director, Engineering and Director, Transportation, be included in the Consolidated 5 Year Financial Plan (2025-2029).

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

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

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

## Staff Report

### Origin

The following capital projects and associated scopes were previously approved by Council as part of the 2021 and 2022 Capital Budgets:

- Arterial Roadway Improvement Program (2021), including intersection improvement projects at Granville Avenue & Cooney Road, St. Edwards Drive & Cambie Road, and Westminster Highway & Garden City Road.
- Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021) including intersection improvement projects at Cambie Road & No. 4 Road and Westminster Highway & No. 2 Road.
- Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) including intersection improvement projects at Westminster Highway & No. 5 Road and Alderbridge Way & No. 4 Road.

At the General Purposes Committee meeting on July 2, 2024, staff presented the report titled, Capital Project Delivery Performance. Following the project management approach outlined in the report, these three capital projects are at a state where the designs have advanced, and costing has been received based on updated estimates and on actual procurement showing higher costs. Any open and future procurement for the projects identified above has been paused to eliminate the risks of these projects going over budget.

This report provides a project update and, as a result of price escalation, provides options for Council's consideration to adjust scope and budgets as required to deliver these projects.

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

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

*2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.*

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

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

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

*3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.*



This report supports Council’s Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

*Responsible financial management and efficient use of public resources to meet the needs of the community.*

*4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.*

*4.4 Work with all levels of governments for grant and funding opportunities.*

**Analysis**

Project Background and Funding Updates

Three Council-approved transportation-related projects, Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) include the upgrade of seven intersections which will improve road safety for all users.

These three projects have new or updated information available, including studies, reviewed and optimized project scopes, updated cost estimates, and market construction pricing. There have been significant cost increases due to factors such as uncertainties within the construction market, supply chain restrictions, and high levels of inflation. Staff have determined that these projects require Council approval for additional budget or changes to the project scope to proceed.

The scope and status of these three projects are shown in Table 1 below.

**Table 1: Project Scope and Status**

<b>Project</b>	<b>Intersection</b>	<b>Scope</b>	<b>Status</b>
<b>Arterial Roadway Improvement Program (2021)</b>	Granville Avenue & Cooney Road	<ul style="list-style-type: none"> <li>Removal of a channelized right-turn island and traffic signal modifications</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design underway</li> </ul>
	St. Edwards Drive & Cambie Road	<ul style="list-style-type: none"> <li>Removal of channelized right-turn island and traffic signal modifications</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design completed</li> <li>Construction procurement in progress. Construction pricing exceeds budget. Award of contract on hold.</li> </ul>
	Westminster Highway & Garden City Road	<ul style="list-style-type: none"> <li>Construction of an asphalt walkway and pedestrian landing area and traffic signal modifications</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design completed</li> <li>Construction procurement in progress. Construction pricing exceeds budget. Award of contract on hold.</li> </ul>

**Table 1: Project Scope and Status**

<b>Project</b>	<b>Intersection</b>	<b>Scope</b>	<b>Status</b>
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2021)</b>	Cambie Road & No. 4 Road	<ul style="list-style-type: none"> <li>Addition of dedicated left-turn lanes on all four legs of the intersection. This is #13 of the City’s most collision-prone intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design underway</li> <li>Updated cost estimates exceed approved budget</li> </ul>
	Westminster Highway & No. 2 Road	<ul style="list-style-type: none"> <li>This is #3 of the City’s most collision-prone intersections.</li> <li>Removal of one channelized right-turn island, introduction of an additional westbound left-turn bay and traffic signal modifications.</li> <li>Project scope includes re-purposing the westbound merge lane between No. 2 Road and Lynas Lane using no-post concrete barriers to create protected bi-directional bicycle facilities. This work may be eligible for additional external funding.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design underway</li> <li>Updated cost estimates exceed approved budget</li> </ul>
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2022)</b>	Westminster Highway & No. 5 Road	<ul style="list-style-type: none"> <li>Removal of a channelized right-turn island, removal of two right-turn merge lanes and pedestrian and cycling infrastructure improvements. This is #5 of the City’s most collision-prone intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Construction contract awarded</li> </ul>
	Alderbridge Way & No. 4 Road	<ul style="list-style-type: none"> <li>Removal of two channelized right-turn islands, traffic signal modifications and introduction of an additional westbound left turn bay. This is #4 of the City’s most collision-prone intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design to be completed</li> <li>Insufficient funds to proceed with construction</li> </ul>

Options for Proceeding

Options for addressing the identified budget variances are presented below.

