City of Richmond

Agenda

Public Works and Transportation Committee
Electronic Meeting

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, February 18, 2026
Immediately following Planning Committee

Pg. # ITEM

MINUTES

PWT-4 ***Motion to adopt the minutes of the meeting of the Public Works and Transportation Committee held on December 17, 2025.***

NEXT COMMITTEE MEETING DATE

March 18, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

1. **ARTIFICIAL TURF IN CITY BOULEVARDS**
(File Ref. No. 10-6000-01) (REDMS No. 8227890)

PWT-8 See Page **PWT-8** for full report

Designated Speaker: Eric Sparolin

STAFF RECOMMENDATION

That the report titled "Artificial Turf in City Boulevards" dated January 26, 2026, from the Director, Engineering, be received for information.

2. **REVIEW OF REQUIREMENT FOR BIKE BELLS**
(File Ref. No. 10-6500-01) (REDMS No. 8168009)

PWT-12

See Page **PWT-12** for full report

Designated Speaker: Sonali Hingorani

STAFF RECOMMENDATIONS

(1) That Option 3 as described in the report titled "Review of Requirement for Bike Bells" dated January 19, 2026, from the Director, Transportation be approved; and

(2) That the Traffic Bylaw No. 5870, Amendment Bylaw No. 10718, to include the provision of bicycle bells, be introduced and given first, second and third readings.

3. **STEVESTON ISLAND DIKE PRELIMINARY DESIGN – PUBLIC AND STAKEHOLDER ENGAGEMENT REVIEW**
(File Ref. No. 10-6000-01) (REDMS No. 8129342)

PWT-17

See Page **PWT-17** for full report

Designated Speaker: Jason Ho

STAFF RECOMMENDATION

That the Steveston Island Dike Preliminary Design engagement campaign results, as outlined in the report titled "Steveston Island Dike Preliminary Design – Public and Stakeholder Engagement Review", dated January 13, 2026, from the Director, Engineering, be received for information.

4. **MANAGER'S REPORT**

ADJOURNMENT

City of Richmond

Minutes

Public Works and Transportation Committee

Date:	Wednesday, December 17, 2025
Place:	Anderson Room Richmond City Hall
Present:	Mayor Malcolm Brodie Councillor Carol Day, Chair Councillor Michael Wolfe Councillor Chak Au Councillor Kash Heed Councillor Alexa Loo
Also Present:	Councillor Laura Gillanders Councillor Andy Hobbs Councillor Bill McNulty
Call to Order:	The Chair called the meeting to order at 4:02 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Public Works and Transportation Committee held on November 19, 2025, be adopted as circulated.

CARRIED

AGENDA ADDITION

The Chair advised that Issues Arising From the December 15 Public Hearing Regarding Traffic on Garry Street be added to the agenda as Item No. 1A.

ENGINEERING AND PUBLIC WORKS DIVISION

1. **TRANSLINK 2026 COST-SHARE FUNDING APPLICATIONS – TRANSPORTATION PROJECTS**
(File Ref. No. 01-0154-04) (REDMS No. 8180311)

Nathan Davidowicz spoke to (i) the TransLink Cost-Share Program, including Bus Speed and Reliability (BSR) Program, (ii) infrastructure at bus stops, and (iii) ridership levels.

In response to queries from Committee, staff advised that (i) the report presents the City's applications to TransLink's 2026 transportation related cost-share programs, (ii) the BSR Program, initiated by TransLink based on travel time studies, provides competitive funding for feasibility studies and capital projects that support improved bus speed reliability, (iii) TransLink provides ridership levels as they operate and manage the transit systems and programs, and (iv) the deadline for the applications was October 31, 2025, with City staff preparing and submitting applications to TransLink by the deadline, and projects that are awarded funding will be confirmed and communicated to local governments in April 2026.

Discussion ensued regarding (i) Express Bus routes as determined by TransLink, (ii) Infrastructure Programs recommended for funding, such as the Special Crosswalk Program, included in the Council-approved 2026 Capital Budget, (iii) the forthcoming intersection improvement project at Alderbridge Way & No. 4 Road, which was identified in the Top 20 Collision Prone Intersections, (iv) construction sequencing for multiple roadwork projects, and (v) cycling enhancement as part of dike upgrades between No. 2 Road and Lynas Lane on River Road.

It was moved and seconded

(1) That the submission of transportation projects as part of the TransLink 2026 Cost-Share Programs, as described in the report titled "TransLink 2026 Cost-Share Funding Applications – Transportation Projects", dated November 18, 2025, from the Director, Transportation be approved; and

(2) That the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to execute the successful funding agreements.

CARRIED

COUNCILLOR BILL MCNULTY

2. **ISSUES ARISING FROM THE DECEMBER 15 PUBLIC HEARING REGARDING TRAFFIC ON GARRY STREET**
(File Ref. No.) (REDMS No.)

The following **referral motion** was introduced:

It was moved and seconded

(1) That staff:

(a) investigate reducing the speed limit to 30 km/h on Garry Street between No. 1 Road and Railway Avenue and installing appropriate signage;

(b) take appropriate action to establish additional traffic calming measures on Garry Street between No. 1 Road and Railway Avenue;

(c) investigate the possibility of installing raised sidewalks or crosswalks in the area of Garry St. between No. 1 Road and Railway Ave; and

(d) review the parking on Garry Street, including possible time limits,

while consulting with residents on Garry Street, and report back; and

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

The question on the referral motion was not called as discussion ensued regarding lowering speed limits on roads that do not have a centre line. As a result of the discussion, an amendment motion to look at slower speeds in residential areas in Richmond that do not have a centre line was introduced, but failed to receive a seconder.

Further discussion ensued regarding congestion near McMath Secondary School and encouraging students to take public transportation or alternative modes of transportation rather than driving, including the possibility of consulting with Richmond School District No. 38.

The question on the referral motion was then called and it was **CARRIED**.

The following **referral motion** was introduced:

It was moved and seconded

That staff look at the possibility of reducing speed limits on non-arterial roads to 30 km/h.

The question on the referral motion was not called as discussion ensued regarding speed limits as stated by the Ministry of Transportation and Transit and the Motor Vehicle Act, with any speed limit changes requiring a bylaw amendment.

The question on the referral motion was then called and it was **CARRIED.**

3. **MANAGER'S REPORT**

(i) Metro Vancouver Pipe Failure on Gilbert Road

Staff advised that Metro Vancouver investigations confirmed that the old Gilbert trunk sewer caused a sinkhole in the roadway at Woodwards Road. Metro Vancouver is currently developing a repair strategy, with the area secured with fencing, a temporary containment berm, regular monitoring, and full-time security guard on location.

A brief discussion ensued regarding (i) the effects of heavy rain on Metro Vancouver's sewer system and (ii) the size of the sinkhole.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:31 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, December 17, 2025.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	January 26, 2026
From:	Milton Chan, P.Eng. Director, Engineering	**File:**	10-6000-01/2025-01 Vol
Re:	**Artificial Turf in City Boulevards**		

Staff Recommendation

That the report titled "Artificial Turf in City Boulevards" dated January 26, 2026, from the Director, Engineering, be received for information.

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

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Public Works	☑	Roeland Zwaag
Parks Services	☑	
Climate and Environment	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**
	MB	

Staff Report

Origin

Staff receive a few requests per year from homeowners asking to allow artificial turf as a substitute for natural planting in City owned boulevards fronting their property. Current City bylaws, including the Boulevard Maintenance Bylaw 7174 and Regulation of Material on Highways Bylaw 10226, do not permit the installation of artificial turf in City boulevards. In addition, staff receive a few complaints per year regarding unauthorized installation of artificial turf in City boulevards. These cases typically trigger a progressive bylaw enforcement approach involving education, request for voluntary compliance, and, if necessary, formal enforcement actions.

This report provides a preliminary review on the implications of allowing artificial turf in City boulevards.

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.*
>
> *3.4 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 #5 A Leader in Environmental Sustainability:

> *Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.*
>
> *5.3 Encourage waste reduction and sustainable choices in the City and community.*

Background

City boulevards are defined as the area between private property and the road. City boulevards are multifunctional spaces for essential infrastructure, both underground (sanitary sewers, watermains, storm sewers, conduits) and above ground (sidewalks, pathways, hydrants, lighting and street trees). They provide opportunities for landscaping, managing stormwater runoff, and creating a safety buffer between pedestrians, cyclists, and vehicular traffic.

The current City bylaws prohibiting the installation of items in City boulevards are the Boulevard Maintenance Bylaw 7174 and Regulation of Material on Highways Bylaw 10226. These bylaws specifically prohibit property owners from placing any hard surfaces on the boulevard immediately fronting their property. While artificial turf is not specifically listed in the bylaws, it falls under the category of prohibited hard landscaping, along with items such as rock, gravel, landscape ties, rails, asphalt, bricks, and concrete structures and figurines.

Permitted plantings in boulevards include grass, trees, shrubs and flower beds. Landscaping, excluding City owned trees, is the fronting home owner's responsibility to maintain.

The residents that have requested permission to install artificial turf in City boulevards cite perceived benefits including lower maintenance, eliminating mowing, watering, or fertilizing, year-round green appearance, resistance to pests like chafer beetles, and potential long-term cost savings compared to natural grass.

Analysis

Artificial turf varies in design, performance, and environmental impact. Key factors include:

- Material & Installation: Different synthetic materials and installation methods affect permeability and recyclability.
- Durability & Aesthetics: Lifespan, maintenance needs, and visual quality differ; some products fade, flatten, or degrade over time.
- Maintenance Requirements: Artificial turf does not require mowing or irrigation. However, regular cleaning is needed to remove debris and prevent odours from animal waste.

Staff have conducted a preliminary review, including a review of neighbouring municipalities, to determine potential impacts to the City arising from allowing artificial turf in City boulevards.

Municipal Infrastructure

The presence of artificial turf in City boulevards can impact the day-to-day operations of various municipal infrastructure.

- Access to Infrastructure: Artificial turf can impede access to City infrastructure and private utilities (TELUS, FortisBC, etc.), complicating new installations, operations, repairs and inspections, and may obscure critical access points such as manholes, valves, and junction boxes.
- Drainage Impacts: Artificial turf can reduce infiltration and increase stormwater runoff.
- Boulevard Trees: Artificial turf in City boulevards can negatively affect the health and longevity of adjacent trees.

Environmental Impacts

Allowing artificial turf on City boulevards raises environmental concerns, including:

- Heat Island Effect: Artificial turf retains more heat than grass, harming tree roots and organisms.
- Loss of Biodiversity: Replaces natural habitat for beneficial insects, pollinators, birds and other wildlife, conflicting with the City's ecological connectivity goals.
- Material Degradation and Recyclability: Breakdown of fibres and infill can pollute waterways and harm aquatic life. Synthetic turf currently has limited or no ability for recycling, increasing landfill waste.

Alignment with Existing City Strategies

The preliminary review identified that artificial turf has minimal alignment and significant contradictions with City strategies.

- Ecological Network Management Strategy: Artificial turf disrupts habitat and ecological corridors, reducing biodiversity and stormwater infiltration.
- Circular City Strategy: Artificial turf is typically made from synthetic materials with limited or no ability for recycling, which contradicts circular economy principles and increases landfill waste at end-of-life.
- Integrated Rainwater Resource Management Strategy: Artificial turf does not support water detention, water quality treatment and green infrastructure objectives.

Review of Artificial Turf Regulations in Other Local Cities

A preliminary scan of neighbouring municipalities' bylaws is summarized below.

- Conditional Acceptance (Burnaby, Coquitlam and Surrey): Installation of artificial turf is allowed under a specific set of conditions, include providing maintenance and replacement at the owner's expense, ensuring the turf is permeable, and obtaining approval from a City engineer on a case-by-case basis.
- Not Permitted (Maple Ridge, Nanaimo, New Westminster, Port Moody, Vancouver and White Rock): The installation of artificial turf in City boulevards is not permitted and natural landscaping is encouraged.

Financial Impact

None.

Conclusion

Maintaining the prohibition on artificial turf in City boulevards best protects the City's interests by supporting operational, environmental, and sustainability objectives; and aligns with City strategies for environmental management, rainwater management, and the circular economy. Artificial turf in City boulevards introduces potential infrastructure access issues, as well as raises environmental and sustainability concerns. Natural planting provides key benefits such as biodiversity and mitigating heat island effects.

As staff are made aware of unauthorized installation of artificial turf in City boulevards, they will continue with the progressive bylaw enforcement approach involving education, request for voluntary compliance, and, if necessary, formal enforcement actions.

Eric Sparolin, P.Eng.
Manager, Engineering Design and Construction
(604-247-4915)

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City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	January 19, 2026
From:	Lloyd Bie, P.Eng. Director, Transportation	**File:**	10-6500-01/2025-Vol 01
Re:	**Review of Requirement for Bike Bells**		

Staff Recommendations

1. That Option 3 as described in the report titled "Review of Requirement for Bike Bells" dated January 19, 2026, from the Director, Transportation be approved; and

2. That the Traffic Bylaw No. 5870, Amendment Bylaw No. 10718, to include the provision of bicycle bells, be introduced and given first, second and third readings.

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

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
RCMP	☑	Roeland Zwaag
Community Bylaws	☑	
Law	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**
		Serena

Staff Report

Origin

At July 23, 2025, Council meeting, the following motion was endorsed by Council.

> *That staff look at the options for bells or other noise-making devices on bicycles, e-bikes, scooters, and other micro-mobility devices.*

This report responds to this referral.

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

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

Analysis

The BC Motor Vehicle Act (MVA) governs regulations for cyclists, including e-bikes and e-scooters. Cyclists are generally subject to the same rules as drivers, including having to yield to pedestrians. The MVA requires e-scooters to be equipped with a bell or horn so riders can use a consistent and courteous method to communicate their presence to others compared to verbal notification to warn others. However, the MVA does not require the same for bicycles or e-bikes. This creates inconsistencies, as e-scooter riders must have a bell, but cyclists are not legally required to have one.

To address this inconsistency, municipalities can adopt bylaws requiring bells on bicycles.

Options to Encourage Use of Bicycle Bells

Bike bells serve as an effective warning device to alert pedestrians and other users of an approaching bike, particularly in busy areas when cyclists are passing from behind.

The City's Traffic Bylaw currently includes safety equipment requirements for bicycles, such as brakes and reflectors. Bells are referenced in the Traffic Bylaw, however, the bell-related regulation is outdated, as it only addresses excessive use, not the requirement for a bicycle to be equipped with a bell. There are several options to promote the use of bells, or similar noise-emitting devices, by cyclists to warn pedestrians when approaching or passing.

Option 1 - Status Quo

Option 1 relies on the existing courtesy signs on shared pathways in the City that include messaging for cyclists to yield to pedestrians, as well as cyclists' voluntary use of bike bells. Staff have not received concerns or requests from the public regarding the lack of bell use or other audible warning by cyclists on shared pathways. Option 1 does not propose any bylaw changes.

Option 2 - Enhanced Education

Option 2 includes amplifying messaging related to appropriate use of ringing a bell, or other device, to alert pedestrians when cyclists are passing as part of the City's ongoing cycling education campaigns. Option 2 does not propose any bylaw changes.

Option 3 - Bylaw Amendment and Enhanced Education (Recommended)

Option 3 involves introducing Amendment Bylaw No. 10718 to Traffic Bylaw No. 5870 which includes the requirement for bicycles to be equipped with bells to align with the regulations of the MVA for e-scooters. This option recommends bylaw amendments to enhance safety and courtesy on roads and multi-use pathways with the requirement of a bell to warn pedestrians of a cyclist's approach. This would be consistent with other cities in the Lower Mainland, including Vancouver, Whiterock and Coquitlam, that have bylaw requirements for bicycle bells.

With the rising popularity of e-scooter and e-bikes, establishing the bylaw requirement of bike bells creates a uniform expectation across all devices and addresses the inconsistency in the MVA. Introduction of this proposed bylaw amendment would be timely given the expansion and popularity of the City's shared pathway system that creates many interactions amongst various users. For example, the Railway Greenway averages over 1,200 users a day and as of December 15, 2025, data from the 18 existing bike counters on shared pathways have registered over 2,000,000 users in 2025.

As the bylaw can only require devices to be equipped with a bell, complementary education is important to reinforce its appropriate use. As part of this option, messaging related to appropriate usage of ringing a bell to alert pedestrians when cyclists are approaching or passing would be included as part of the City's ongoing cycling education campaigns.

Enforcement

The Richmond RCMP advises that targeted enforcement of the requirement for bike bells, similar to other cycling requirements, will occur when the opportunity is afforded. The RCMP is also committed to enforcement of higher priority violations such as "hotspots" in the City, identified as a result of high collision statistics through intelligence led data analysis that they prioritize. The City will continue to monitor and analyze cycling data and collaborate with the RCMP to mitigate violations when and where applicable.

Financial Impact

None.

Conclusion

Staff recommend updating the City's Traffic Bylaw to require all bicycles to be equipped with bells to enhance safety between cyclists and other road users as the use of a bell will signal the presence of an approaching bicycle.

Amendment Bylaw No. 10718 to the Traffic Bylaw No. 5870 further clarifies and establishes that bicycle bells be required when operating bicycles, e-bikes and e-scooters. Ongoing and enhanced education efforts will continue in collaboration with the Richmond RCMP and other stakeholders to reinforce the appropriate use of bells by cyclists to warn pedestrians when passing.

Sonali Hingorani, P.Eng.
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:sh

City of Richmond

Bylaw 10718

Traffic Bylaw No. 5870 Amendment Bylaw No. 10718

The Council of the City of Richmond enacts as follows:

1. **Traffic Bylaw No. 5870**, as amended, is further amended by deleting Section 28.2 and replacing it with the following:

   28.2 Every bicycle, e-bike or e-scooter when operated upon a **street**, **bicycle lane** or **designated shared pathway** shall be equipped with reflectors in good condition, and it shall be unlawful for any bicycle, e-bike or e-scooter to be equipped with a siren or whistle.

2. **Traffic Bylaw No. 5870**, as amended, is further amended by adding a new Section 28.3 as follows:

   28.3 No person shall ride a bicycle, e-bike or e-scooter upon a **street**, **bicycle lane**, or **designated shared pathway** unless the bicycle, e-bike or e-scooter is equipped with a bell, or similar device, capable of being used as a warning.

3. This Bylaw is cited as **"Traffic Bylaw No. 5870, Amendment Bylaw No. 10718".**

FIRST READING _____

SECOND READING _____

THIRD READING _____

ADOPTED _____

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

_____ MAYOR

_____ CORPORATE OFFICER

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City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	January 13, 2026
From:	Milton Chan, P.Eng. Director, Engineering	**File:**	10-6000-01/2025-Vol 01
Re:	**Steveston Island Dike Preliminary Design – Public and Stakeholder Engagement Review**		

Staff Recommendation

That the Steveston Island Dike Preliminary Design engagement campaign results, as outlined in the report titled "Steveston Island Dike Preliminary Design – Public and Stakeholder Engagement Review", dated January 13, 2026, from the Director, Engineering, be received for information.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Climate and Environment	☑	Roeland Zwaag
Intergovernmental Relations & Corporate & Strategic Planning	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**
		Serena

Staff Report

Origin

At an average elevation of 1.0 metre above mean sea level, Richmond faces flood risks from sea level rise, storm surge, and spring freshet. The City's Flood Protection Management Strategy identifies the need to upgrade the perimeter dike to 4.7 metres to mitigate flood risks associated with projected 1.0 metre of sea level rise and 0.2 metres of land subsidence by 2100.

The Council-endorsed Dike Master Plan – Phase 1 report evaluated flood protection options for southwest Richmond, including the west dike south of Williams Road and the south dike from Garry Point Park to No. 2 Road. The existing alignment runs through Steveston Village and is immediately adjacent to private properties along much of the corridor, requiring land acquisition to raise the dike. Additionally, some waterfront structures, such as Britannia Shipyards and Fisherman's Wharf, are located outside the existing dike, and would remain unprotected unless addressed separately. The assessment concluded that upgrading the dike along its existing alignment on Bayview Street would potentially impact the form and character of the Steveston area significantly. As a result, the Dike Master Plan recommended a new primary dike on Steveston Island, with floodwalls and gates to enclose Steveston Harbour, as the long-term flood protection solution for the Steveston area. A secondary dike along the existing alignment would be raised to a lower elevation than the primary dike to allow for continued harbour operations amid long-term sea level rise.

The City was subsequently awarded $1.2 million through the National Disaster Mitigation Program to further advance the Steveston Island Dike concept and complete the Steveston Island Flood Risk Investigation. The findings of this investigation, including the conceptual design, preliminary geotechnical investigations, and the sea gate concept, were presented in a staff report titled "Steveston Island Flood Protection Update", dated May 17, 2019.

Following the work plan outlined in the Dike Master Plan – Phase 1, staff advanced this project through additional technical assessments and early stakeholder engagement to inform the preliminary design of the Steveston Island dike. This phase was supported by another $500,000 grant through the National Disaster Mitigation Program. The design was summarized in a staff report titled "Steveston Island Dike Preliminary Design – Public and Stakeholder Engagement", dated February 8, 2023, and endorsed by Council.

Staff have conducted public and stakeholder engagement for the Steveston Island Dike Preliminary Design, and this report presents the results of the engagement process.

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.*
>
> *1.1 Continue fostering effective and strategic relationships with other levels of government and Indigenous communities.*

1.2 Advocate for the needs of Richmond in collaboration with partners and stakeholders.

1.3 Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.

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.

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

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.

Analysis

Background

Located in the southwest corner of Richmond, Steveston is home to a vibrant community with historical buildings, diverse cultural history, and an operating harbour with over 500 commercial fishing vessels. As with other communities in Richmond, Steveston is protected from river and coastal flooding by the City's extensive flood protection network.

The Dike Master Plan – Phase 1 identified that elevating the dike along its current alignment would significantly impact existing properties, businesses, and infrastructure in Steveston. Additionally, it would leave many notable new and historic structures outside the dike, such as the Britannia Shipyards and the Gulf of Georgia Cannery, vulnerable to flood risks.

As an alternative long-term flood protection solution, the Dike Master Plan proposes a new primary dike alignment along Steveston Island. This option involves raising the island and upgrading the existing breakwater into a continuous 3.3-kilometre flood protection structure between London Landing and Garry Point Park. The primary dike would work in tandem with the existing secondary dike and provide a level of flood protection that meets provincial guidelines, with a navigable gate at the harbour entrance that would close during certain high water events. Over time, the secondary dike would also be raised through redevelopment and other opportunities.

Preliminary Dike Design Review

The preliminary Steveston Island Dike alignment, outlined in Figure 1, ties into the existing dike at Garry Point Park and at Dyke Road in the London Landing area.

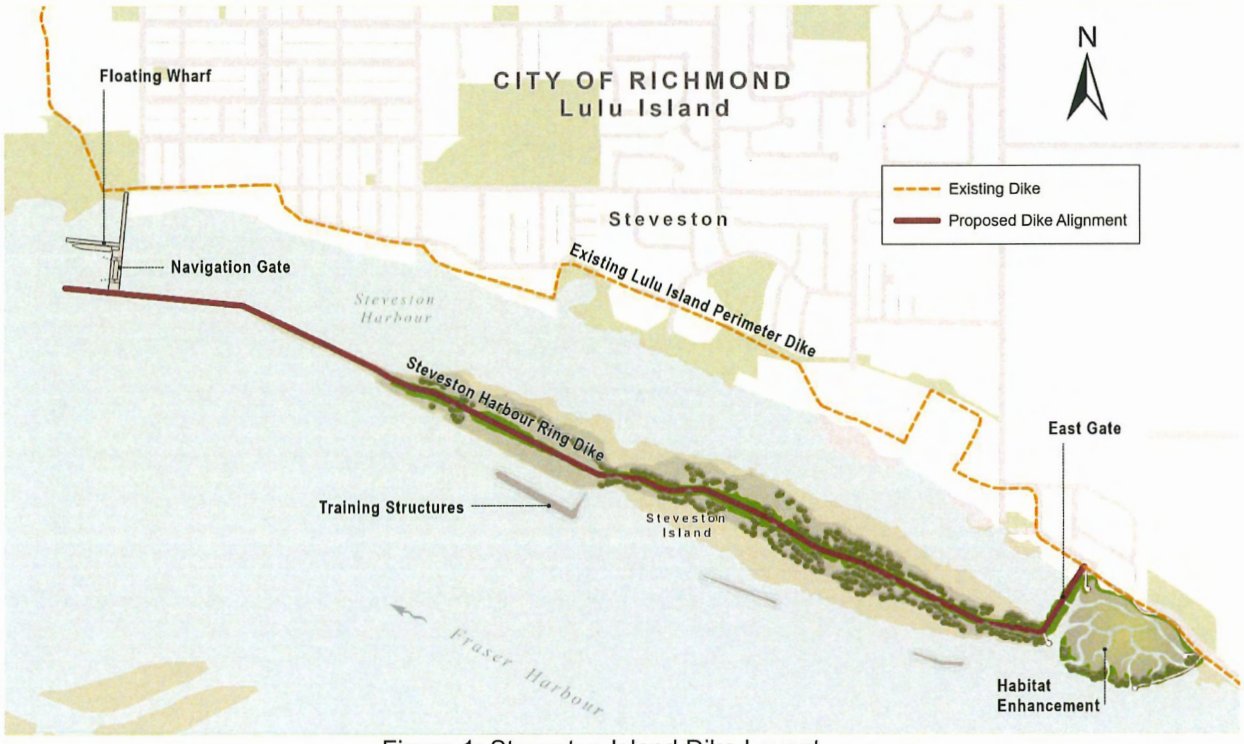


Figure 1: Steveston Island Dike Layout

As illustrated in Figure 2, key components include:

- Earth-fill dike tying into the existing dike along Dyke Road at the London Landing parking area and extending across Steveston Island;
- Flood walls at the harbour entrances; and
- Two gates that allow water to flow while providing flood protection during high water events, with the west gate remaining navigable to maintain marine vessel access.