*Option 1 – Increase Project Budgets with Minor Scope Modification (Recommended)*

Option 1 includes:

- Increasing the project budgets for the Arterial Roadway Program (2021) and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021) by a total of \$3.75M, as outlined in Table 2.
- Funding the budget increase from the Roads Development Cost Charges (DCC) and Capital Reserve (Revolving Fund).

- Reducing the project scope by removing construction of the Alderbridge Way and No. 4 Road intersection from the Budget for the Top 20 Collision Prone Intersections Implementation of Medium/Long-term Improvements (2022) project. Upgrade of this intersection will be included in a capital submission for Council’s consideration in a future budget process once design is further advanced and a detailed cost estimate is available.
- Pursuing external funding opportunities with TransLink and the Province of BC which could reduce required City funding for the projects.

**Table 2: Option 1 - Proposed Budget Increase to Capital Projects**

<b>Project</b>	<b>Approved Budget</b>	<b>Estimated Cost</b>	<b>Proposed Budget Increase</b>
<b>Arterial Roadway Improvement Program (2021)</b>	\$1,000,000	\$2,500,000	\$1,500,000
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2021)</b>	\$3,000,000	\$5,250,000	\$2,250,000
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2022)</b>	\$3,000,000*	\$2,475,000	N/A

\*The approved budget includes an estimate for the external grant in the amount of \$525,000 associated with No. 4 Road and Alderbridge Road intersection which may be lost. If this intersection is removed from the project scope, the available funding for this project is reduced to \$2,475,000. Any excess funding will be returned to the originating funding sources upon project closure.

*Option 2 – Reduce the Project Scope to Fit Within Approved Budgets*

Option 2 would reduce the project scope to only include intersections that can be completed within the approved funding, taking into consideration the available budget, updated estimates, project status and priority. In this Option, the scope of the projects would be amended to include the intersections outlined in Table 3 only, with the remainder deferred to future years. Any excess funding will be returned to the originating funding sources.

**Table 3: Option 2 - Revised Scope and Project Costs**

<b>Project</b>	<b>Approved Budget</b>	<b>Proposed Revised Scope</b>	<b>Estimated Project Cost</b>
<b>Arterial Roadway Improvement Program (2021)</b>	\$1,000,000	Westminster Highway & Garden City Road	\$1,000,000
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2021)</b>	\$3,000,000*	Westminster Highway & No. 2 Road	\$2,300,000
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2022)</b>	\$3,000,000**	Westminster Highway & No. 5 Road	\$2,475,000

\*The approved budget includes an estimate for the external grant in the amount of \$475,000 associated with deferred project scope that may be lost. If the project scope is deferred, the available funding for this project is reduced to \$2,525,000. Any excess funding will be returned to the originating funding sources upon project closure.

\*\*The approved budget includes an estimate for the external grant in the amount of \$525,000 associated with deferred project scope that may be lost. If the project scope is deferred, the available funding for this project is reduced to \$2,475,000. Any excess funding will be returned to the originating funding sources upon project closure.

The following intersections will be deferred and brought forward for Council’s consideration as part of future budget processes:

- Granville Avenue & Cooney Road
- St. Edwards Drive & Cambie Road
- Cambie Road & No. 4 Road
- Alderbridge Way & No. 4 Road

External funding of \$1,305,000 that was secured for these deferred projects may be lost.

*Option 3 – Cancel Projects*

Option 3 is to cancel all project scope that has not yet been awarded or is complete. This option would only construct the awarded intersection at Westminster Highway & No. 5 Road and not construct the other six intersections. Staff will cancel unawarded projects and leave the intersections in their current conditions. Any approved capital funding, less expenditures that have been incurred, will be returned to its original funding sources. These intersections will be brought forward for Council’s consideration as part of future budget processes. External funding of \$1,955,000 that was secured for these projects may be lost.

*Staff Recommendation*

Staff recommend proceeding with Option 1. Upgrade of these intersections has been identified as high priority for improving road safety, particularly for vulnerable road users such as pedestrians and cyclists. Increasing project budgets as outlined in Option 1 will allow all projects except the Alderbridge Way and No. 4 Road intersection to be completed as planned. Detailed design of all projects is underway, with some intersections ready for construction. If Option 1 is supported, construction of these projects will begin within the next year and most projects will be completed by the end of 2025.

The existing budget has sufficient funding to complete the detailed design for the Alderbridge Way and No. 4 Road intersection. Once the design is further advanced and an updated cost estimate is available, a request for construction funding of this intersection will be brought forward for Council's consideration as part of a future budget process.

External grant funding has been secured for a number of these intersection upgrade projects. Proceeding through Option 1 will allow the City to best utilize secured grant funding and pursue opportunities for additional external funding based on the identified budget increases.