Additional breakwater structures are proposed to reduce erosion and wave action, supporting both harbour operations and adjacent habitat areas.

The Steveston Island Dike Preliminary Design also incorporates opportunities for ecological enhancement. For example, immediately east of the proposed East Gate, the plan includes creating intertidal marsh habitat, tidal channels, and riparian floodplain through sediment placement and planting. These features are intended to support the anticipated habitat offsetting requirements for this project and potentially provide supplemental fish habitat banking opportunities to support future projects, in coordination with the Department of Fisheries and Oceans Canada.

Figure 2: Rendering of the Steveston Island Dike

Public Engagement

An extensive campaign including in-person and online engagement activities was completed. This campaign was carried out over two months, from May 2025 to July 2025, to collect public feedback on the Steveston Island Dike Preliminary Design.

The engagement included the following:

- Four community pop-ups at the following locations:
  - City Works Yard;
  - Steveston Farmers and Artisans Market;
  - Gulf of Georgia Cannery; and
  - No. 1 Road South Drainage Pump Station.
- Two in-person open houses at Steveston Community Centre;
- Five community conversations, both in-person and online, with the following groups:
  - Steveston Harbour Authority Board;
  - Steveston Merchants Association Members;
  - Steveston Merchants Association Board;
  - Tourism Richmond; and
  - Steveston 20/20 Group.
- Let's Talk Richmond project page to support online engagement;
- Distribution of approximately 5,200 project postcards;
- Email campaign reaching approximately 8,800 residents, promoting three digital engagement tools (quick poll, online survey, and social map);
- Five social media posts; and

- Distribution of printed materials at in-person events, community venues, and City facilities.

Over 750 Richmond residents attended the various in-person engagement activities and events. Additionally, approximately 2,500 people participated online through the City's flood protection webpage and the Let's Talk Richmond project page. The *What We Heard* report in Attachment 1 outlines the engagement campaign statistics and information.

Summary of Public Feedback

Staff solicited feedback concerning the preliminary design and the overall project to refine the project further and to understand community sentiment and areas of concern. Generally, residents were supportive of the project and recognized the importance of enhanced flood protection for Steveston and the City as a whole. Many participants expressed support for the measures that the City is taking to protect Richmond against flooding.

Based on feedback received, key themes included:

- Overall support and implementation: Residents and stakeholders expressed strong support for the Steveston Island Dike project and Richmond's accelerated flood protection program. Many also indicated a preference for expediting project delivery to mitigate flood risks in Steveston.

- Access and recreation: Participants generally support public access to Steveston Island and the additional recreation opportunities and amenities the dike could potentially provide, such as walking and cycling routes, nature viewing, seating, lighting, signage, public washrooms and waste collection, if impacts on wildlife and natural habitat are minimized and appropriately managed. There were mixed views on the extent of access and whether trails should be limited to pedestrians or also accommodate bicycles.

- Wildlife and habitat management: Residents support preserving and protecting wildlife and habitat on Steveston Island and raised concerns about potential habitat impacts and wildlife displacement, particularly for coyotes and eagles.

- Cost, funding and ongoing engagement: Participants emphasized the importance of transparency around project costs and funding sources, minimizing the burden on taxpayers, seeking senior government funding where possible, and receiving regular updates and future opportunities to be engaged as the project advances.

As the project advances, the City will leverage opportunities to reflect this feedback. Wildlife and habitat matters will be reviewed by a Qualified Environmental Professional (QEP) in future engagement, design, and implementation phases of the project. Cost and funding considerations, including opportunities for senior government support and clear communication of project costs, will be reflected in future project updates.

Key Stakeholder Engagement

To gather input from key stakeholders, staff issued a project notification via email to the organizations listed below. The notice included information on the Steveston Island Dike project and a link to the Let's Talk Richmond survey for stakeholders to provide feedback.

Community Stakeholders

- Port of Vancouver;
- City of Delta;
- Urban Development Institute;
- Steveston Harbour Authority;
- Ducks Unlimited;
- Transport Canada;
- Canadian Coast Guard; and
- Richmond Advisory Committee on the Environment.

Staff hosted two virtual focus group sessions with the regulators listed below. Sessions were structured with a brief project overview presentation followed by an open discussion to collect feedback.

Regulators

- Department of Fisheries and Oceans – Small Craft Harbours;
- Department of Fisheries and Oceans – Fish and Fish Habitat Protection Program;
- BC Ministry of Water, Land and Resource Stewardship;
- BC Ministry of Emergency Management and Climate Readiness;
- BC Inspector of Dikes; and
- Environmental Assessment Office.

Local First Nations, including the Musqueam Indian Band and Tsawwassen First Nation, have been engaged throughout various phases of the project. Engagement will continue as the project advances through subsequent design and implementation stages.

Summary of Stakeholder and Regulatory Feedback

Following the project notification, representatives from the Transport Canada Navigation Protection Program and the Richmond Advisory Committee on the Environment provided preliminary input on required approvals and preferred engagement approaches.

Staff also met with key regulators through two focus group sessions and follow-up correspondence to share project information and obtain preliminary feedback. Overall, regulators were supportive of the project moving into the next phase of design, while emphasizing the need to:

- Manage potential sedimentation, water quality, and dredging requirements in Steveston Harbour, informed by ongoing modelling and analysis;

- Confirm applicable approvals, including diking approvals, land tenure, Water Sustainability Act authorizations, Fisheries Act authorizations, an Environmental Assessment Certificate, and offsetting;
- Strategically plan habitat enhancement and compensation areas to avoid conflicts with other projects and promote long-term ecological success; and
- Maintain early and meaningful engagement with First Nations and continue to coordinate public and stakeholder engagement as the project progresses.

Steveston Harbour Authority also provided written feedback on the project, expressing support for the overall concept and for enhancing long-term flood protection for Steveston, and emphasized the need to maintain safe, efficient harbour operations as design advances. They also indicated an interest in ongoing involvement at key stages of project planning and design.

These considerations will be carried forward into subsequent design phases, including refinement of the dike and gate configuration, sedimentation management strategies, and habitat enhancement concepts. Staff will also explore developing a coordinated approvals and engagement strategy, working closely with regulators, First Nations, and stakeholders throughout the project. A more detailed summary of regulatory feedback is provided in Attachment 2.

Next Steps

The Steveston Island Dike project is a long-term initiative with a multi-decade implementation timeline. Ongoing planning and proactive engagement of stakeholders will position the City to pursue grants and partnerships and accelerate implementation where funding opportunities allow.

Staff will advance the following next steps over the short to medium term to position the City for future implementation of the new primary dike:

- Completing the second phase of the preliminary design, which will:
    - Refine the structural elements of the dike, such as the flood wall, navigation gate, breakwater, and wharf;
    - Integrate input from recent public, stakeholder, and regulator engagement into the overall design; and
    - Update the project charter including the cost estimate.
- Initiating negotiations with the Province regarding land tenure for Steveston Island;
- Continuing to engage with the Environmental Assessment Office (EAO) to define environmental impacts and compensation requirements;
- Continuing coordination and discussions with regulatory entities, key stakeholders, local First Nations, and the community at large; and
- Continuing to seek senior government funding opportunities related to the Steveston Island Dike project.

Financial Impact

None at this time. Future phases of the Steveston Island Dike Project will be brought forward for Council consideration as part of the budget process.

Conclusion

The public and stakeholder engagement campaign for the first phase of the Steveston Island Dike preliminary design project has been completed. The feedback received is generally positive and has highlighted key considerations to be carried forward into future phases of design, approvals, and implementation. Through proactive engagement, staff have strengthened relationships with the community, key stakeholders, and regulators, which will support ongoing coordination as the project advances.

The Steveston Island Dike project will enhance long-term flood protection for Steveston and the City as a whole and provide opportunities to integrate ecological enhancements and improved public access. Staff will continue to advance the project in alignment with the Dike Master Plan and will report back as required.

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

JH:bl

Att. 1: Steveston Island Dike Preliminary Design – What We Heard Report
2: Summary of Regulator Feedback – Steveston Island


STEVESTON
ISLAND DIKE
PRELIMINARY DESIGN
What We Heard Report
December 2025

Richmond

Contents

List of Figures

Executive Summary

This report summarizes the outreach and key findings of the public engagement conducted for the City of Richmond's Steveston Island Dike project. The outreach and engagement campaign took place over a three-month period, from May 2025 through July 2025. The purpose of this outreach and engagement was to:

- Inform residents about the Steveston Island Dike project.
- Gather feedback on potential amenities and features the final Steveston Island Dike project could include.
- Keep residents informed about Richmond's ongoing flood protection initiatives and projects.

The public engagement initiative was designed to reach a wide range of residents, businesses, and interested parties. Activities included community pop-ups, open houses, and online engagement events. Print and digital materials were also produced and distributed at in-person events, community venues in Steveston, and online. In total, approximately **750** people attended the in-person engagement activities and events. Additionally, approximately **2,500** participants joined online through the City's flood protection webpage and the *Let's Talk Richmond* project page, which was established to support community outreach.

Feedback from all engagement activities revealed the following key findings.

Most participants were supportive of the project and the preliminary design.

- Many participants were keen to see public access to Steveston Island, provided that the costs of the project and the impacts on wildlife and the environment could be minimized and properly managed.
- Many residents provided feedback, expressing their support and urging that the project be expedited.
- Overall, participants recognize the risks posed by sea level rise and coastal flooding, and support Richmond's proactive flood protection program.

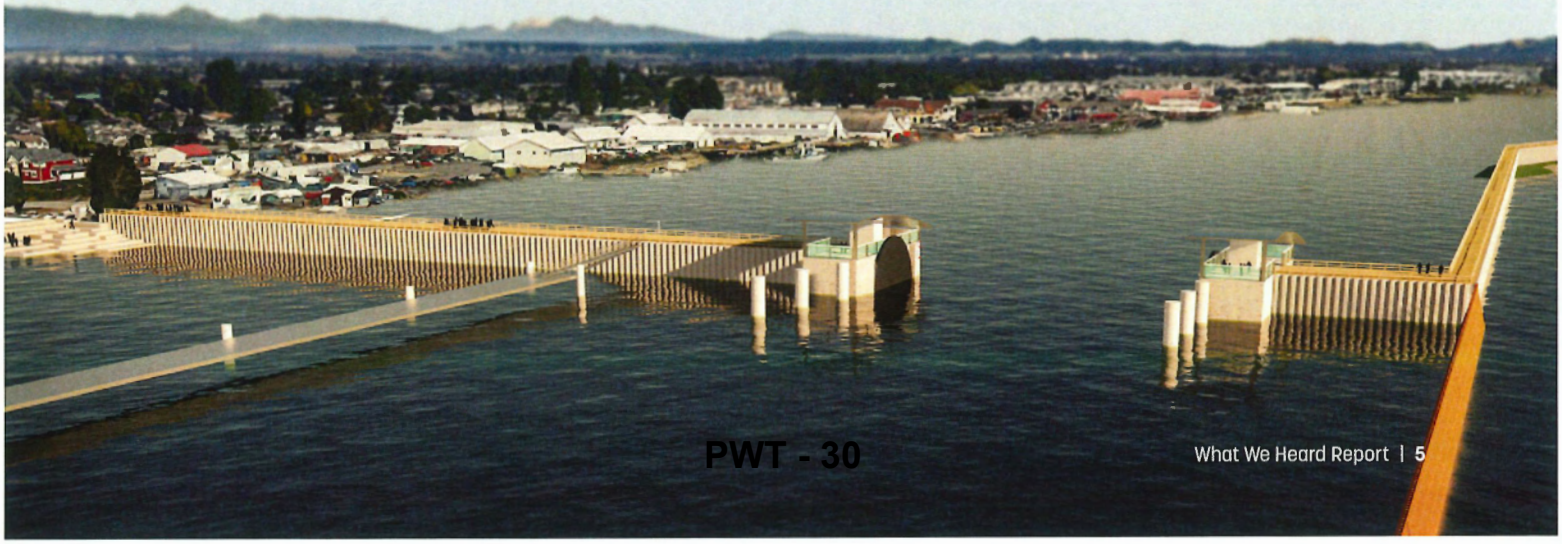
Most participants were keen to preserve and protect wildlife and habitat on Steveston Island.

- A significant number of people shared concerns around wildlife displacement and habitat impacts, particularly around coyote and eagle populations.
- Limiting public access to Steveston Island to protect the wildlife habitat was identified as a significant concern by a substantial number of comments and general feedback from participants.

The public is supportive of increased recreational opportunities that the dike could provide.

- Many participants were eager to have increased recreational opportunities, including nature viewing, dog walking and cycling.
- Recreational amenities, such as seating, lighting, signage, public washrooms, and adequate waste collection containers, were among the most frequently suggested.
- There are varied opinions about whether the trail should be pedestrian-only or allow bikes.

FIGURE 1: *Steveston Island Dike concept – West Gate detail*



Common questions that arose from engagement that could inform future design iterations, communications and engagement work included the following:

Wildlife and environment

- *Should Steveston Island be accessible or left as wildlife habitat?*
- *What are the impacts on wildlife and wildlife habitat, and how could they be mitigated?*
- *How much would Steveston Island need to be widened to accommodate a new dike, and are there associated wildlife impacts associated with it?*

Community access and amenities

- *If Steveston Island is accessible to the public, Should the path be multi-use or pedestrian only?*
- *What amenities would be included (e.g., benches, viewing platforms, interpretive elements)?*
- *Could additional parking be provided for Steveston Island users?*

Steveston Harbour

- *How would construction affect marine traffic in Steveston Harbour?*
- *How would the dike impact downstream flows from the Fraser River in Steveston Harbour, particularly from and through the east gate?*
- *What are the potential impacts of sediment buildup in Steveston Harbour, and would any associated additional dredging be required?*

Project cost

- *How will the project be funded?*

Overall, most people who participated in project outreach and engagement shared strong support for the Steveston Island Dike preliminary design project. Participants also acknowledged flood protection as vital for Steveston and supported Richmond's efforts to safeguard Lulu Island.

A notable number of comments received through the project webpage expressed concerns around the potential costs of the project. These comments emphasized the need for transparency regarding costs and to minimize any public cost burden.

Moving forward, continued outreach and information sharing regarding the new dike and the project's progress will remain important. The City should continue to explore opportunities for future engagement with residents to inform the design and maintain outward communications.

Participants expressed positive sentiments towards Richmond's Steveston Island Dike project and have encouraged accelerated future work to protect Steveston. Participants look forward to hearing about updates to the project and continued flood protection work by the City of Richmond.

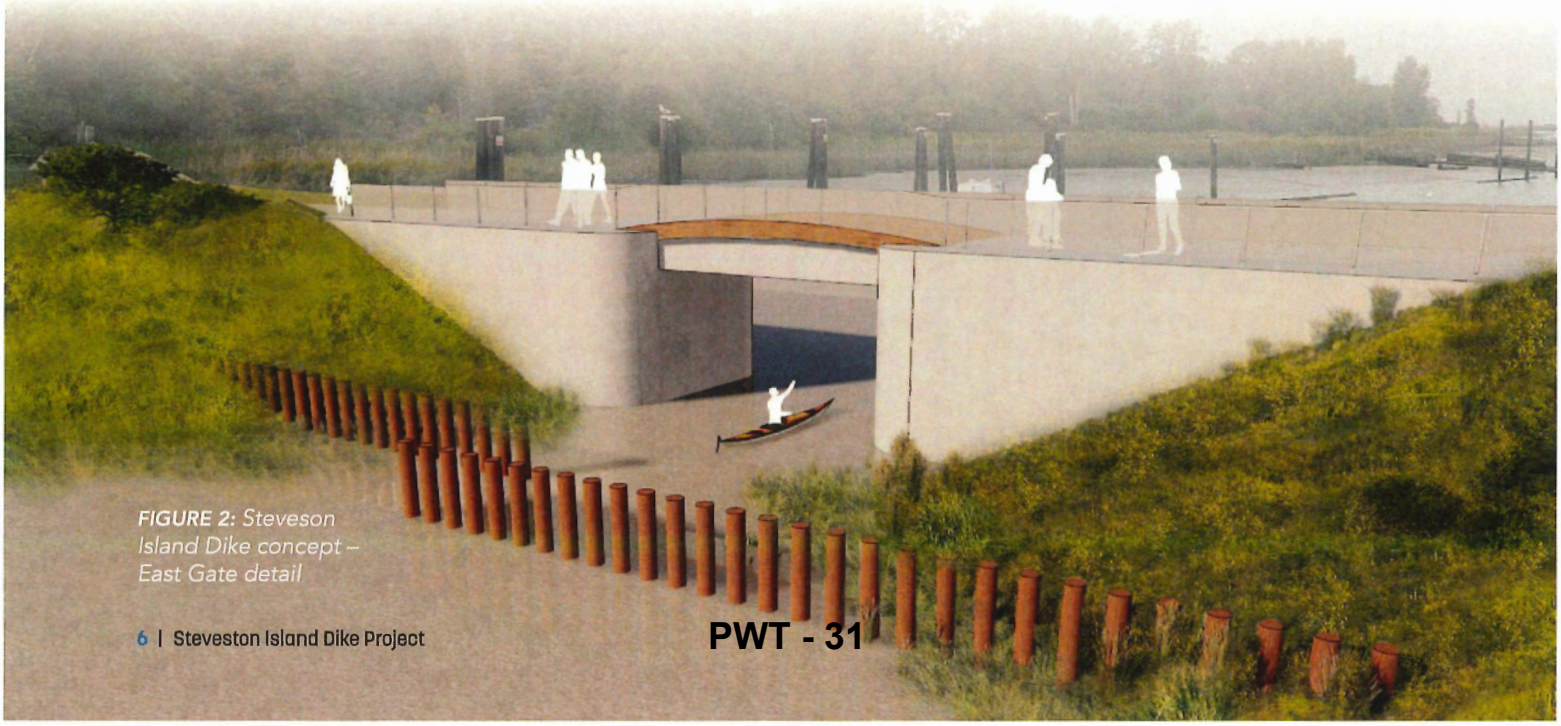


FIGURE 2: *Steveson Island Dike concept – East Gate detail*

Background and Overview

Surrounded by the Fraser River and the Strait of Georgia, the City of Richmond is situated approximately one metre above sea level with 49 kilometres (km) of dikes and 39 drainage pump stations providing flood protection from storm surges, freshet, intense rainfall, and sea level rise. Richmond's Flood Protection Management Strategy and Dike Master Plans serve as the City's guiding framework for ongoing upgrades and improvements to address climate change-induced sea level rise.

Situated in Richmond's southwest corner, Steveston is a dynamic community with a rich history and cultural heritage. It is also a major commercial fishing hub and home to a bustling harbour with over 500 commercial fishing vessels. As with other communities in Richmond, Steveston is protected from river and coastal flooding by the City's perimeter dike network and a robust drainage system.

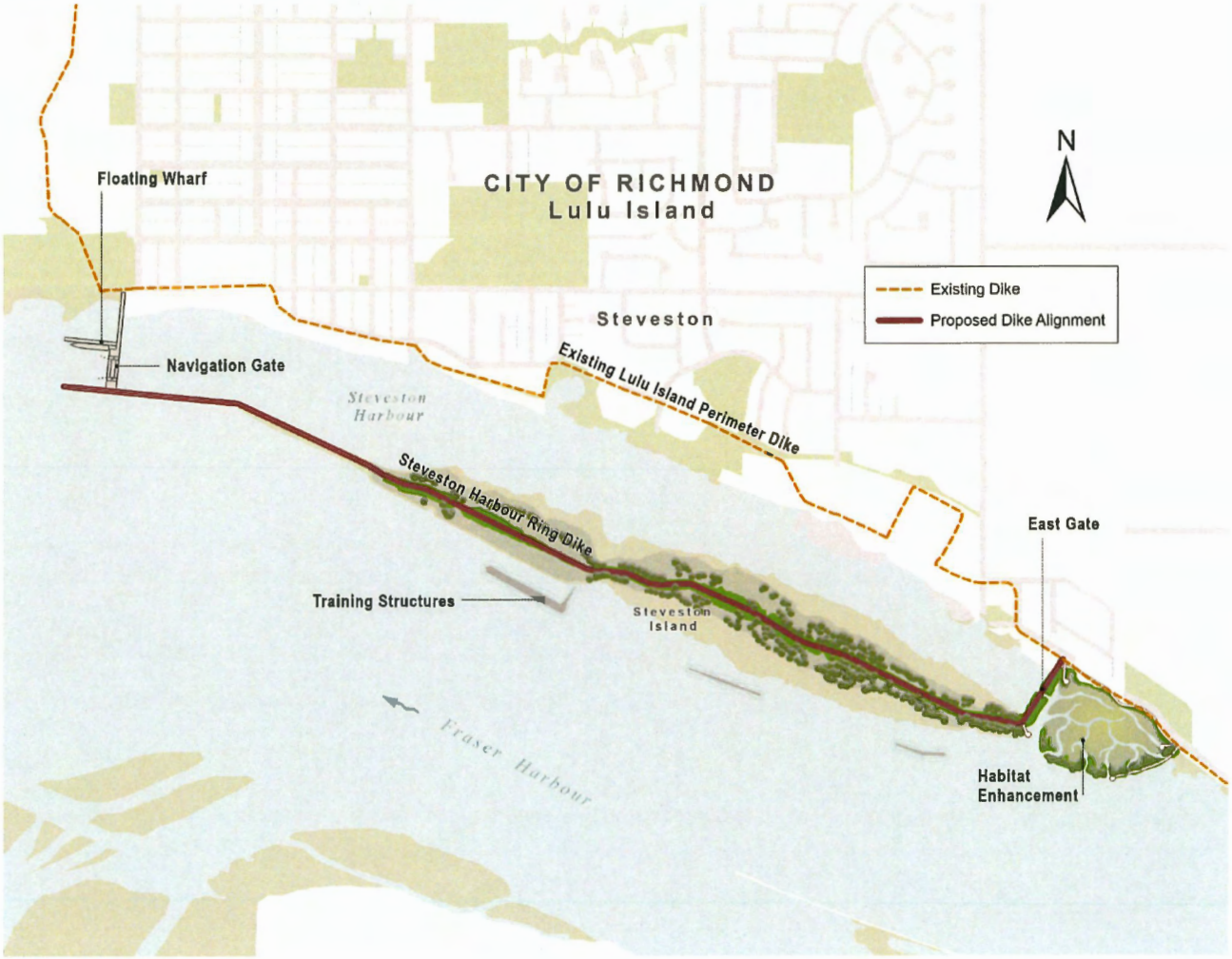
Richmond City Council endorsed the Dike Master Plan - Phase 1 report in 2013, which evaluated and proposed flood protection strategies for the west dike south of Williams Road and the south dike from Garry Point Park to No. 2 Road in the Steveston area. The report acknowledged that elevating the dike along its current alignment would significantly impact existing properties, businesses, and infrastructure in Steveston. Additionally, it would also leave many notable buildings and historic structures, such as the Britannia Shipyards and the Gulf of Georgia Cannery, outside the protected zone and vulnerable to coastal flooding.

As an alternative long-term flood protection solution, Richmond proposes constructing a new dike around Steveston Island that includes a

navigation gate to allow boat passage in and out of Steveston Harbour. Extending from London Farm to Garry Point Park along Steveston Island (also known as Shady Island locally), the new dike will work in conjunction with the existing shoreline dike to provide enhanced flood protection while preserving opportunities for future development. Additionally, a new wetland area is proposed to be constructed on the eastern side, near London Farm, to enhance and expand valuable foreshore habitat.

Supported by a $500,000 grant from the National Disaster Mitigation Program, a preliminary design for the new dike system was developed, and geotechnical investigations were conducted. The location of the proposed project is shown in the figure below.

FIGURE 3: *Steveston Island Dike concept*



The Steveston Island Dike is a multi-decade project that requires additional design work and approvals required before construction can begin. Over a three-month period, the City of Richmond sought community feedback on the project to further inform the preliminary design phase.

From May to July 2025, the City of Richmond conducted a public engagement campaign regarding the Steveston Island Dike project. The purpose of this outreach and engagement was to:

- Inform the public on the preliminary design of the Steveston Island dike.
- Gauge the public's support for the preliminary design.
- Learn more about public considerations for potential pedestrian and cyclist features that could be included with the project.
- Provide information on the project, including general timelines.
- Build awareness of ongoing City of Richmond flood management programs and projects.
- Provide information on flood management in the City of Richmond in general.