**Financial Impact**

Staff recommend Option 1, and that an increase to the capital projects' budgets, funded by Roads Development Cost Charges (DCC) and Capital Reserve (Revolving Fund) in the amounts as outlined in Table 4, be approved, and be included in the Consolidated 5 Year Financial Plan (2025-2029).

Temporary funding sources for \$3,750,000 from previously Council-approved projects (2023 Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements, 2024 Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements, 2022 Arterial Roadway Improvement Program, 2023 Arterial Roadway Improvement Program and 2024 Arterial Roadway Improvement Program) will be utilized for the capital projects until the budget increases can be included in the Consolidated 5 Year Financial Plan (2025-2029).

**Table 4: Financial Impact – Increase to Capital Project Budget**

<b>Project</b>	<b>Roads DCC (94.05%)</b>	<b>Capital Reserve (Revolving Fund) (5.95%)</b>	<b>Total</b>
<b>Arterial Roadway Improvement Program (2021)</b>	\$1,410,750	\$89,250	\$1,500,000
<b>Top 20 Collision Prone Intersections- Implementation of Medium/Long-term Improvements (2021)</b>	\$2,116,125	\$133,875	\$2,250,000
<b>Total</b>	<b>\$3,526,875</b>	<b>\$223,125</b>	<b>\$3,750,000</b>

**Conclusion**

The Arterial Roadway Improvement Program (2021), Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2021), and Top 20 Collision Prone Intersections - Implementation of Medium/Long-term Improvements (2022) projects are an integral part of the City’s ongoing efforts to improve intersection and road safety throughout Richmond. This infrastructure will enhance road safety for all users, reduce traffic congestion, and improve comfort and accessibility for pedestrians and cyclists.

Staff recommend Option 1, and that an increase to the capital projects' budgets, funded by Roads Development Cost Charges (DCC) and Capital Reserve (Revolving Fund) in the amounts as outlined in Table 4, be approved, and be included in the Consolidated 5 Year Financial Plan (2025-2029).



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KR:jr



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee      **Date:** September 13 2024  
**From:** Milton Chan, P.Eng.  
 Director, Engineering      **File:** 10-6000-01/2024-Vol 01  
**Re:** **UBCM Community Emergency Preparedness Fund: 2024/25 Disaster Risk Reduction – Climate Adaptation Grant Applications**

### Staff Recommendations

1. That the application(s) to the Community Emergency Preparedness Fund, Disaster Risk Reduction – Climate Adaptation funding stream, as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2024/25 Disaster Risk Reduction – Climate Adaptation Grant Applications” dated September 13, 2024 from the Director, Engineering, be endorsed;
2. That should the grant application(s) be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized to execute funding agreements with UBCM on behalf of the City for the Drainage Pump Station Condition Assessment, Flood Protection and Rain Gauge Monitoring Stations, and Blundell Road Canal Improvement projects; and
3. That should the grant application(s) be successful, capital projects of \$150,000 for the Drainage Pump Station Condition Assessment, \$150,000 for Flood Protection and Rain Gauge Monitoring Stations, and \$5,000,000 for Blundell Road Canal Improvement be approved with 100% funding from the external grant, as outlined in the staff report titled “UBCM Community Emergency Preparedness Fund: 2024/25 Disaster Risk Reduction – Climate Adaptation Grant Applications” dated September 13, 2024 from the Director, Engineering, and be included in the Consolidated 5 Year Financial Plan (2025-2029) accordingly.

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

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Intergovernmental Relations	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
Climate and Environment	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>	<b>APPROVED BY CAO</b>
<b>PWT – 31</b>		

## Staff Report

### Origin

The Community Emergency Preparedness Fund (CEPF) is a collection of provincially funded programs that are intended to enhance the resilience of communities in responding to emergencies. The Union of BC Municipalities (UBCM) is currently accepting grant applications under the Disaster Risk Reduction – Climate Adaptation (DRR-CA) funding stream of the CEPF for projects that are aimed at reducing risks from future disasters due to natural hazards and climate change-induced risks. This report responds to this grant opportunity.

Grant applications under this funding stream require a Council Resolution that indicates support for the proposed projects. The purpose of this report is to seek Council endorsement for three grant applications to the 2024/25 UBCM Disaster Risk Reduction – Climate Adaptation funding stream.

The deadline for submission of the grant applications is October 4, 2024. As such, staff have prepared and submitted applications for the projects described in this report. Should Council choose not to endorse any of these submissions, staff will contact UBCM to withdraw the application(s).