This report summarizes the engagement campaign and key findings that emerged regarding participants' awareness and support of the flood protection program, as well as their ideas on how dike upgrades could simultaneously address other community and user needs.

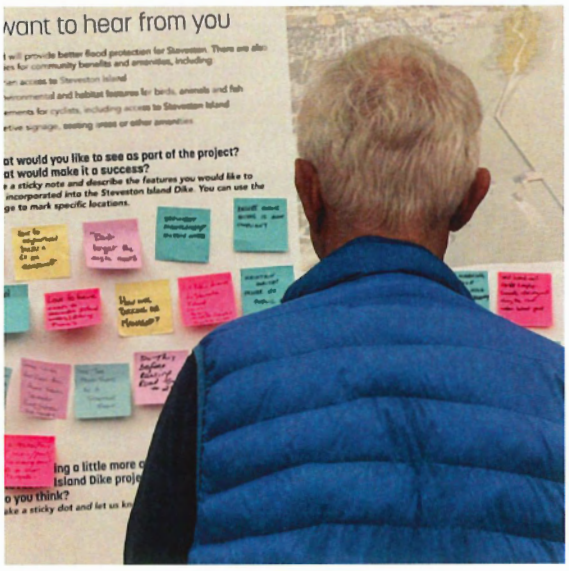


FIGURE 4: Project timeline

RICHMOND FLOOD PROTECTION TIMELINE

- 2000 — Drainage and Diking Utility established by Council
- 2003 — Council adopt the 2006-2031 Flood Protection Management Strategy
- 2008 — The Flood Plain Designation and Protection Bylaw No. 8204 is enacted
- 2008 — The 2008-2031 Flood Protection Strategy replaces the 2006 Strategy
- 2010 — Council adopt Dike Master Plan Phase 1 that includes endorsement of Steveston Island as the preferred long term dike solution in Steveston
- 2010 - 2015 — $5.9+ MILLION IN FUNDING
- 2013 — Britannia Floodwall installation complete
- 2013 — Council adopt Dike Master Plan Phase 2
- 2014 — Council adopt Dike Master Plan Phase 3 & 5
- 2014 — Council adopt the Flood Protection Management Strategy
- 2014 — Steveston Island Dike conceptual design complete
- 2015 — Gilbert Road to No. 3 Road South Dike Upgrades complete
- 2016 — Dike Master Plan Phase 4 adopted by Council for public engagement
- 2017 — No.3 Road to 400m west of No. 4 Road South Dike Upgrades complete
- 2018 — No.9 Road South Dike Upgrade complete
- 2023 — Steveston Island Preliminary Dike Design underway (2023 start)
- 2025 — No.3 Road South Dike Upgrade underway (2025 start)
- 2025 — Flood Protection Management Strategy Update (planned start late 2025 / early 2026)
- 2015 - present — $48 MILLION IN FUNDING

FUNDING: The City of Richmond has been successful in securing senior government grants that have helped fund flood protection improvements

PUMP STATION UPGRADES AND REBUILDS:

2000-2005	2006-2010	2011-2015	2016-present	Upgrades underway
· Peace Arch	· Francis Road West	· No. 4 Road North	· No. 2 Road North	· No. 9 Road (Dog Kennels)
· Tipping Road South	· Cambie Road West	· Williams Road	· Horseshoe Slough	· No. 3 Road South
· No. 1 Road South	· Comstock Road	· No. 1 Road North	· Shell Road Slough	
· Gilbert Road North	· Gilbert Road South	· Bath Slough	· No. 7 Road South	
	· Duck Island	· Woodward Slough	· Steveston Hwy & Gilbert Road	
			· Steveston Hwy & No. 2 Road	

FIGURE 5: *Richmond Flood Protection timeline*

Engagement Overview

Community engagement and outreach activities took place over a three-month period from May through July 2025.

Engagement was designed to reach a wide range of residents and interested parties. Engagement activities in this phase included community pop-ups, as well as online and in-person engagement events. A variety of new information materials was produced and distributed online, at in-person events, and at different community venues and facilities. Engagement included the following events, which are summarized in the figure on the following page.

- 2 Project Open Houses
- 4 Community Pop-ups
- 4 Community Conversations

- 5,200+ Project Postcards distributed
- 2,500 Visitors to *Let's Talk Richmond* Steveston Island Dike project webpage
- 250 new visits to Richmond's Flood Protection website
- 296 Contributions to the project page
- 8,800 emails sent
- 5 social media posts (17,100 impressions and reach; 2,000 engaged)
- 130 responses to the online survey
- 500+ comments shared about the project
- 750+ participants attended in-person engagement events

STEVESTON ISLAND DIKE PROJECT

ENGAGEMENT AND COMMUNICATIONS SUMMARY

4
COMMUNITY CONVERSATIONS
online and in-person

2
PROJECT OPEN HOUSES
at Steveston Community Centre with over 140 participants

4
COMMUNITY POP-UPS
with over 700 resident interactions

500+
COMMENTS SHARED

127
SURVEY RESPONSES

750+
IN-PERSON PARTICIPANTS

5
SOCIAL MEDIA POSTS
over 17,000 impressions and 2,000 engaged

8800
EMAILS SENT

5200
POSTCARDS DISTRIBUTED

FIGURE 6: Engagement and communications summary

2500
VISITORS TO LET'S TALK RICHMOND - STEVESTON DIKE PROJECT
plus 250 NEW visits to Richmond's Flood Protection website

CONTRIBUTIONS to the project webpage **296**

COMMUNITY POP-UPS

In-person
May 10 to June 8, 2025

Emergency Preparedness Week
City Works Yard, 5599 Lynas Lane
Saturday, May 10
11:00 am – 3:00 pm
Interactions: ~150

Steveston Farmers and Artisans Market
Garry Point Park, 12011 Seventh Avenue
Sunday, May 11
10:00 am – 3:00 pm
Interactions: ~300

Gulf of Georgia Cannery
12138 Fourth Avenue
Saturday, May 24
1:00 pm – 3:30 pm
Interactions: ~80

No. 1 Road South Drainage Pump Station
4000 Bayview Street
Sunday, June 8
1:00 pm – 3:30 pm
Interactions: ~80

SUMMARY

- In total, there were over 700 interactions with residents at the community pop-up events.
- Passers-by and interested residents had the opportunity to stop by a pop-up event and learn more about the Steveston Island Dike project or about flood protection measures in Richmond.
- Materials included four poster boards – two discussing the measures the City of Richmond is taking for flood protection in general, and two on the Steveston Island Dike project.
- Each pop-up resulted in more community members becoming aware of the Steveston Island Dike project. Visitors engaged with pop-up staff, read the poster boards, and left sticky note comments on the posters. Many also took printed project materials home to review.
- The Farmers and Artisans Market was by far the busiest event, with approximately 300 visitors dropping by the tent. Several visitors shared they had received the notice in the mail and came to the Market specifically to learn more about the project.
- Many visitors to the pop-ups indicated that they already knew about the project and had received the project postcard or other project communications.

FIGURE 7: *Emergency Preparedness Week Pop-up, May 10.*

FIGURE 8: *Gulf of Georgia Cannery Pop-up, May 24*

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OPEN HOUSES

In-person

May 14 and 31, 2025

Open House 1
Steveston Community Centre, Phoenix Room
4111 Moncton Street
Wednesday, May 14
5:00 pm – 8:00 pm
Paricipants: 69

Open House 2
Steveston Community Centre, Phoenix Room
4111 Moncton Street
Saturday, May 31
12:00 pm – 3:00 pm
Paricipants: 73

SUMMARY

- 142 people attended the two open houses, where visitors could drop by to learn more about the project and flood protection in general, and share feedback.
- Materials included the four poster boards (with sticky notes and dots to share and show the level of support for the project), printed materials to take home, and a Steveston Island Dike preliminary design video, which played on a loop.

FIGURE 9: *Steveston Island Community Centre Open House, May 14.*

FIGURE 10: *Steveston Island Community Centre Open House, May 14.*

FIGURE 11: *Steveston Island Community Centre Open House, May 31.*

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COMMUNITY CONVERSATIONS

In-person and online
June - September, 2025

Steveston Harbour Authority Board Presentation
12740 Trites Rd
Wednesday, June 18
9:00 am – 11:30 am
Attendees: 10

Steveston Merchants Association Member Presentation
Online, via Zoom
Monday, July 14
10:00 am – 10:45 am
Attendees: 1

Stevenston Merchants Association Board Presentation
Blue Canoe
Thursday, July 17
9:00 am – 10:00 am
Attendees: 10

Tourism Richmond Presentation
City Hall
Tuesday, July 29
11:00 am – 12:00 pm
Attendees: 3

Steveston 2020 Presentation
MLA Kelly Greene's Office
Thursday, September 11
Attendees: 15

SUMMARY

- In total, five presentations were held: one with the Harbour Authority Board, one with the executive team from Tourism Richmond, one with the Honourable Kelly Greene, MLA for Richmond-Steveston and team, and two with the Steveston Merchants Association – an online presentation with the board and an in-person presentation with invited Merchants Association member businesses.
- The sessions started with a brief presentation about the project, followed by a question-and-answer period.
- Materials for the in-person presentations included a PowerPoint presentation delivered by City of Richmond staff and print materials for handout. Print materials were also left with the Harbour Authority and the Merchants Association to distribute to their members.

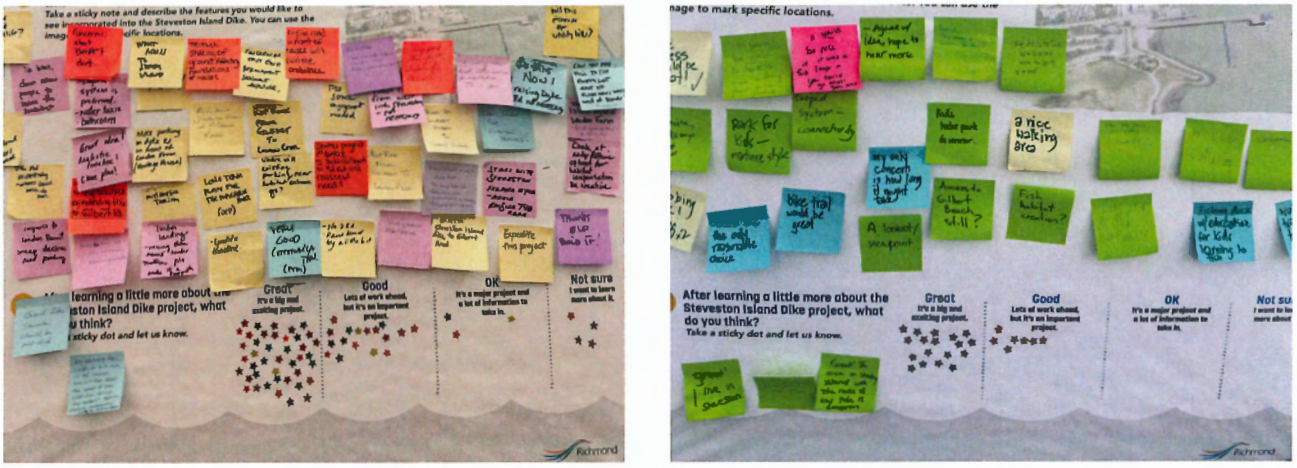


FIGURE 12: *Sticky notes and dots showing level of support for the project*

Communications and Outreach

From April 2025 to July 2025, staff ran a communications and outreach program to share information about the Steveston Island Dike project, promoting outreach events and activities. Materials included:

- Social media posts
- LetsTalkRichmond.ca Steveston Island Dike project page
- Flood Protection information products – print and online (project information pamphlet, Q&A, project engagement and outreach handout, project timeline)
- Printed and mailed out postcards
- An email blast sent to LetsTalkRichmond.ca subscribers
- A mention in the City's Climate Action eNewsletter

The following table outlines the digital activities planned for the project period. Grey shading indicates the development and review of the materials, while the yellow indicates their distribution. The engagement phase of the project was originally scheduled to be completed in June. However, some engagement events extended into July 2025. The project site remained active until all engagement events were completed.

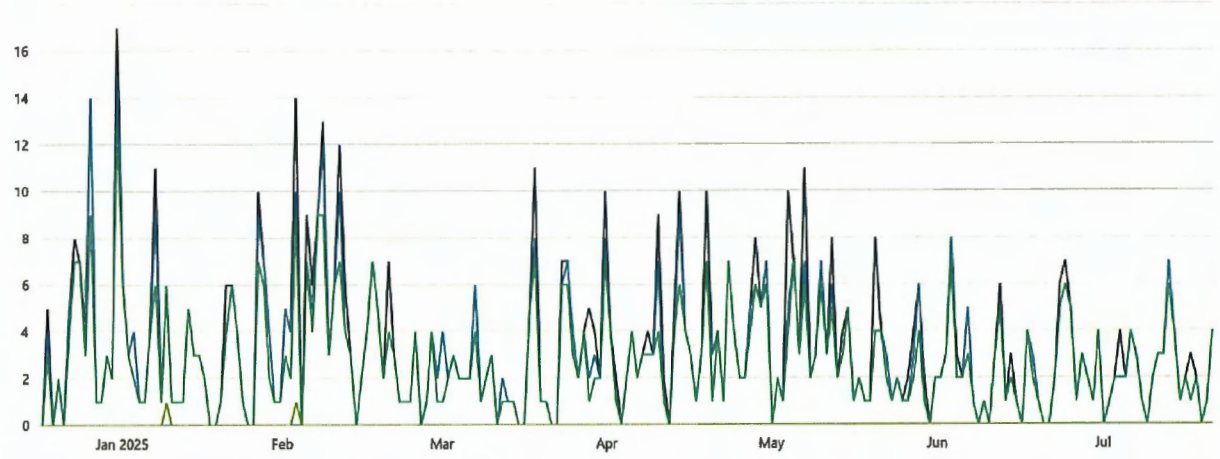
The communications and outreach materials are described in the following sections.

TABLE 1: *Digital material development (grey) and distribution (yellow) schedule*

	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY
ONLINE MATERIALS						
Social Media						
Richmond.ca Flood Protection						
Let's Talk Richmond – Project Site						
E-Newsletter						
PRINT MATERIALS FOR DISTRIBUTION						
Postcards						
Informational Flyers						

LET'S TALK RICHMOND – FLOOD PROTECTION

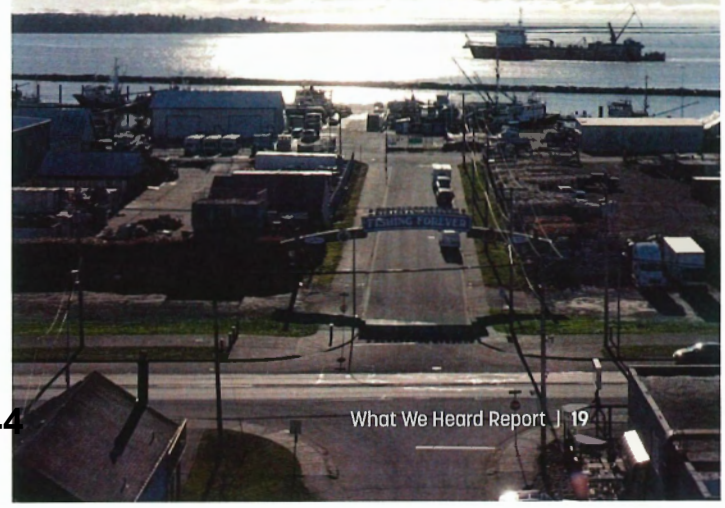
Since January 2025, Richmond's Flood Protection website has had a relatively steady number of views, with a total of 745 views and 530 visitors. During the time that the Steveston Island Dike project page was active (between April and August, 2025), a total of 326 views and 235 visitors were recorded.



745 Views	670 Visits	530 Visitors	0 Contributions	0 Contributors	2 Followers

Views - The number of times a Visitor views any page on a Site.
Visits - The number of end-user sessions associated with a single Visitor.
Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Contributions - The total number of responses or feedback collected through the participation tools.
Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.
Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.

FIGURE 13: *Summary of traffic to the Let's Talk Richmond - Flood Protection page from January until July 2025*



LET'S TALK RICHMOND – STEVESTON ISLAND DIKE

In mid-April, an informative and interactive webpage about the project went live on the City of Richmond's engagement website, *Let's Talk Richmond*. Here, visitors could learn more about the Steveston Island Dike project by reading informational materials, or become engaged by participating in interactive tools that included:

- A mapping tool to indicate places for amenities and features to consider, including when the project is built
- A place to submit specific questions for the project team to answer
- Short polls to assess interest and support for the project

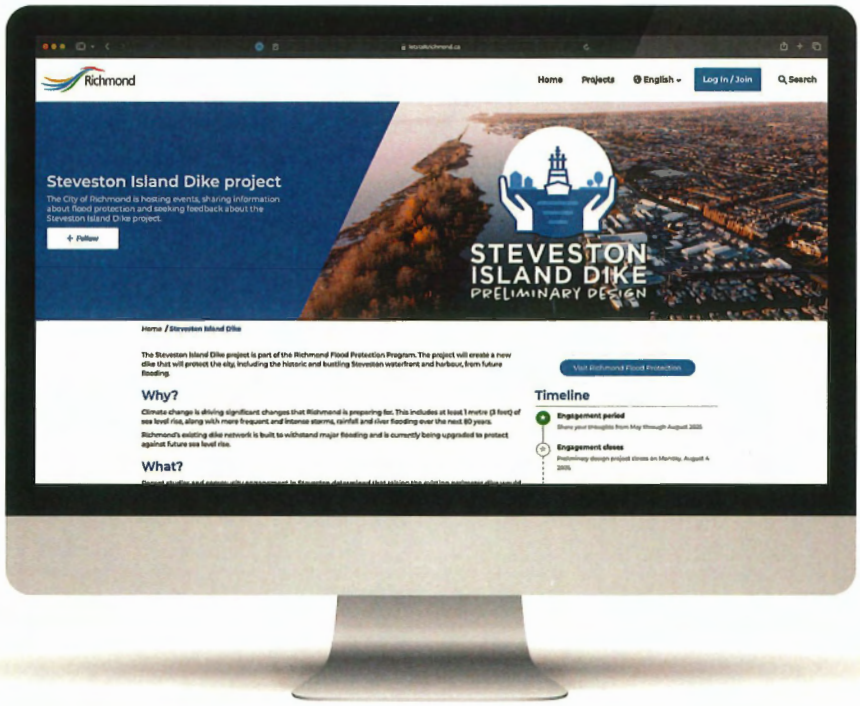
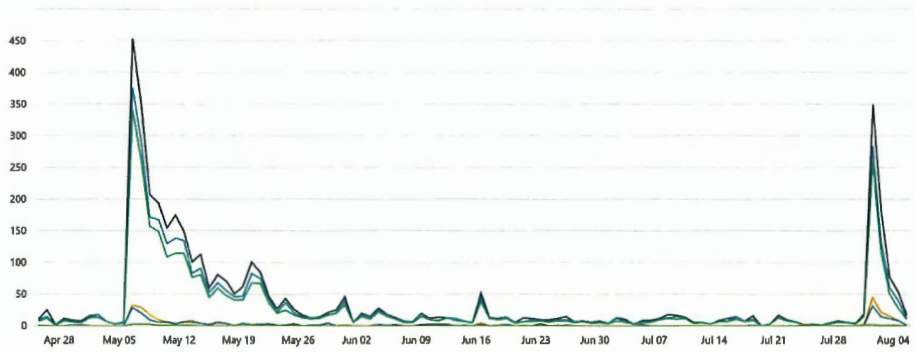


FIGURE 14: *Let's Talk Richmond – Steveston Island Dike project website*

Since going live, the webpage has experienced a steady flow of visitors daily, with a peak of over 450 in a single day at the beginning of May, shortly after the webpage went live. When the project page closed on August 4th, there were over 4,150 views of the webpage, with over 2,500 unique visitors. Of these visitors, 296 contributions were made to the page, and 31 people signed up to follow the project.

Performance Summary
Information regarding key visitation and utilisation metrics for your Site or projects.



4,157 Views	3,457 Visits	2,534 Visitors	296 Contributions	221 Contributors	31 Followers

Views - The number of times a Visitor views any page on a Site.
Visits - The number of end-user sessions associated with a single Visitor.
Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Contributions - The total number of responses or feedback collected through the participation tools.
Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.
Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.

FIGURE 15: *Summary of views for the Steveston Island Dike project page, April - July 2025*

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On August 1st, an email blast was sent to *Let's Talk Richmond's* over 8,800 subscribers, reminding them to provide their input on the Steveston Island Dike project page before its closure on August 4th. The email blast resulted in 51 new contributions and an uptick of 431 new visitors to the page.

There were three primary ways that visitors could contribute to the project online:

- **Quick Poll** – assessing the level of support for the project
- **Form** – a brief survey asking what people would like to see as part of the project and what would make it a success
- **Social Map** – a map centred around the Steveston area, where visitors could share their favourite places along the Steveston dike

The total number of contributions for each activity is listed in the table below.

TABLE 2: Activity contributions on project webpage

ACTIVITY	CONTRIBUTIONS
Quick Poll	115
Form (online survey)	127
Social Map	49

Richmond

Only a FEW DAYS LEFT to have your say on the Steveston Island Dike preliminary design

Hello,

The **Steveston Island Dike** project is part of the Richmond Flood Protection Program. This project will create a new dike that will protect the city, including the historic and bustling Steveston waterfront and harbour, from future flooding.

There's only a few days left to provide your input on the Steveston Island Dike preliminary design.

Visit LetsTalkRichmond.ca/StevestonIslandDike by 11:59pm on **Monday, August 4** to share your thoughts.

Your feedback will be compiled anonymously for the next design phase.

Thanks for your time.

The Project Team
Engineering Planning
City of Richmond

FIGURE 16: Email blast sent to Let's Talk Richmond subscribers

Photo CCby-nd, Gord McKenna

Quick Poll

The quick poll asked, *"After learning a little more about the Steveston Island Dike preliminary design project, what do you think?"* Of the 115 contributions, the majority (43%, 50) selected 'Good – Lots of work ahead, but it's an important project,' just over a third (37%, 42) selected 'Great – It's a big and exciting project,' and 10% of respondents selected either 'OK – It's a major project and a lot of information to take in' (12) and 'Not sure – I want to learn more about it' (11).

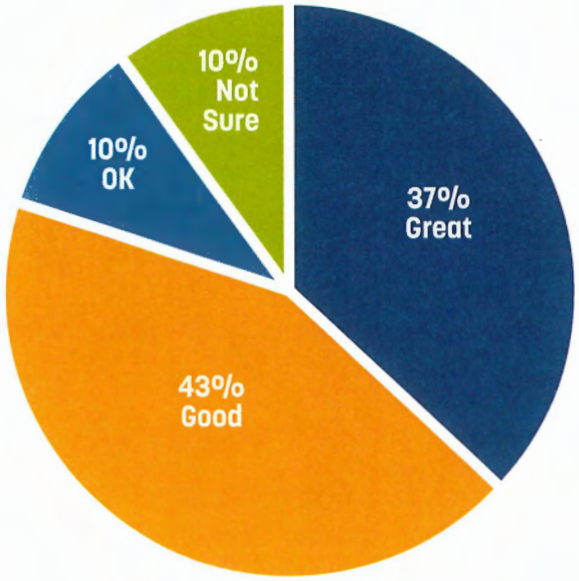


FIGURE 17: *Quick poll results project support*

Form (online survey)

The Form engagement activity asked similar questions to what was being asked at the in-person events. The survey asked, 'I would like to see the following as part of the project,' 'I feel the following would make the project a success,' and 'I have the following additional comments.' There were 127 respondents to the online survey. The following are some of the highlights:

Environmental and Wildlife Protection

Survey responses frequently emphasized the need for the project to include protections for wildlife and their habitats, as well as measures to limit or mitigate the environmental impacts of human access to Steveston Island and the project's construction. Additionally, respondents highlighted the importance of thoroughly assessing potential impacts throughout all phases – from construction to project completion, including trampling, waste, construction noise, alterations to the built environment that affect wildlife and fish populations, as well as risks related to flooding, flushing, and dredging.

Most people supported the project; however, some people expressed that Steveston Island should remain inaccessible due to the potential adverse effects on wildlife and the surrounding environment. Some suggested exploring alternatives, such as making the island inaccessible or connecting the eastern side of the dike to Gilbert Beach, while others called for the project to be halted completely.

Cost Transparency

Unlike the feedback from the in-person engagement events, a notable number of comments received through the project webpage expressed concerns around the potential costs of the project. These comments emphasized the need for transparency regarding costs, to minimize any public cost burden. Comments emphasized the importance of securing outside (i.e., senior government) project funding and the need to consider ongoing operations and maintenance costs associated with the project.

Continued Engagement

Respondents expressed a desire for continued engagement opportunities and regular communication updates about the project, emphasizing the importance of local First Nations engagement.