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

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

*3.1 Advance proactive, sustainable, and accelerated flood protection in collaboration with other governments and agencies.*

*3.3 Ensure the community is collectively prepared for emergencies and potential disasters.*

*3.4 Ensure civic infrastructure, assets and resources are effectively maintained and continue to meet the needs of the community as it grows.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

*Responsible financial management and efficient use of public resources to meet the needs of the community.*

*4.1 Ensure effective financial planning to support a sustainable future for the City.*

*4.4 Work with all levels of governments for grant and funding opportunities.*



**Analysis**

Richmond continues to invest in its extensive network of flood protection infrastructure, which is integral to protecting the health, safety, and economic viability of the City. Predicted climate change impacts on weather patterns and sea level rise reinforce the need for continual upgrades to the City’s flood protection infrastructure. The City’s Flood Protection Management Strategy and Dike Master Plans are the guiding framework for the advancement of flood protection upgrades. The Flood Protection Management Strategy identifies senior government partnerships as a top priority.

Community Emergency Preparedness Fund

Funding for the CEPF is provided by the Province of BC and is administered by UBCM. The Disaster Risk Reduction – Climate Adaptation funding stream is a part of the CEPF and is intended to support communities in reducing the risk of future disasters due to natural hazards and climate-related risks. This funding stream is comprised of three separate project categories that will be evaluated and awarded individually. Staff have identified projects that would be appropriate for each category, as summarized in Table 1. The fund can contribute 100% of the cost of eligible activities up to a maximum amount. Projects are required to be completed within two years of notification of funding approval.

Table 1 – Proposed Projects for Disaster Risk Reduction – Climate Adaptation Fund Application

<b>Funding Category</b>	<b>Grant Funding Requested</b>	<b>Proposed Project</b>
Category 1: Foundational Activities (Risk Mapping, Risk Assessments, Planning)	\$150,000	Drainage Pump Station Condition Assessment
Category 2: Non-structural Activities	\$150,000	Flood Protection and Rain Gauge Monitoring Stations
Category 3: Small-scale Structural Activities	\$5,000,000	Blundell Road Canal Improvement

The Drainage Pump Station Condition Assessment project (Category 1), includes the assessment of the structural and operational components of the City’s 39 drainage pump stations. This project will identify and prioritize rehabilitation, replacement, and long-term funding requirements necessary to improve the City’s drainage pump stations. Regular maintenance at pump stations is performed on an on-going basis; the scope of this project takes a proactive approach beyond regular maintenance work, in order to manage these assets effectively and plan future requirements. The results will inform the City’s capital planning process, thereby strengthening the City’s proactive flood management approach.

The Flood Protection and Rain Gauge Monitoring Stations project (Category 2), involves the procurement and installation of rain gauges and level sensors, to monitor the intensity of rainfall events and the performance of the City’s flood protection infrastructure. The proposed rain gauges and level sensors will supplement the City’s current inventory, which will help identify areas of concern during significant events, improve reliability, and decrease the cost and disruption of unplanned maintenance and emergency repairs to the City’s flood protection infrastructure. This is a

cost effective way to increase the City’s ability to prepare for, respond to, and predict extreme climate events.

The Blundell Road Canal Improvements project (Category 3), includes upgrades to the canal along the north and south side of Blundell Road between Sidaway Road and No. 6 Road. The upgrades will increase flood conveyance capacity by removing blockages along the canal and increasing the storage volume of the canal. The canal is also classified as a channelized watercourse within the City’s Riparian Management Area network. Prior to commencing, staff will obtain a qualified environmental professional to support project planning and to oversee construction, monitoring, and restoration activities. As part of the City’s ongoing asset management program, a number of canals have been identified for upgrades based on the condition of the canal, potential road safety issues due to sloughing canal banks, and flood conveyance concerns. The Blundell Road location is high priority based on field observations.

**Financial Impact**

Should the City be awarded the grant(s), staff recommend that the capital projects outlined in Table 2 be approved and that they be included in the Consolidated 5 Year Financial Plan (2025-2029) accordingly. There is no operating budget impact related to the capital projects.

Table 2 – Proposed Capital Projects Should the City’s Grant Application(s) be Successful

<b>Project</b>	<b>Budget</b>
Drainage Pump Station Condition Assessment	\$150,000
Flood Protection and Rain Gauge Monitoring Stations	\$150,000
Blundell Road Canal Improvement	\$5,000,000

If the City’s grant application(s) are unsuccessful, staff will submit the capital projects for Council’s consideration through the future budget process.

**Conclusion**

Grant funding opportunities are available through the CEPF to support municipalities and communities in reducing the risk of future disasters due to natural hazards and climate-related risks. Staff recommend that applications be submitted for the Drainage Pump Station Condition Assessment, Flood Protection and Rain Gauge Monitoring Stations, and Blundell Road Canal Improvement projects. These projects align with the grant program guidelines and support the City’s Flood Protection Management Strategy.



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