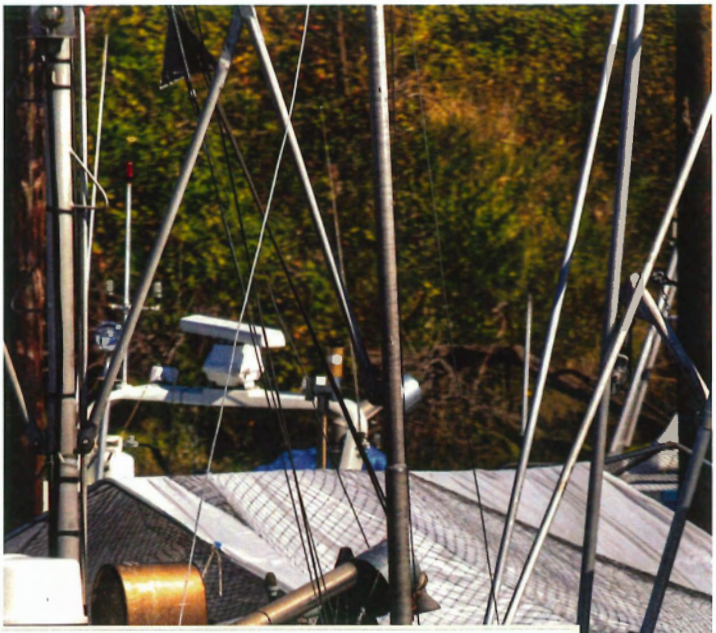
Feedback regarding the South Dike Project

After the email blast was sent out on August 1st, many of the subsequent responses focused on the City's South Dike project. Residents of the waterfront homes in London Landing neighbourhood expressed frustration regarding the project, citing concerns about the impact of dike raising on Fraser River views, disturbances from construction, and the increased noise resulting from raising the road atop the dike. The City of Richmond has continued to engage with the residents regarding the South Dike project.

Social Map

49 contributions were made to the Social Map Activity on the project page, with 40 people contributing their favourite places along the Steveston Island Dike project area. Most pins were located within the Steveston waterfront area, and a large number were near London Farm and Gilbert Beach. Respondents wrote about their love for historical and cultural amenities, walking trails and nature, and their appreciation for the area and what it means to them.

FIGURE 18: Contributions to the Social Map activity



Open

Add a marker to the map below and tell us about your favourite places along Steveston Island Dike

Steveston Island Dike

41 Contributors

50 Contributions

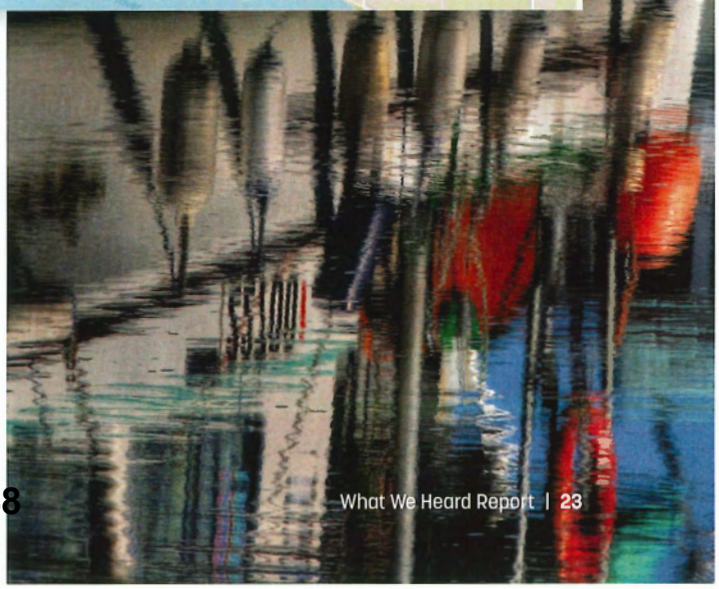
Key Statistics

50
Posts
41 contributors

0
Total Votes
0 avg. votes / marker

Map Post Summary

Posts by Location



SOCIAL MEDIA

The flood protection project team promoted upcoming engagement events via social media, including Facebook, Instagram, Bluesky, and X. Some posts included hyperlinks to the project webpage, which provided a full list of upcoming events and opportunities to get involved.

Between April and July 2025, a total of five social media posts were made, with a combined reach of over 17,000 people and engagement or impressions reaching over 2,000 people.

2 Facebook posts

- ***Reach:*** 6,901 Post 1; 6,964 Post 2 13,885 total
- ***Engagement:*** 1,028 Post 1; 869 Post 2 1,897 total

1 Instagram post

- ***Reach:*** 2,249
- ***Engagement:*** 99

1 X post

- ***Impressions:*** 413
- ***Engagement:*** 26

1 Bluesky post

- ***Engagement:*** 2

FIGURE 19: *Bluesky post*

FIGURE 20: *Instagram post with project rendering*

CLIMATE ACTION E-NEWSLETTER

The City of Richmond's Spring edition (May 2025) Climate Action e-newsletter promoted an in-person and virtual event series to raise awareness and understanding of the importance of flood protection in Richmond as a response to climate change. Prior to the project's start, the newsletter had a subscriber list of 640 people to whom information about the project was disseminated.

At the end of July 2025, the Climate Action eNewsletter had grown to 771 subscribers. A sign-up sheet at the Open House events brought 44 new subscribers.

FIGURE 21: Mention in the Climate Action eNewsletter, May 2025

PRINT MATERIALS

A range of print materials was developed to support outreach and engagement. These materials educated people about the Steveston Island Dike project and included:

- Project Postcard
- Project Q&A and Information Flyers
- Project Timeline

These materials were available for handout at community pop-ups, downloadable from the *Let's Talk Richmond* project page, and could be picked up at community venues, including the Steveston Community Centre and Visitor Information Centre.

Postcards

Over 5,200 postcards were distributed through Canada Post in the Steveston area, each featuring a brief explanation of the project, an invitation to attend an event, and a QR Code and link to the project webpage.

FIGURE 22: Project postcard

Information Flyers

Three new informational flyers were developed for this project. The first was a two-page informational flyer giving basic information about the project. The second was a flyer that promoted upcoming engagement events and provided information on where to find more details about the project. The third was a Q&A flyer, which addressed common questions that participants may have. On all three flyers, a QR code was attached that linked to the project webpage.

All flyers were printed and available for participants to take with them. The flyers were also distributed via email to interested parties, left at popular hubs in the Steveston area, and made available on the project website. The information flyer was shared with the Harbour Authority, which distributed paper copies to approximately 330 businesses and posted signage at their front counters and on bulletin boards around the harbour. It was also shared with the Merchants Association, which then distributed it to its 166 members electronically.

In addition to the flyers, print materials developed during the Dike Master Plan 4 (DMP4) engagement project, which shared information about flood protection and the measures the City of Richmond is taking, were available at events.

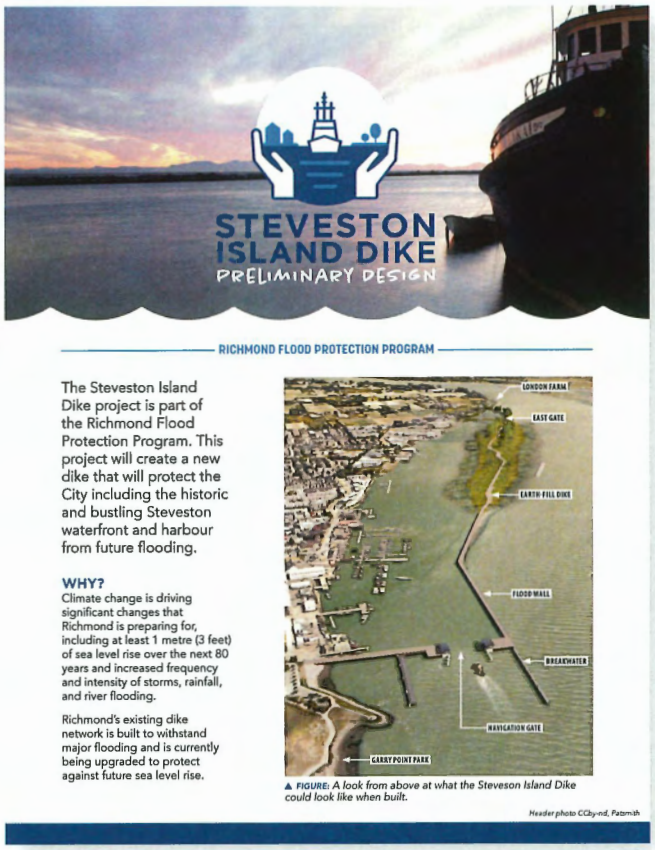


FIGURE 23: *Project information materials*

Key Findings

As noted in the report's Executive Summary, feedback from all engagement activities revealed the following key findings:

Most participants were supportive of the project and the preliminary design.

- Many participants were keen to see public access to Steveston Island, provided that the impacts on wildlife and the environment could be minimized and properly managed.
- Many residents provided feedback, expressing their support and urging that the project to be expedited.
- Overall, participants recognize the risks posed by sea level rise and coastal flooding, and support Richmond's proactive flood protection program.

Most participants were keen to preserve and protect wildlife and habitat on Steveston Island.

- A significant number of people shared concerns around wildlife displacement and habitat impacts, particularly around coyote, eagle and fish populations.
- Limiting public access to the island to protect the wildlife habitat was identified as a significant concern by a substantial number of comments and general feedback from participants.

The public is supportive of increased recreational opportunities that the dike could provide.

- Many participants were eager to have increased recreational opportunities, including nature viewing, dog walking and cycling.
- Recreational amenities, such as seating, lighting, signage, public washrooms, and adequate waste collection containers, were among the most frequently suggested.
- There are varied opinions about whether the trail should be pedestrian-only or allow bikes.

The majority of participants were supportive of the project and the preliminary design.

Both respondents at the in-person engagement events and those responding to the quick poll on the project webpage were supportive of the project, with most respondents selecting 'Great' (175), followed by 'Good' (99).

Many people provided feedback, noting that the project was forward-thinking and should be expedited. Additionally, they were eager to learn about the next steps and specific details related to the design, including:

- *More digital imagery and project renderings from different angles*
- *The size of the gates*
- *Proposed habitat compensation and impact mitigation*
- *The technical engineering design of the dike and gate system*
- *How the construction would impact the Steveston area*
- *How the early warning system for storms would work*
- *How much Steveston Island would be widened and raised*

For those who felt there could be improvements or alternative options, some of the suggestions included:

- *Looking at established examples in the world to see applicability here*
- *Consider a lock system*
- *Widening the east gate to increase flow*
- *Widening the west gate for vessel passage*
- *Extending the dike beyond Steveston Island and connecting at a different point – like to Gilbert Road*
- *Moving exposed buildings to a safer location*

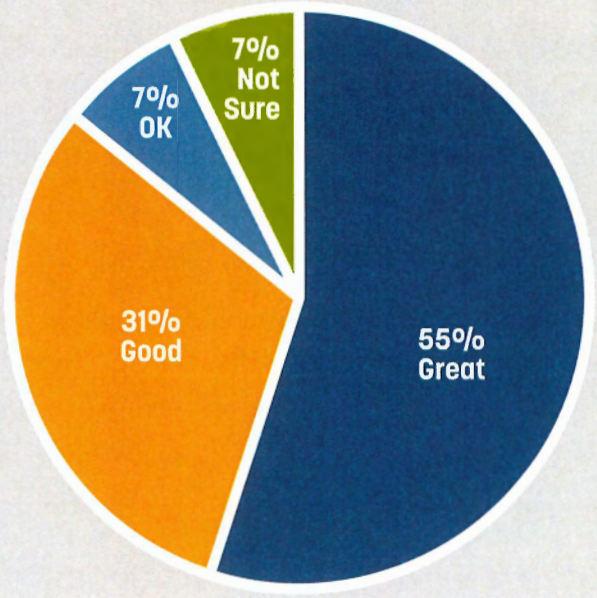


FIGURE 24: *Level of support for the Steveston Island Dike project*

Some of the concerns that were brought up about the design in feedback included:

- *Sediment build-up*
- *Dredging requirements*
- *River flow changes*
- *Jamming and debris*
- *Accounting for earthquakes*
- *Emergency vehicle access*
- *Impacts on views*
- *Large vessels passing through the gate*

Several responses, primarily originating from the project webpage, expressed concerns about the potential costs of the project. These comments emphasized the need for transparency regarding costs and for minimizing any public cost burden.

Most participants were keen to preserve and protect wildlife and habitat on Steveston Island.

Steveston Island is highly valued for its environmental benefits. Among the more than 500 comments shared by participants, including those from in-person engagement events, the online survey, and focused discussions, the most common sentiment expressed support for the project. However, there are deep concerns regarding the impacts on wildlife and the surrounding environment of Steveston Island.

Concerns were raised about the potential disruption of wildlife and habitat on the island. The majority of those who said they did not support the project did so because they believed the area should remain as a nature preserve without allowing human access.

The most frequently repeated concerns included:

- *Human waste & trampling*
- *Wildlife living on Steveston Island, including coyotes, eagles*
- *Fish, estuary and spawning spaces in the Fraser River, especially changes to water flow and flushing*
- *Increased noise and construction impacts*
- *Removal of trees and natural spaces*

Some offered potential solutions or ideas for how to address it, including:

- *Preventing off-trail use (through fencing, signage)*
- *Not building amenities off the trail*
- *Increased habitat compensation in other areas*
- *Keeping trees that are used as nesting areas*
- *More environmental impact studies to understand and account for impacts*
- *Keeping dogs on-leash*
- *Using environmentally friendly building materials*
- *Restricting night access*

NUMBER OF COMMENTS SAYING...

No access to Steveston Island: 44

Need to understand/address environmental impacts: 63

The public is supportive of increased recreational opportunities that the dike could provide.

Many respondents were eager to have the opportunity to access Steveston Island and enjoy the new recreational opportunities it could offer. Feedback from engagement events, as well as discussions with Tourism Richmond and the Steveston Merchants' Association, indicated that the project was envisioned as a source of pride for both the Steveston community and for greater Richmond. People wanted it to become a destination, aiming to create a major attraction for both locals and tourists.

The following is a list of the most frequently suggested ideas:

- *Incorporate art, using environmental/ Indigenous motifs and hiring Indigenous artists.*
- *Have viewpoints, make it scenic and emphasize the natural environment*
- *Trees and shaded spots*
- *Picnic space with tables*
- *Benches/seating*
- *Kayak/canoe/paddleboarding launch*
- *Fishing/crabbing dock*
- *Adequate lighting, perhaps solar powered or with seasonal colours*
- *Build a beach area*
- *Water station, washrooms*
- *Campsite*
- *Outdoor exercise equipment*
- *Coffee shop/food vendors*

NUMBER OF COMMENTS SAYING...

Pedestrian walkway/trail: 30

Bike/multi-use path: 21

A trend in feedback reveals a split between those who prefer a pedestrian path only and those who also want a bike path. Conversations at the in-person engagement events revealed a stronger emphasis on making the potential path on Steveston Island pedestrian-only.

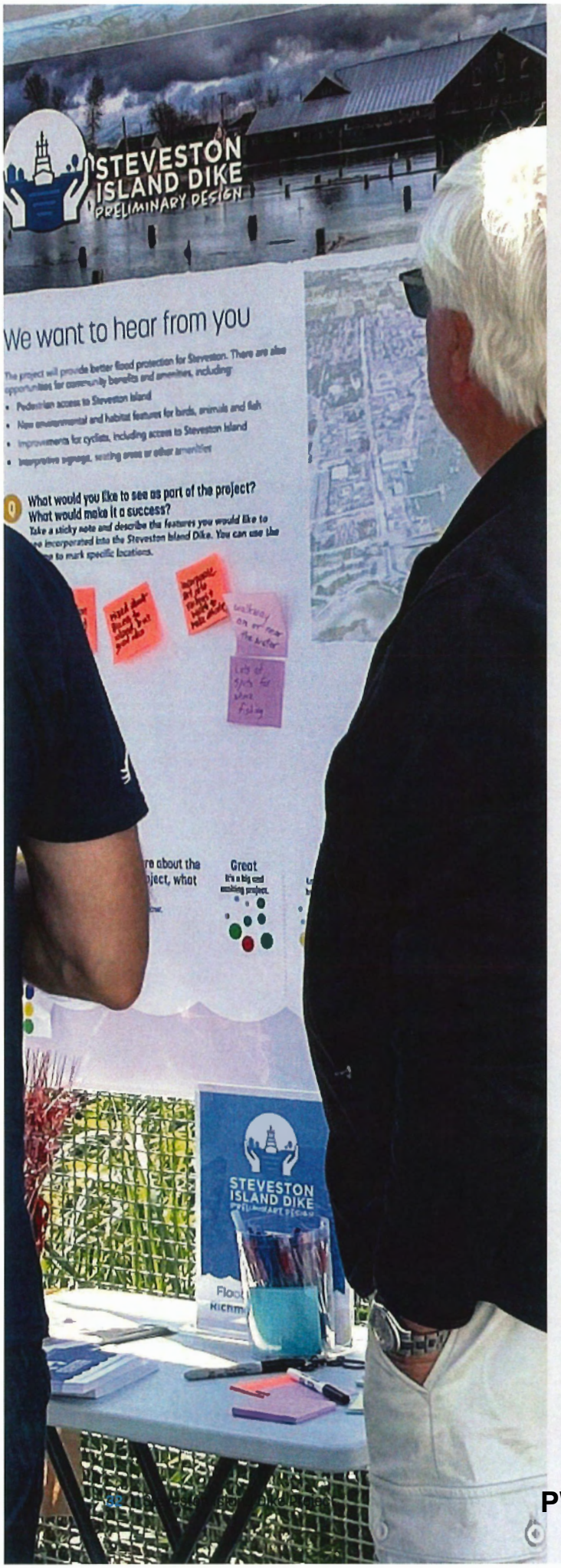
Typically, when a response stated that it should be pedestrian-only, people shared concerns regarding safety, the impact on the surrounding environment, and creating an inclusive and accessible place for those of all ages and abilities. When a response was supportive of having a bike-friendly or multi-use path, people also suggested that the path be separated from the pedestrian path, be connected to the trail network, encourage active transportation or disallow the use of e-bikes and e-scooters.

ADDITIONAL NOTABLE THEMES FROM ENGAGEMENT

Steveston Harbour Authority: The project team met with the Steveston Harbour Authority to present the project and the proposed flood protection measures designed to safeguard the Steveston community and harbour. Following the meeting, the Harbour Authority board submitted a letter to the City of Richmond expressing their general support for the overall concept and acknowledging the importance of enhancing long-term flood protection for Steveston and Steveston Harbour. Their letter also raised several concerns, including harbour flushing and water quality, potential sedimentation, impacts on fish fry and smolts, restricted harbour access, increased vessel wakes, and debris accumulation. All issues will require careful consideration and further study. The Harbour Authority expressed their strong desire to continue being actively engaged in the project and to collaborate with them on future studies and detailed engineering.

London Landing neighbourhood and South Dike upgrades: Some open-house participants and pop-up event attendees identified themselves as residents living east of the project area in the London Landing neighbourhood. At both open houses and on the project website, a group of residents who identified themselves as being from the area came to register their opposition to the planned raising of the dike in front of their homes, which is part of the South Dike Upgrades project, raising the dike between 6080 Dyke Road and Gilbert Road. The dike east of their homes, along Dyke Road and east of Gilbert Beach, has already been raised in alignment with Dike Master Plan 3, which was completed in 2020. Many comments and feedback included sentiments regarding the South Dike upgrades. They were, nevertheless, generally supportive of the Steveston Island Dike project, with some requesting that it be prioritized first, as it would not impact views from their homes.

Transparency, costs, budgeting, and timelines: Questions about the potential costs of the project were frequently raised during in-person engagements, and concerns about costs were expressed in online feedback. Residents understood that this would be a substantial financial undertaking, given the complex engineering required for the project. They felt that it was essential to be transparent, minimize project costs, identify suitable funding sources, and avoid passing costs on to residents. In addition, many people commented that they could see the need for the project, that it should be expedited, and that it was important to adhere to the timeline and not delay.



Steveston Merchants Association and the Tourism Richmond Association: Both organizations expressed strong support for the project. They both see it as an opportunity, a unique attraction, a potential point of pride for the Steveston community, and a potential tourist draw. Tourism Richmond expressed a keen interest in future collaboration and ongoing engagement. Both organizations recognized the importance of business continuity in the project's construction. It was suggested that there should be interpretive signage for the natural features and ecology of the island, the harbour, and the dike system/sea gate. They had some additional questions regarding the impacts of widening Steveston Island on the natural features, as well as potential water stagnation and sediment buildup.

MLA Kelly Greene's Office: Attendees to the Steveston 2020 presentation at Hon. Kelly Greene's office were generally very supportive of the project. They noted some concerns about the impacts to fish and fish habitat.

Shady Island versus Steveston Island: Most residents in the project area refer to Steveston Island by its popular community name, Shady Island. Some residents felt that the island should be referred to as Shady Island, rather than Steveston Island, and using its official name generated some initial confusion. The project name remained Steveston Island to align with the legally registered name of the Island.

Dogs: There was a split in sentiment regarding whether to allow dogs to be off- or on-leash while on Steveston Island. Currently, visitors to Steveston Island prefer to let their dogs roam freely, and they believe this should continue, as enforcing on-leash requirements would be challenging. Those who felt that dogs should be on-leash felt so due to safety concerns, as well as the potential negative impacts on the surrounding environment.

Continued engagement: Respondents expressed hope for ongoing engagement and regular updates as the project advances through its next phases. It was suggested that increased collaboration is needed with key stakeholders, including local First Nations, all relevant levels of government, targeted youth groups, neighbouring municipalities, and the establishment of a community-involved committee to evaluate design options.

Moving Forward

As noted in this report, the majority of community members who participated in project outreach and engagement recognize the importance of the project for building Steveston's climate resilience and are supportive of the Steveston Island Dike preliminary design concept.

Moving forward, there is a strong desire for the City of Richmond to continue outreach efforts and keep residents, business owners, and visitors informed as the project continues to develop over the coming years.

As the project progresses into detailed design, feedback from the preliminary design phase should be utilized to inform key design discussions and shared with the public. Core public interests include the following.

Wildlife and environment

- *Should Steveston Island be accessible or left as wildlife habitat?*
- *What are the impacts on wildlife and wildlife habitat, and how could they be mitigated?*
- *How much would Steveston Island need to be widened to accommodate a new dike, and are there associated wildlife impacts associated with it?*

Community access and amenities

- *If Steveston Island is accessible to the public, Should the path be multi-use or pedestrian only?*
- *What amenities would be included (e.g., benches, viewing platforms, interpretive elements)?*
- *Could additional parking be provided for Steveston Island users?*

Steveston Harbour

- *How would construction affect marine traffic in Steveston Harbour?*
- *How would the dike impact downstream flows from the Fraser River in Steveston Harbour, particularly from and through the east gate?*
- *What are the potential impacts of sediment buildup in Steveston Harbour, and would any associated additional dredging be required?*

Project cost

- *How will the project be funded?*


Richmond

Summary of Regulator Feedback – Steveston Island

Department of Fisheries and Oceans (DFO) – Small Craft Harbours

- Raised concerns that changes to bathymetry resulting from this project could increase sedimentation and create an ongoing dredging requirement in Steveston Harbour.
- Emphasized the need to monitor sedimentation through hydrodynamic modelling and to refine this analysis as design advances.
- Highlighted that the proposed tidal marsh may impact water flow into the Cannery Channel, requiring further analysis to ensure acceptable flushing and water quality in the harbour.
- Requested coordination to ensure proposed habitat compensation features do not conflict with existing or planned DFO projects.
- Expressed interest in collaborating on dredged material management, with a preference to be the sole provider of dredged material for the project.
- Preliminary design has identified potential sediment build-up near the east and west gates; staff will investigate this further in the future design phases.

Deputy Inspector of Dikes (IOD)

- Noted that several project elements fall outside the standard dike approval process and stressed the importance of early and ongoing communication as designs evolve.
- Confirmed that requirements under the Dike Maintenance Act will continue to apply for the construction of the new primary dike.
- Indicated flexibility in considering how the existing secondary dike alignment will be upgraded in the future.
- Staff will continue to liaise with the IOD as the project progresses.

BC Ministry of Water, Land and Resource Stewardship (WLRS)

- Advised that the project will likely require both a water license and land tenure.
- Highlighted challenges associated with marsh bench restoration and recommended careful selection of habitat compensation locations to support long-term success.
- Staff will work with WLRS to secure the necessary approvals and develop an appropriate habitat compensation approach.

BC Ministry of Emergency Management and Climate Readiness (EMCR)

- Appreciated the opportunity to participate in the engagement session.
- Did not have specific comments at this time but emphasized the importance of remaining informed as the project advances.
- Staff will keep EMCR updated as design and implementation progress.

Environmental Assessment Office (EAO)

- Emphasized the importance of early and meaningful engagement with First Nations, and transparency regarding project schedule, scope, and public engagement.
- Highlighted tools and resources available on the EAO website, including a mapping tool to help identify local First Nations.
- Offered to provide further guidance as needed.
- Staff will continue to engage with the EAO and local First Nations as the project moves toward detailed design.

Department of Fisheries and Oceans (DFO) – Fish and Fish Habitat Protection Program

- Indicated that the Steveston Island Dike project will likely result in prohibitions under the Fisheries Act and therefore require authorization and offsetting.
- Staff will work with the program team to identify ways to avoid, minimize, and offset impacts to fish and fish habitat as design work progresses.